Task 4

Plan Alternatives Memorandum

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

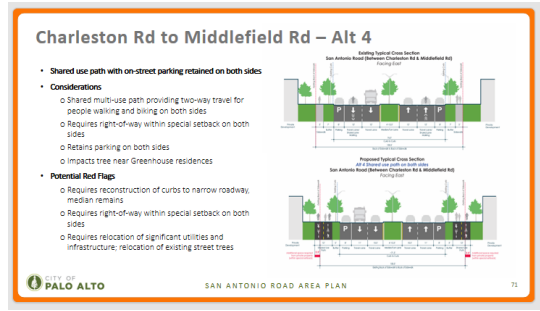
Table of Contents

- Project Vision 04
- Plan Alternatives: Objectives, Priorities and Process 07
- Overall Design Strategy 12
- Sub Area Alternatives 17
  - Primary Sub Area Alternatives
  - Evaluating Trade-Offs
  - Secondary Sub Area Alternatives
- Mobility Alternatives 73
- Mobility Strategies 84
  - San Antonio Road
  - E. Charleston Road
  - Fabian Way

Deck Description

- Section Break
  - Green Slide
  - White Border
- Defines different sections of the Alternatives memorandum.

- Strategy/Alternative
  - White Slide
  - Green Border
- Describes design strategies, policies, and design alternatives.
- Provides a high-level overview of concepts, trade-offs and related information.



- Additional Information
  - White Slide
  - Orange Border
- Describes details of design strategies and alternatives.
- Provides additional information to inform decision making.

Project Vision

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SAN ANTONIO ROAD AREA PLAN

Vision Statement (Draft)

The vision for San Antonio Road is of a vibrant mixed-use corridor connecting walkable neighborhoods where people of all incomes can live, work, and thrive; where safe streets, transit, and green infrastructure can support shorter commutes, reliable transit, and climate resilience; and with a dynamic economy that attracts new businesses while sustaining local shops and services that define the community.

Overarching Goals of the Area Plan

A City-led initiative to create a 20-year vision with active community input, with results from 200+ survey respondents included

CREATE A MORE LIVABLE COMMUNITY	Encourage residential and mixed-use development, with housing at all income levels, and access to well-designed public spaces and neighborhood services and retail.	**78%** support/ strongly support
IMPROVE MOBILITY AND SAFETY	Enhance streets, sidewalks, bike lanes, and transit connections for easier and safer travel for all users.	**90%** support/ strongly support
SUPPORT SUSTAINABILITY	Promote development with fewer, shorter commutes, integrate green infrastructure, increase tree canopy, and build resilience to climate change.	**82%** support/ strongly support
ENHANCE ECONOMIC VITALITY	Attract new businesses, strengthen Palo Alto's economy, and preserve valued local businesses.	**73%** support/ strongly support

Plan Alternatives: Objectives, Priorities and Process

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Alternatives: Objectives

What will the Alternatives do?

- Translate what we have heard from the community and decision-makers into physical interventions that support the project vision.
- Test out land use and mobility design concepts to resolve identified issues in the Plan Area, shape future development, and explore how to deliver community benefits.
- Inform feasibility analysis to ensure streamlined implementation on project completion.

How will the Alternatives impact project outcomes and implementation?

- Inform modifications to existing development standards to regulate future development.
- Establish development incentives to get desired built form and community benefits while ensuring project feasibility.
- Identify implementation strategies such as public-private partnership projects, mechanisms to create and maintain open space, etc.

Alternatives: Priorities

Housing

Priorities

- Develop scenarios to illustrate increased residential capacity at all income levels.
- Re-evaluate housing needs allocation capacity within the Plan Area.

Retail

Priorities

- Focus on small-scale neighborhood-serving retail (not larger "destination retail").
- Explore retail models that are co-located with open spaces to create "third places".

Office

Priorities

- Explore potential to increase office development to achieve community benefits like increased open space and more viable neighborhood serving retail.
- Consider strategies to include small-scale office/ flex spaces.

Alternatives: Priorities

Outdoor Space

Priorities

- Explore different sizes, configurations, and types of open spaces (larger outdoor space vs several smaller outdoor spaces).
- Explore potential locations for aggregating open spaces and retail to create “third places” for community gathering.

Mobility + Connectivity

Priorities

- Create mobility improvements for all users, focusing on a connected network in alignment with other City mobility initiatives.
- Primary focus on San Antonio Road and key intersections.
- Improve streetscape character and safety in primary change areas.
- Improve pedestrian-bike access to Caltrain and consider strategies to increase transit access.

Overall Design Strategy and Priorities

Establish **“areas of stability”** and **“areas of change”** within Plan Area.

Explore **land use and mobility alternatives** focusing on the identified **“areas of change”**

Land Use Priorities

- Create new neighborhoods along Fabian Way and in the CTI area (area along Commercial St., Transport St., Industrial Ave.)
- Focus open space, amenities in new neighborhoods
- Create smaller, walkable blocks where possible
- Infill San Antonio Road with residential

Mobility Priorities

- Improve ped/bike safety and walkability
- Improve streetscape character and pedestrian experience through landscaping, tree canopy
- Improve ped/bike experience at intersections
- Improve connections to Caltrain, schools, and other amenities

Overall Design Strategy

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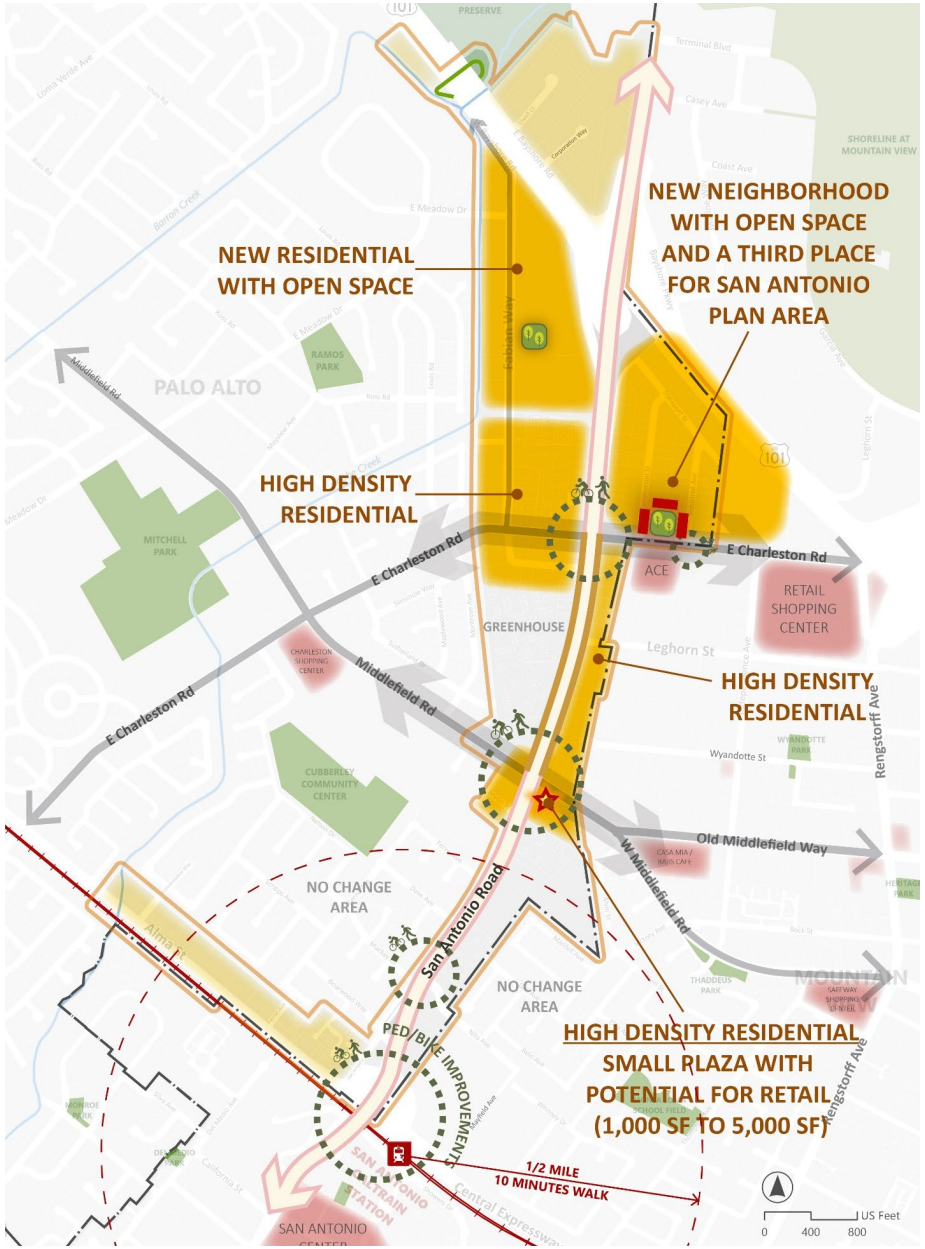
Overall Design Strategy



Redevelop/infill existing low-density commercial with high-density residential to create new neighborhoods

Create new open spaces and "third spaces" with neighborhood serving retail and amenities

Improve ped/bike experience, safety and connectivity on all streets and intersections

Improve transit service to community destinations and access to Caltrain

- City Boundary
- Plan Area
- Railway
- Caltrain Station
- Creeks
- Parks
- Ped/Bike Improvements
- Existing Retail
- Priority Change Area
- Secondary Change Area
- Potential New Retail
- Potential New Open Space

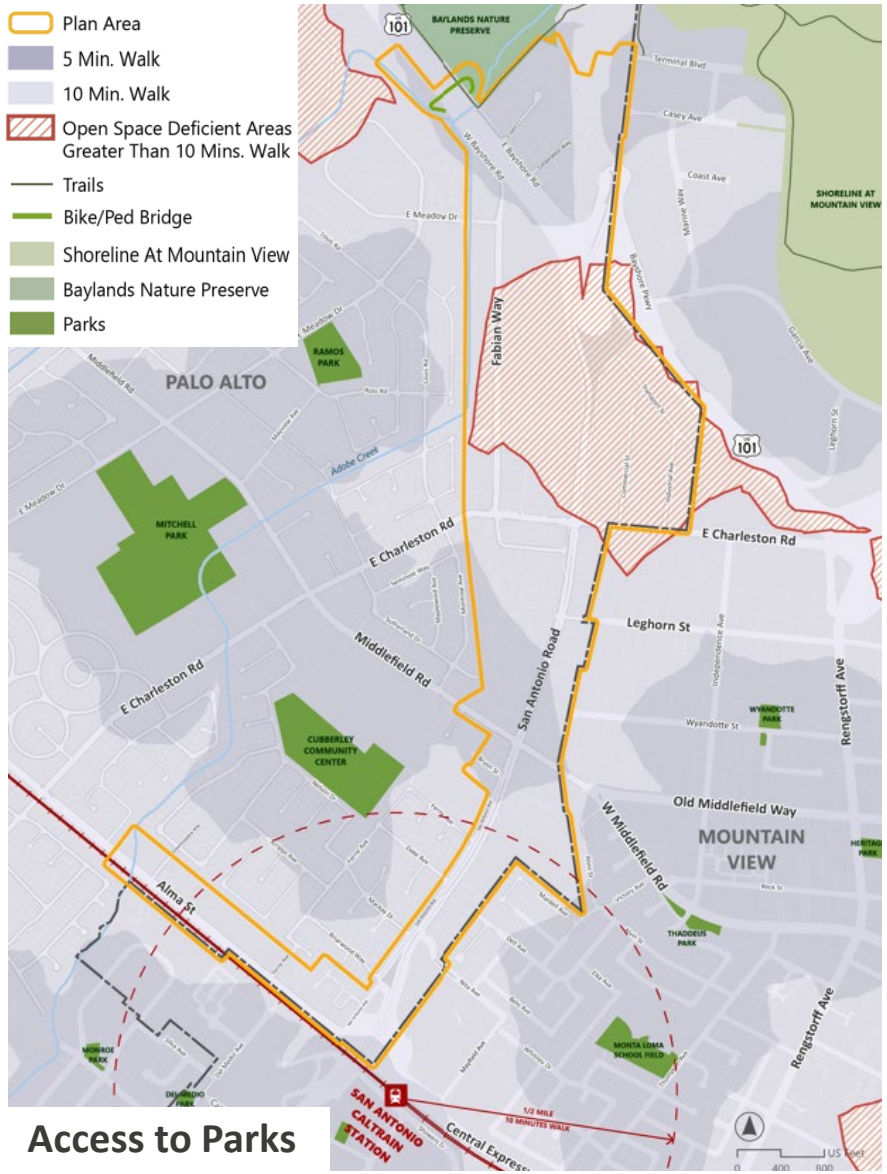
Design Strategy: Outdoor Space

Goals

- Improve access to parks, decrease distance to parks to under a 10-min walk throughout Plan Area
- Improve ped-bike experience linking existing and new open spaces to new residential areas
- Create new open spaces to serve existing and new residential neighborhoods (North Fabian and CTI sub areas)
- Co-locate retail and services with new open spaces to create “third places”

Alternatives explore:

- Location, size, and number of open spaces
- Method of creating open spaces



Access to Parks

Design Strategy: Outdoor Space

- Add new outdoor spaces as part of new development in North Fabian and CTI sub-areas
- Improve ped-bike access to existing parks and new outdoor spaces
  - San Antonio Road becomes a key ped/bike connection with continuous tree canopy to create a pleasant experience connecting new residential areas to amenities and transit
  - Fabian Way becomes a key bike connection to the Baylands with separated bikeways

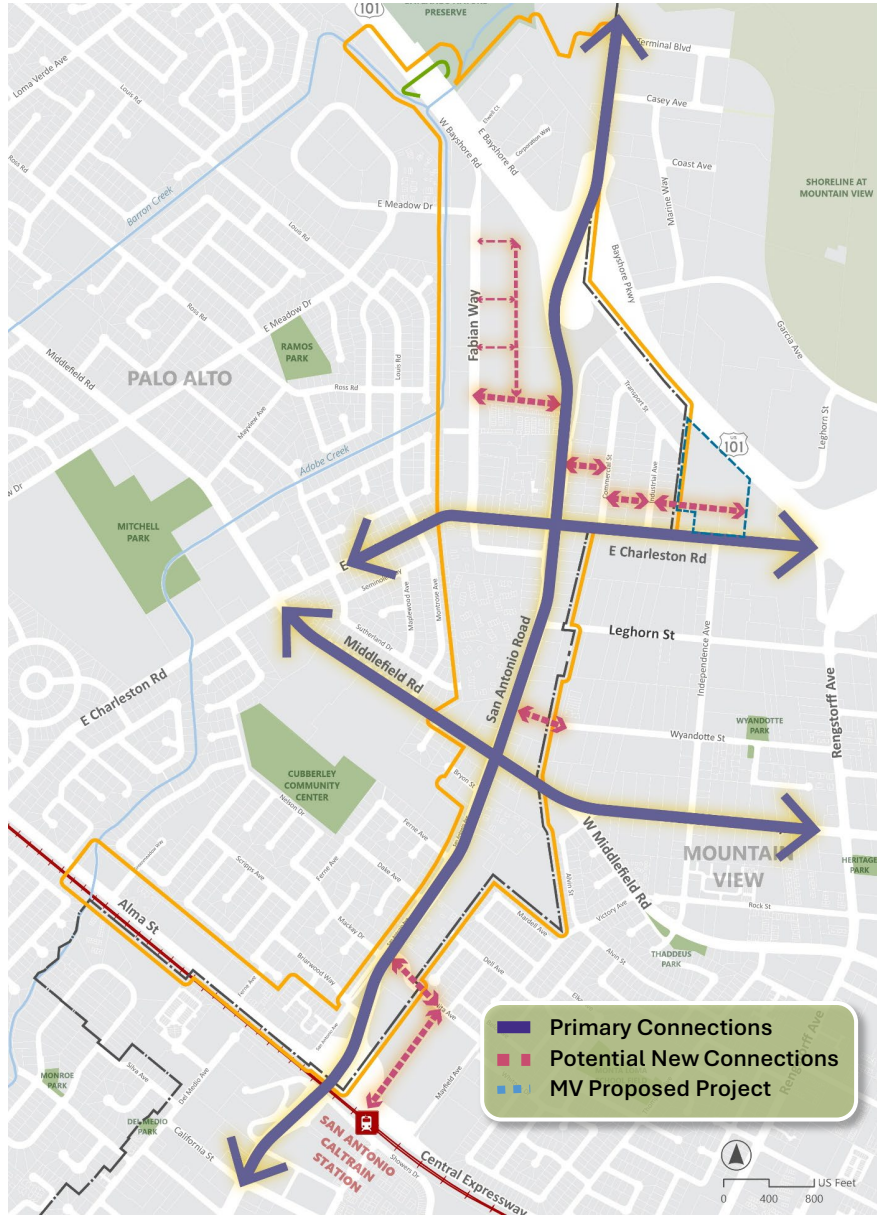
Design Strategy: Connectivity

Focus on Corridors: Primary interventions will focus on the major street corridors: San Antonio Rd, E. Charleston Rd. and Middlefield Rd. Where possible, new connections will be made to increase walkability

Block Size: Reduce block size to create more walkable and connected neighborhoods

Improve connectivity by adding mid-block pedestrian paths/paseos in the following areas:

- **CTI Area:** At least one connection from: San Antonio to Commercial; Commercial to Industrial; Industrial to MV Project
- **North Fabian Way:**
  - One connection from Fabian Way to San Antonio Rd;
  - Add pedestrian walkway or new street connecting to Fabian Way per the Objective Design Standards (at least one ped connection every 300 feet)
- **San Antonio Road:** Explore connection to Wyandotte Street
- **Caltrain access:** Improve connections at Nita Avenue and coordinate with Google and Mountain View to improve connections to Caltrain



Sub Area Alternatives

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Sub Area Alternatives

Based on anticipated redevelopment potential, "**areas of change**" are divided into sub-areas for exploring alternatives, that look at different **land use mixes, heights, and densities**, as well as **open space** and **connectivity.** Each area is studied at a different level of detail depending on specific opportunities and challenges.

Primary Sub-Areas

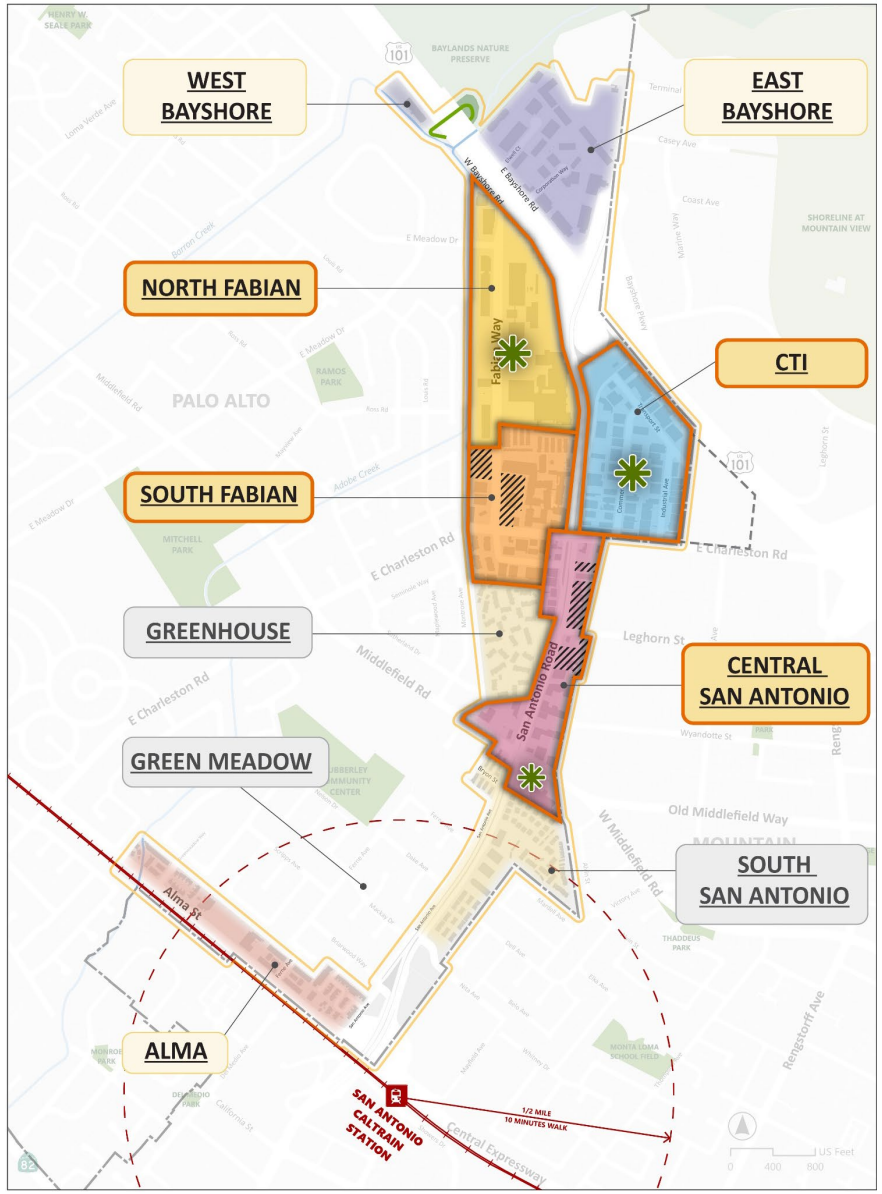
- These areas have the greatest potential for redevelopment and can contribute to creating new neighborhood-serving amenities like outdoor space and retail
- These include **Central San Antonio, South Fabian, North Fabian, and CTI**

Secondary Sub-Areas

- These areas have limited redevelopment potential in the near term.
- These include **East and West Bayshore, and Alma Street**

"Areas of Stability"

- These include **Greenhouse, Green Meadow, and South San Antonio**, areas that are 100% built-out with low redevelopment potential.
- Parts of Green Meadow and South San Antonio are within SB 79's impact area that allows higher density for projects meeting specific criteria. Utilization of SB 79, however, is likely very low, due to existing conditions in these areas.



Sub Area Alternatives Map

Methodology for Redevelopment/Growth Projections

Assumptions

- All build-out assumptions, such as density ranges, building prototypes, and replacement ratios for existing commercial uses, are based on recent pipeline projects and market demand in the Plan Area.
- The assumptions try to show the maximum change/growth potential possible in the Plan Area.
- The build-out scenarios and potential development numbers exclude the "no change" parcels identified within each subarea.
- All office scenarios focus on improving the jobs-housing balance area across the Plan Area.
- Up to 100% of commercial-only parcels were projected to redevelop to understand the full extent of change possible within the plan area and sub-areas.
- Up to 75 to 100% build-out scenarios have been considered for most alternatives. In CTI, a lower build-out (50-75%) has been considered for the no-office scenarios, since residential-only projects are less financially viable on smaller individual parcels, which is the prevailing condition in the CTI subarea.
- Potential new housing development, excluding the Maxar site, is assumed to have mid-rise buildings with densities ranging from 90 du/ac to 135 du/ac depending on height.
- The Area Plan expects 50,000 to 80,000 sf of new neighborhood-serving retail and commercial services such as restaurants, day care, grocery stores, pet care, salons, etc. to be developed in the Plan Area within new mixed-use buildings.
- Within the CTI subarea, each alternative scenario assumes that, at a minimum, Palo Alto's jobs/housing policy for new development will be met. Across the Plan Area as a whole, new residential development will improve the jobs/housing balance.

Plan Area Development Analysis

Total Plan Area

Existing Condition:

- **802 units** Residential
- **2,399,400 sf** Non-residential
  - 1,495,965 sf Office/R+D
  - 903,435 sf Commercial

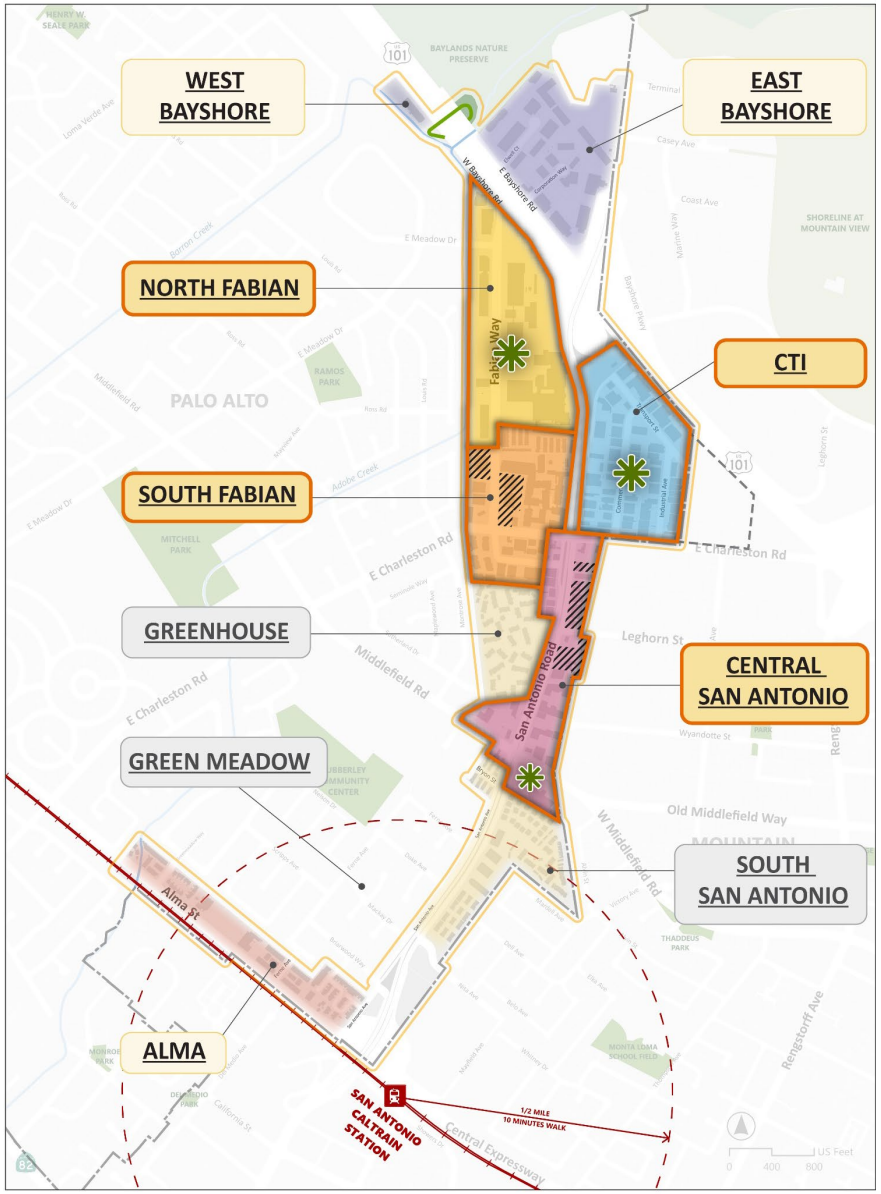
Redevelopment Potential*:

- New Residential Development
  up to 3,800 to 7,400 units
- New Class A Office/R+D (if allowed)
  + **0 to ~900,000 sf ***
- Office/R+D
  Up to -932,600 sf net loss
- Other non-residential
  Up to -437,400 sf net loss

Primary Sub-Areas:
Estimated Build-out of Alternatives

- **Central San Antonio**
  + 1,300 to 2,400 units Residential
  - Up to 209,000 sf Non-residential
- **South Fabian**
  + 600 to 1,100 units Residential
  - Up to 177,000 sf Non-residential
- **North Fabian**
  +700 to 1,500 units Residential
  - Up to 485,000 sf Non-residential
- **CTI**
  + 1,000 to 2,000 units Residential
  + 0 to ~900,000 sf New Office/R+D
  - Up to 499,000 sf Non-residential

**Individual scenarios predict maximum development potential if 50-100% of sites redevelop, with certain sites excluded due to use, ownership, or recent redevelopment. Palo Alto's 2023-2031 Housing Element allocates a total of 1,559 new housing units to the Plan Area (26% of the citywide total). Even with scenarios which allow the largest amount of new office space, staff anticipates an overall net decrease in non-residential square footage due to redevelopment for residential and mixed-use projects.*



Sub Area Alternatives Map

Analysis of Potential New Office/R+D

Total Plan Area

Existing Condition:

- **802 units** Residential
- **2,399,400 sf** Non-residential
  - **1,495,965 sf** Office/R+D
  - **903,435 sf** Commercial

Redevelopment Potential:

- New Residential Development up to **3,800 to 7,400 units**

Plan-Wide Office/R+D Loss from Redevelopment:

- CTI area (older office/R+D demolished) up to **-240,000 sf**
- Maxar site (replaced by residential) **-485,000 sf**
- Other areas up to **-207,600 sf**
- Total plan-wide loss up to **-932,600 sf**

This loss occurs regardless of whether new Class A office is permitted in CTI. The scenarios on the right address whether new office in CTI can offset the CTI and Maxar losses.

Can New Class A Office in CTI Offset the CTI and Maxar Loss?

	Scenario 1 600,000 sf new	Scenario 2 750,000 sf new
Existing CTI office/R+D demolished	-240,000 sf	-240,000 sf
New Class A office built in CTI	+600,000 sf	+750,000 sf
Net change in CTI	+360,000 sf	+510,000 sf
Maxar office/R+D lost to residential	-485,000 sf	-485,000 sf
Net change: CTI and Maxar combined	**-125,000 sf**	**+25,000 sf**
Office floor area modifier*	+150,000 sf	+150,000 sf
Adjusted range	**+25,000 sf**	**+175,000 sf**

* Not all existing CTI R&D/office parcels may redevelop concurrently with new Class A office proposals. This modifier provides a planning allowance that enables redevelopment to proceed without requiring a net office reduction across the CTI area, which may be critical to securing the public infrastructure and community benefits this area requires.

Net gain / modifier Net loss

Palo Alto's Policy on Jobs-Housing Balance

Calculating Jobs-Housing Ratio

- To determine the number of housings units required for each job produced, staff would divide the number of jobs created by the number of employed residents per household.
- The Valley Transportation Authority Congestion Management Program estimates the number of jobs per thousand square feet for different land uses.

Profession	Jobs/1,000 sf
Retail	1.75
Office	3.4
Hotel	2
Research and Development	2.5

- Palo Alto has an employed resident per household ratio of 1.23 (American Census Survey, 2018)

Current Jobs-Housing Ratio

- The 2023-2031 Housing Element identifies a ratio of **3.19** jobs to employed residents within the City.
- 2023 data shows a ratio of **4.18** jobs per housing unit
- Regional average is **1.5** jobs to housing units.

Analysis of Potential New Office/R+D in CTI Subarea

OFFICE SCENARIOS	Proposed Office	Net New Office	Office Jobs Created (3.4/1000 sf)	Retail Jobs Created based on 80,000 sf (1.75/1000 sf)	Employed Resident Per Household	New Units required	Net Gain of Residential Units across SARAP plan area
1	600,000 sf	360,000 sf	1,224	140	1.23	1,109 units	3,800 to 7,400 units
2	750,000 sf	510,000 sf	1,734	140	1.23	1,524 units	
3	900,000 sf	660,000 sf	2,244	140	1.23	1,938 units	

Primary Sub Area Alternatives

- **Central San Antonio**
- **South Fabian**
- **North Fabian**
- **CTI** (Commercial St., Transport St., Industrial Ave.)

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Selecting Alternatives

Within each primary sub area, there are a series of choices. These can relate to general site use (residential, commercial, mixed-use), residential densities, building heights, ground floor uses, and publicly accessible outdoor spaces. These can be mixed and matched.

Central San Antonio

- CSA-A1 and CSA-A2 are building height options
- CSA-B1 and CSA-B2 are ground/lower floor use options

South Fabian

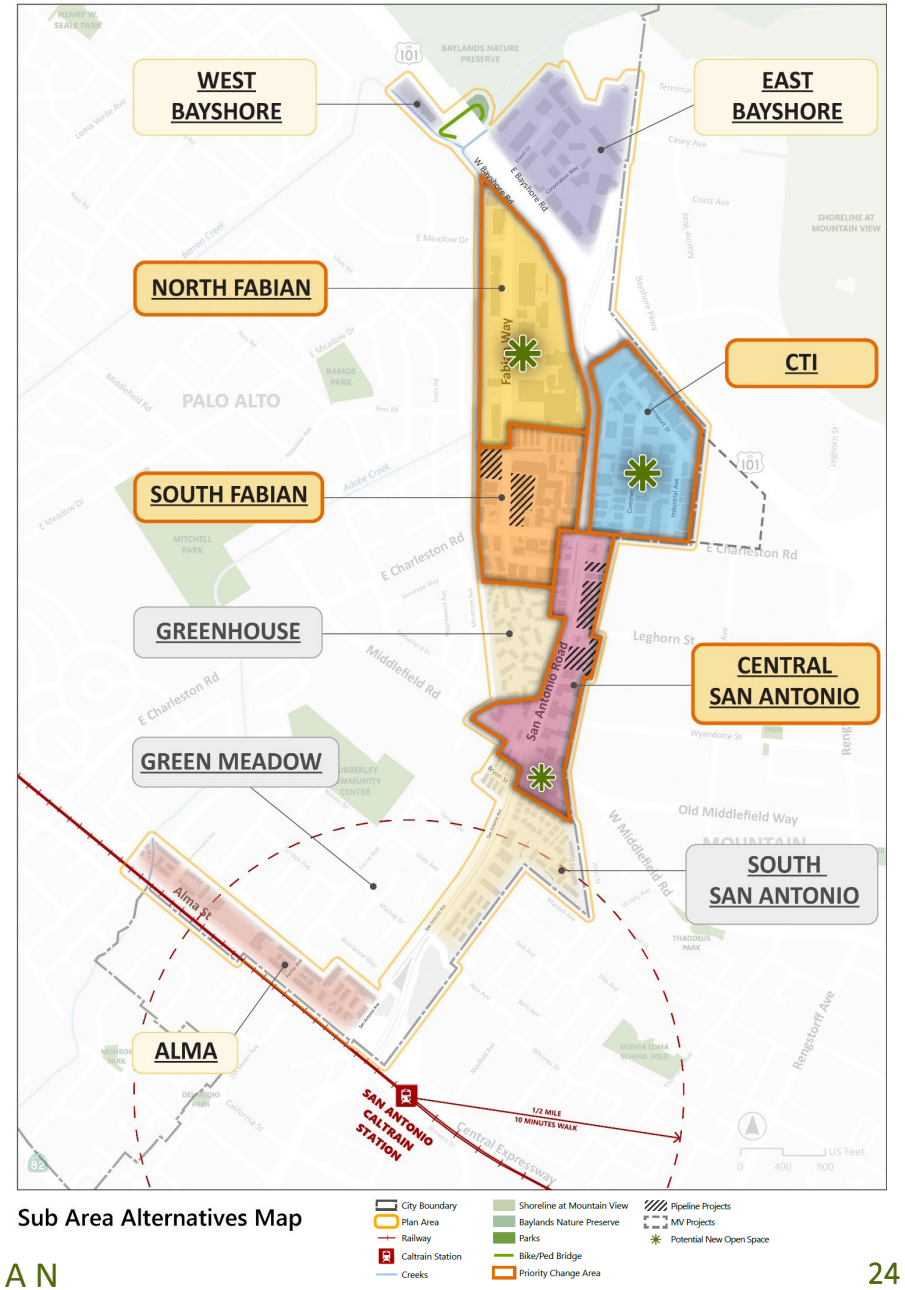
- SF-A1 and SF-A2 are building height options
- SF-B1 and SF-B2 are ground/lower floor use options

North Fabian

- M-A1 and M-A2 are land use options (additional considerations included)
- M-B1 and M-B2 are residential density options
- M-C1, M-C2, and M-C3 are building height options

"CTI"

- CTI-A1 through CTI-A4 are outdoor space options
- CTI-B1 through CTI-B4 are building height and land use options



Sub Area Alternatives Map

Primary Sub Area Alternatives

Central San Antonio

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Central San Antonio Sub Area

Existing Character

- Low-density commercial
- Two recently completed 5-story hotel projects
- Several applications for 6-8 story midrise residential projects

Future Development Potential

- Transition to high-density mixed-use
- 8.7 acres of Housing Element Sites
- Approx. 19 acres of potential future development
- Several active pipeline projects

Active Planning Applications


824 San Antonio Road


800-808 San Antonio Road


788 San Antonio Road


762 San Antonio Road

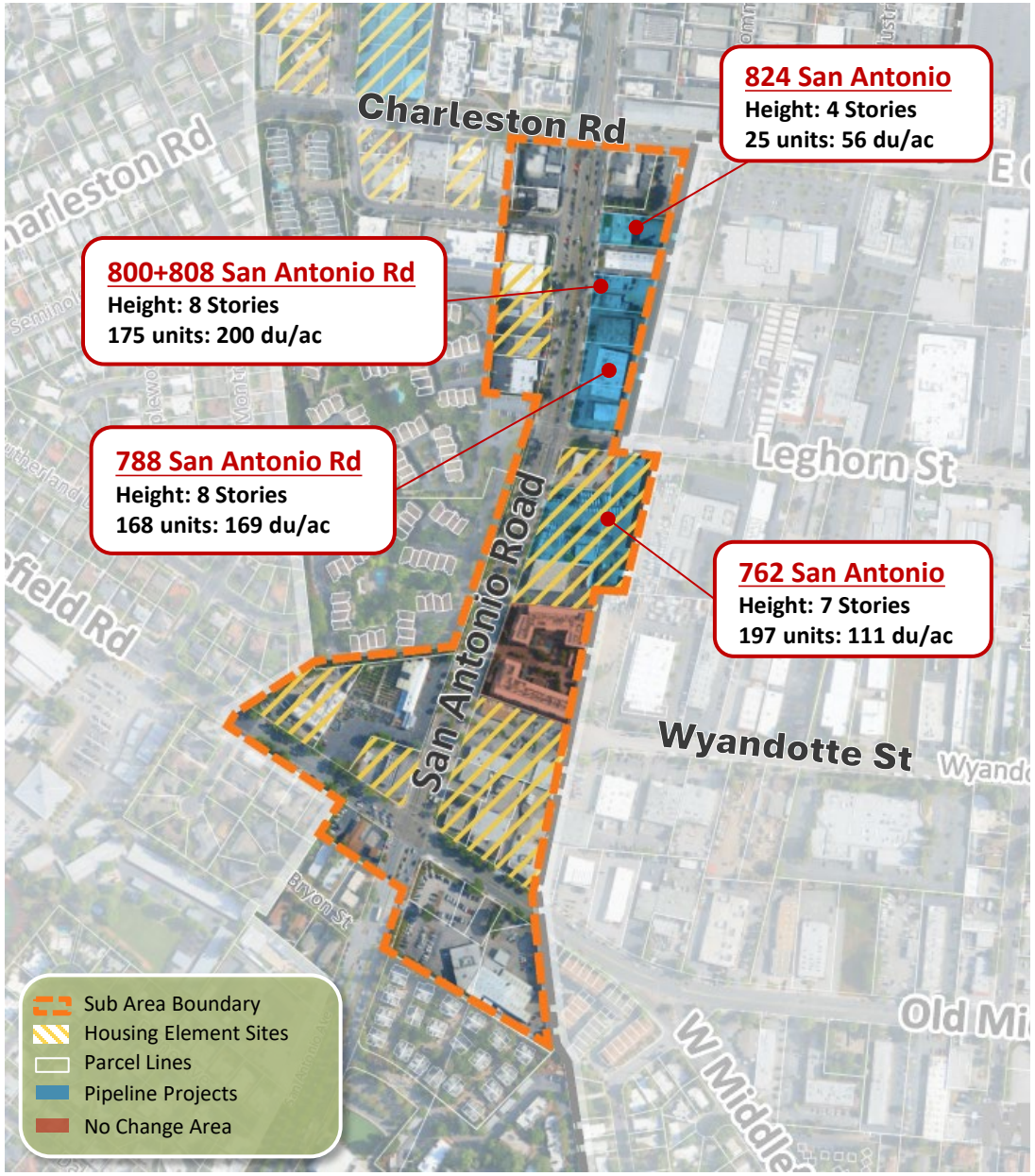
Central San Antonio Sub Area

Design Approach

The strategy for this area to is continue to allow high-density residential projects. For larger sites or parcels that may be aggregated to be over ~3 acres there is a potential to require some publicly accessible outdoor space and neighborhood serving retail.

Future Development Potential

- Alt CSA-A1: 60 ft height limit (status quo)
  - No change to currently allowed height
  - Limits buildings to 5 stories, less feasible building type
- Alt CSA-A2: 90 ft height limit
  - Maximizes mid-rise construction
  - In line with current development applications
  - Improves project feasibility
  - Increases housing yield



Central San Antonio Sub Area

Other Considerations

- Ground floor retail allowed, not required
- Lower floor land use alternatives
  - Alt CSA-B1 - Restrict all commercial office uses
  - Alt CSA-B2 - Allow limited commercial office uses on the ground floor focused on professional services

Urban Design and Placemaking

- Outdoor Space
  - Consider small plaza/park requirement on larger sites (Toyota site)
- Connectivity
  - Consider requiring ped/bike path connection to Wyandotte Street
- Improve intersections and ped/bike facilities
  (see mobility section for alternatives)
- Require wider sidewalks

Central San Antonio

Existing Condition (does not include pipeline projects) :

Existing Building Area	449,000 sf
Existing Commercial Area	449,000 sf
Commercial area includes 234,100 sf of hotel, nursery, restaurants, and some automotive services.	

HE Sites* Parcel Area
8.7 acres

Total Parcel Area
21.3 acres

Land Use Alternatives (includes pipeline projects):

	ALT CSA-A1 *Residential 60 ft height limit*	**ALT CSA-A2** *Residential 90 ft height limit*
Build-Out	Up to 75%-100%	Up to 75%-100%
Assumed Average Density	90 du/ac	135 du/ac
Residential Units	0 existing units Up to 1,300 to 1,800 new units	0 existing units Up to 1,800 to 2,400 new units
Commercial Uses	449,000 sf existing up to 209,000 sf loss of commercial uses	449,000 sf existing up to 209,000 sf loss of commercial uses

**Palo Alto's 2023-2031 Housing Element allocates a total of 1,559 new housing units to the Plan Area (26% of the total citywide)*

Primary Sub Area Alternatives

South Fabian Way

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South Fabian Sub Area

Existing Character

- Mix of low-scale office buildings
- Jewish Community Center/Moldaw Residences
- Apartments and podium townhomes north of JCC
- Insufficient bike facilities
- Narrow sidewalks and insufficient street trees on Fabian Way south of E. Charleston Rd

Future Development Potential

- 6 acres of Housing Element Sites
- Approx. 10 acres of potential future development
- 2 pipeline projects include an office-to-private school conversion and a 7-story mid-rise residential project
- The area has seen other applications for mid-rise residential projects

Active Planning Applications


3950 Fabian Way


3997 Fabian Way

Old Applications

4015 Fabian Way

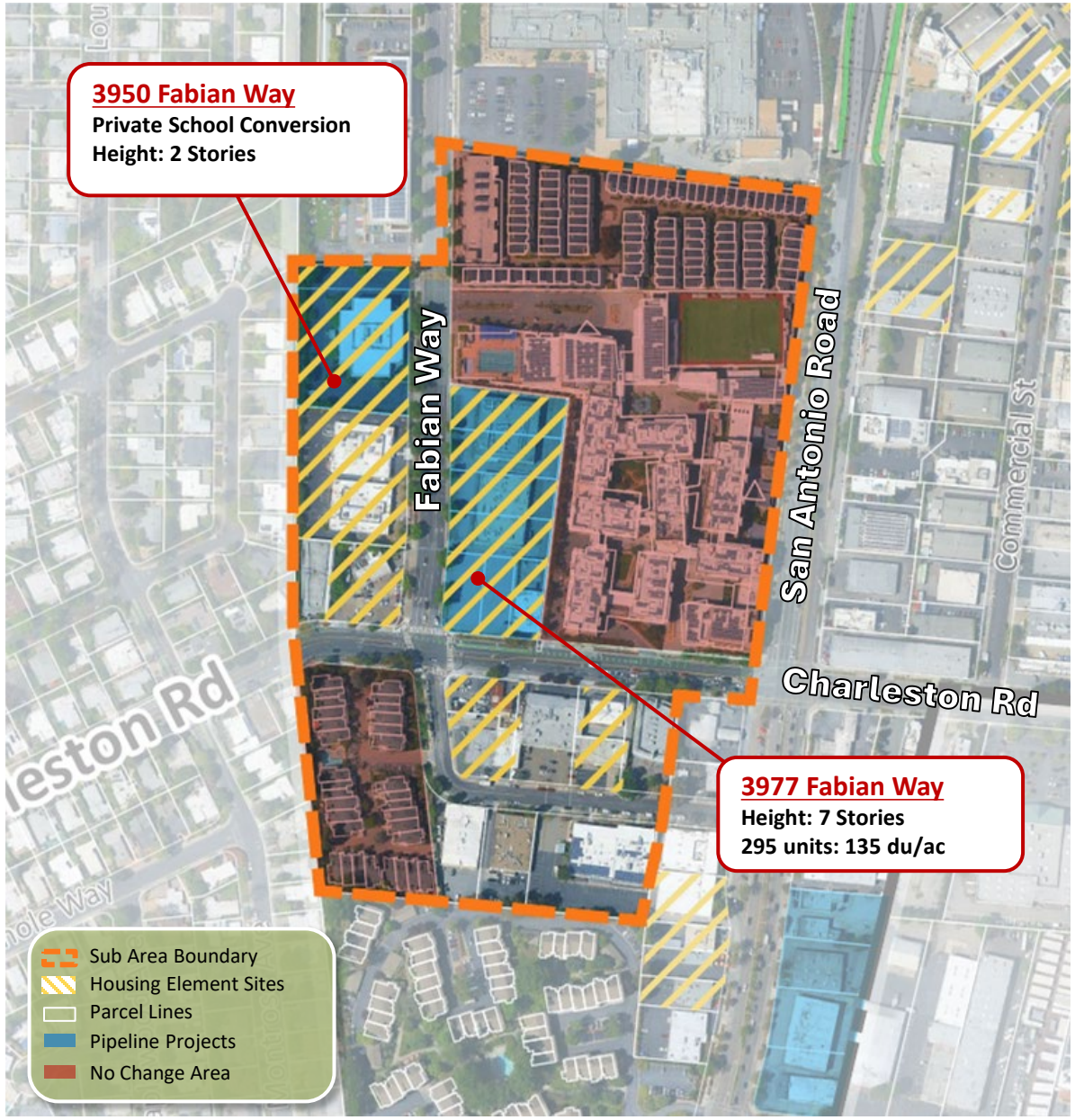
South Fabian Sub Area

Design Approach

Due to the small parcel sizes in this sub-area, the recommended strategy is to allow incremental redevelopment on a parcel-by-parcel basis.

Height/Density Alternatives

- Alt SF-A1: 60 ft height limit (status quo)
  - No change to currently allowed height
  - Limits buildings to 5 stories, less feasible building type
- Alt SF-A2: 90 ft height limit
  - Maximizes mid-rise construction
  - Improves project feasibility
  - Increases housing yield



South Fabian Sub Area

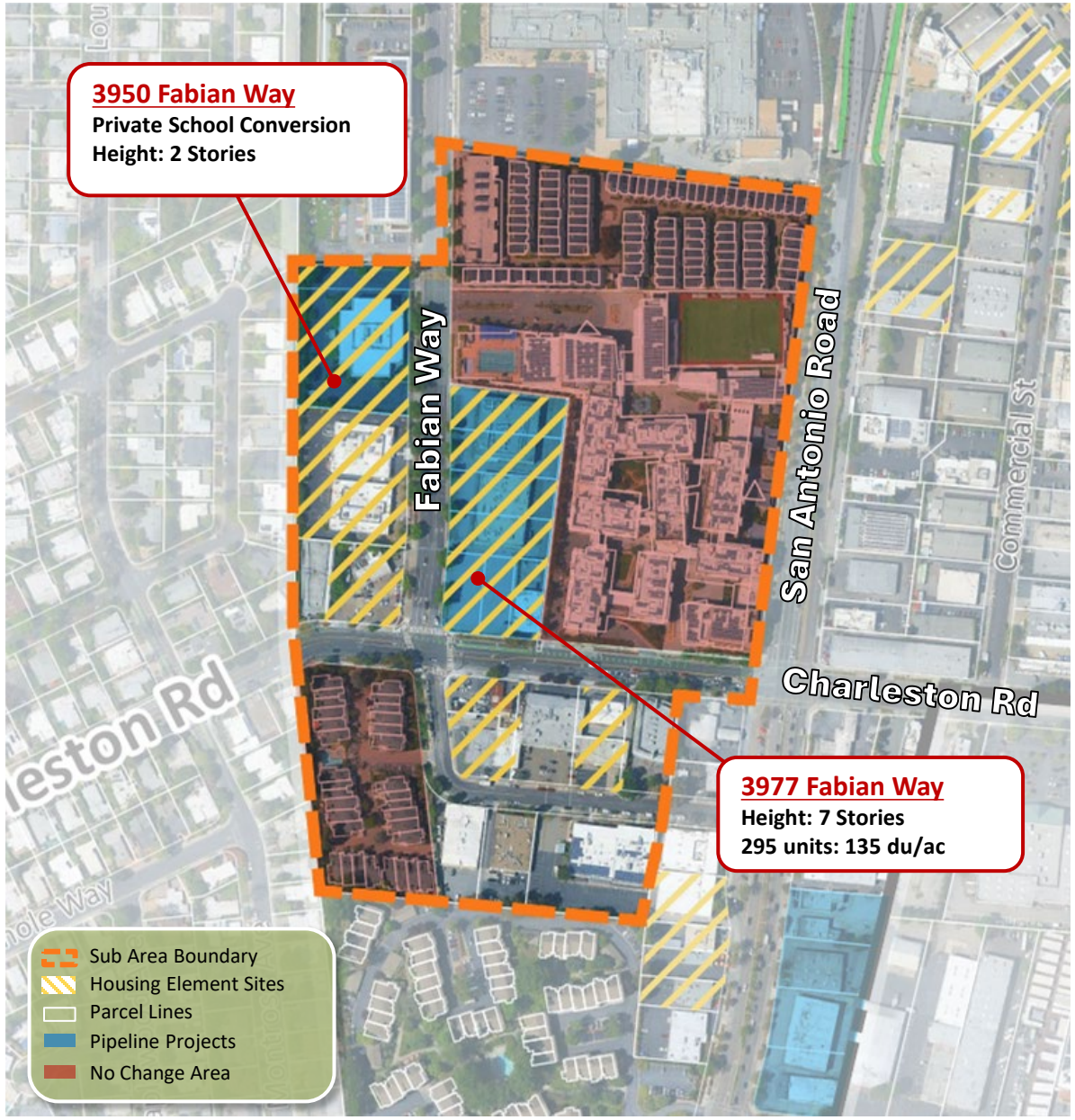
Other Considerations

Land Use

- Ground floor retail: allowed, not required
- Lower floor land use alternatives
  - Alt SF-B1: Restrict all commercial/office uses
  - Alt SF-B2: Allow limited commercial office uses on lower floors (ground and 2nd floor) focused on professional services

Urban Design and Placemaking

- Require wider sidewalks and street trees
- Improve intersections and ped/bike facilities
  (see mobility section for alternatives)



South Fabian Sub Area Alternatives

Existing Condition(does not include pipeline projects) :

Existing Building Area	754,800 sf
Existing Commercial Area	177,000 sf
Commercial area includes 33,000 sf of private schools, estimated 120,000 sf of office, and some automotive uses	

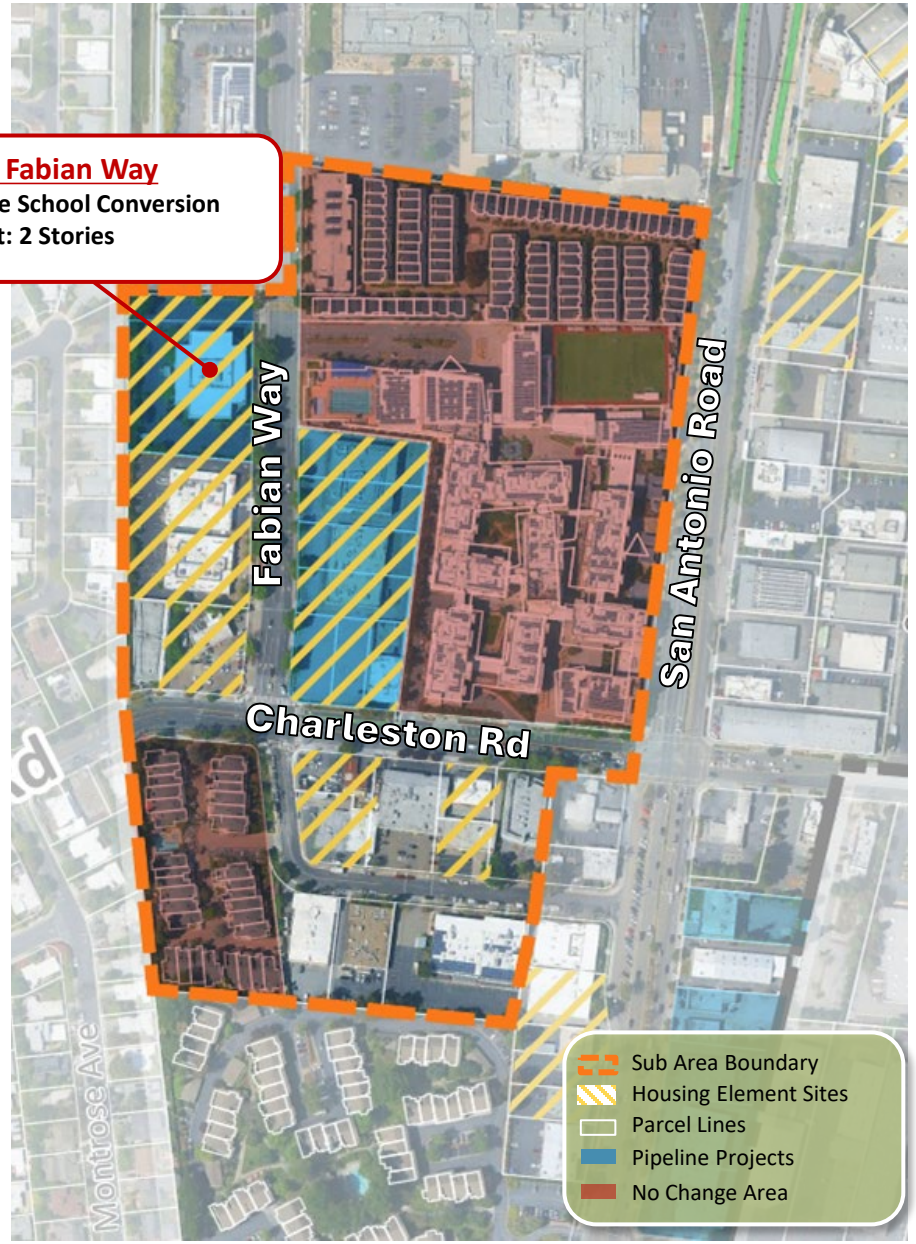
HE Sites* Parcel Area
6 acres

Total Parcel Area
24.3 acres

Land Use Alternatives (includes pipeline projects):

	ALT SF-A1 *Residential 60 ft height limit*	**ALT SF-A2** *Residential 90 ft height limit*
Build-Out	Up to 75%-100%	Up to 75%-100%
Assumed Average Density	90 du/ac	135 du/ac
Residential Units	384 existing units Up to 600 to 800 new units	384 existing units Up to 800 to 1,100 new units
Commercial Uses	177,000 sf existing up to 177,000 sf loss of commercial	177,000 sf existing up to 177,000 sf loss of commercial

**Palo Alto's 2023-2031 Housing Element allocates a total of 1,559 new housing units to the Plan Area (26% of the total citywide)*



Primary Sub Area Alternatives

North Fabian Way

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North Fabian Sub Area

Existing Character

- Large Maxar industrial facility
- Office buildings that have been converted into private school facilities
- Inadequate bike facilities and traffic calming to serve new uses

Future Development Potential

- Transition to high-density mixed-use
- Approx. 35 acres of potential future development sites

North Fabian Sub Area

Land Use Strategies

- Integrate residential uses
- Create new outdoor areas to serve existing and new residents in the area
  - Improve ped/bike access and safety
  - Create a plan for the future of the Maxar Site

Maxar Site (24.5 acres)

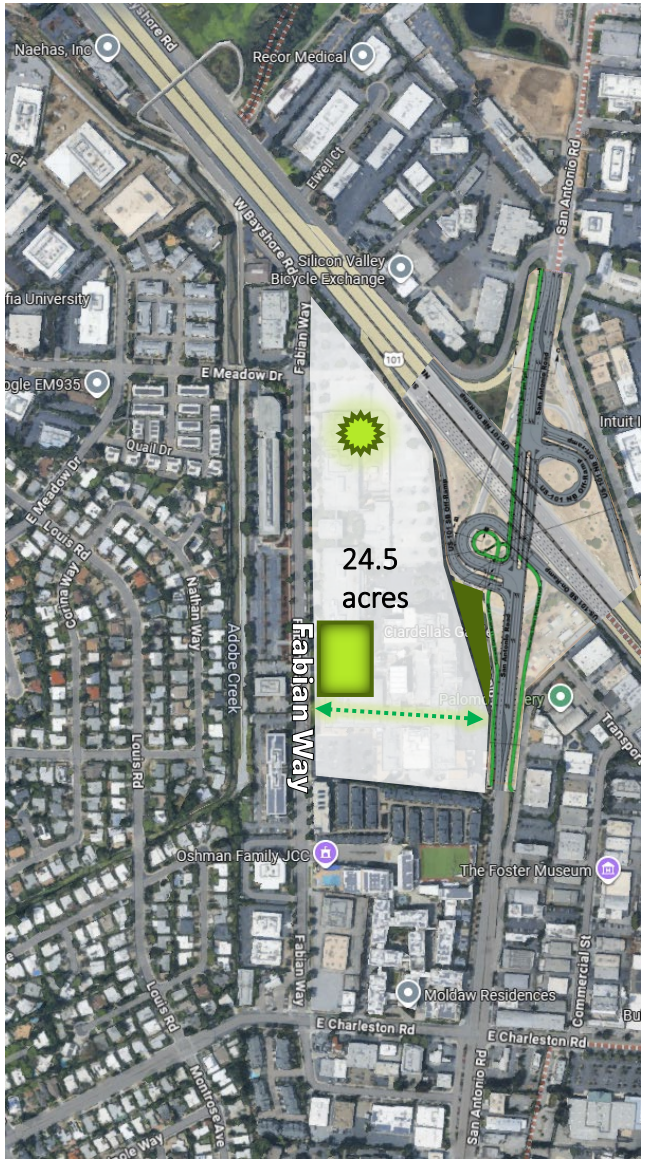
- Connect to bike path at US-101 interchange, for ped/bike access to CTI and North Bayshore
- Allow for a mix of residential densities; townhouses and apartment buildings
- Estimated yield: 900 to 1,400 units
- Create publicly accessible parks and outdoor spaces
- Create walkable block structure connecting to Fabian Way

Maxar Site Alternatives

- **Land Use Area**
  - Alt M-A1: Allow residential throughout site area
  - Alt M-A2: Prioritize Flex/Incubator/Research + Development/Office space on eastern section of Plan Area along US-101
    - Approximately 5-6 acres
    - Allows for up to 20-acre residential master plan project

Other Considerations

- **Urban Design**
  - Require publicly accessible internal streets
  - New ped/bike connection from Fabian Way to proposed US-101 interchange path
  - Create new and/or improved intersections along Fabian Way to access new development
- **Outdoor Space**
  - Require new parks and outdoor spaces to be built on-site
  - Require new parks and outdoor spaces to be publicly accessible
- **Retail**
  - Require a minimum amount of retail space to serve new residents
  - Require a minimum of amount of "retail ready" space (convertible to retail/food + beverage)
  - Allow but no minimum retail requirement, allow a 100% residential project



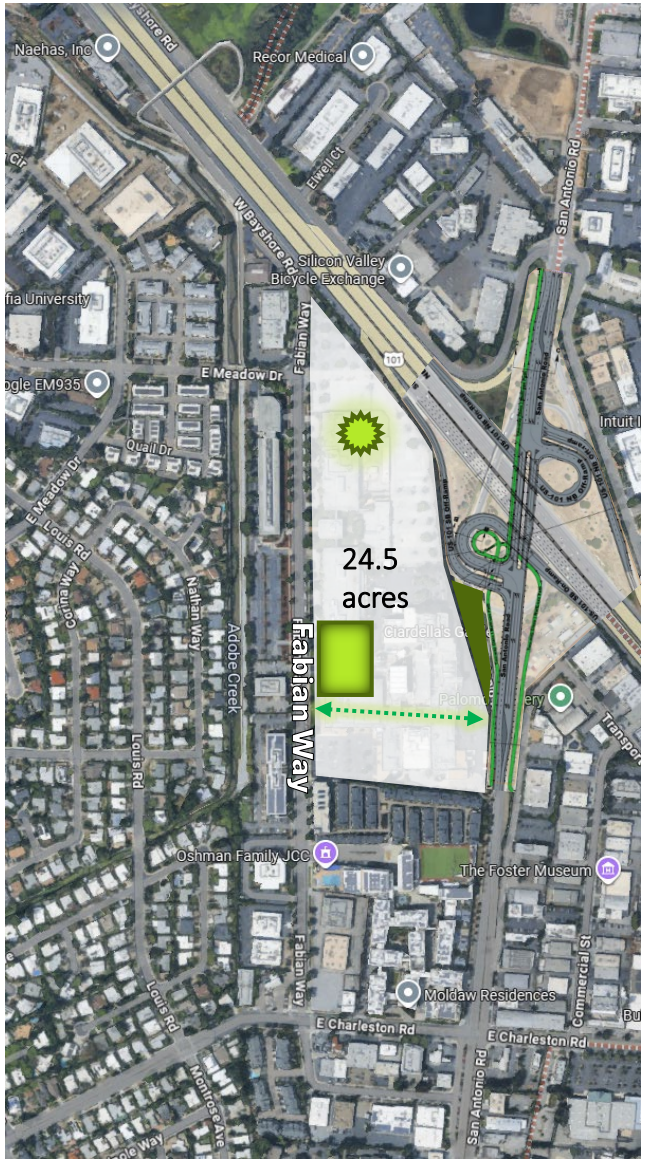
Maxar Site Alternatives

Minimum Gross Density for Residential Projects

- Alt M-B1: 40 du/ac (status quo - allow some townhouses @ 18-22 du/ac net density)
  - Would allow for approx. 200 for-sale 2-3 story townhouses
- Alt M-B2: 60 du/ac (no building type with less than 30 du/ac net density)
  - Would likely push development of more 3-8 story rental apartment buildings
  - Would push for-sale component into denser "townhouse over podium" building type

Height

- Alt M-C1: Allow up to 60 feet (status quo)
- Alt M-C2: Allow up to 90 feet (maximize mid-rise constructure type)
- Alt M-C3: Allow high-rises, up to 160-250 feet
  - Unlikely to be financially feasible but provides flexibility
  - Extra height could be tied to additional outdoor space



Maxar Site: Potential Site Configurations

These site concepts are for **illustrative purposes only** and represent potential configurations of land uses based on the strategies and alternatives presented in previous slides, final designs will be developed through the typical development application and design review process.

Concept A

- One big park, one small park
- Parks face Fabian Way
- Higher density to the west
- Lower density to the east

Concept B

- Flex/incubator space along US-101
- One big park, one small park
- Big park faces Fabian Way

Concept C

- Higher density residential along San Antonio Rd and US-101 ramp
- Two parks of similar size

Concept D

- Lower density residential along San Antonio Rd and US-101 ramp
- One larger park

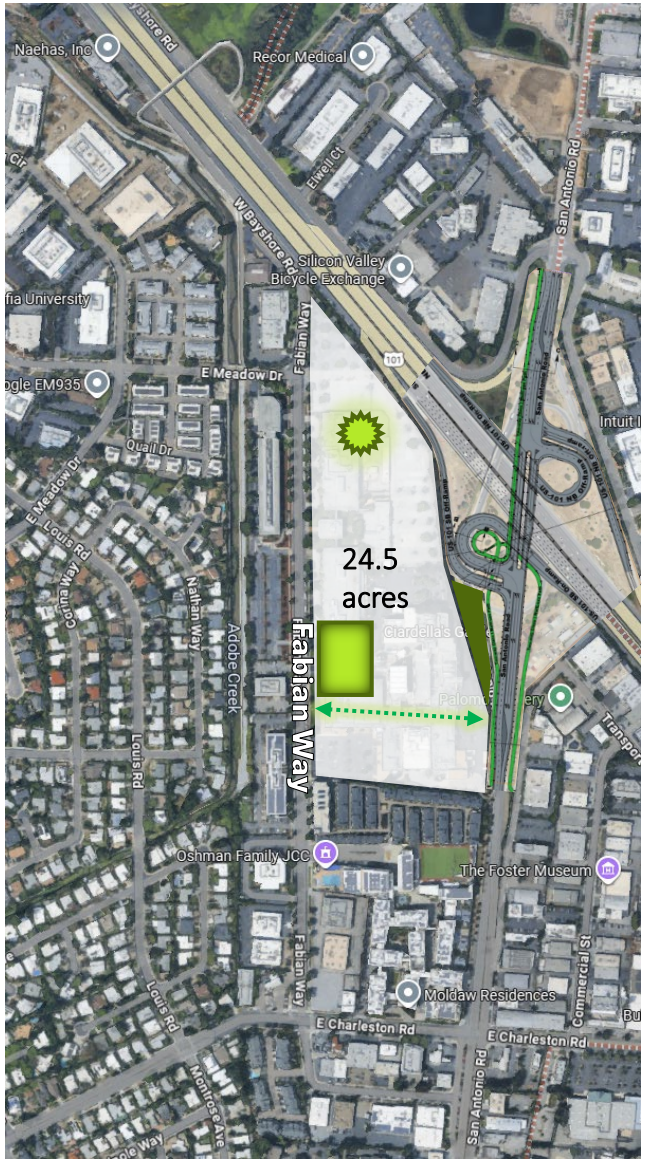
Legend

- High Density Housing
- Low Density For Sale Housing
- Outdoor Space
- Retail/Services
- Flex/Incubator Space

Maxar Site Alternatives Analysis

Maxar Site and Alternatives Summary

- Site area = 24.5 acres
  - Parks/outdoor space estimate: 2-5 acres
  - Streets estimate: 3.5 - 4.5 acres
  - **Developable Area: 17-19 acres**
    - Development @ 40 du/ac:
      - **24.5 acres** @ 40 du/ac = 980 units (gross)
      - **17-19 acres** @ 40 du/ac = 680-760 units (net)
    - Development @ 60 du/ac:
      - **24.5 acres** @ 60 du/ac = 1,470 units (gross)
      - **17-19 acres** @ 60 du/ac = 1,020 - 1,140 units (net)



Maxar Site Alternatives

Existing Condition (does not include pipeline projects) :

Existing Building Area	683,000 sf
Existing Commercial Area	683,000 sf

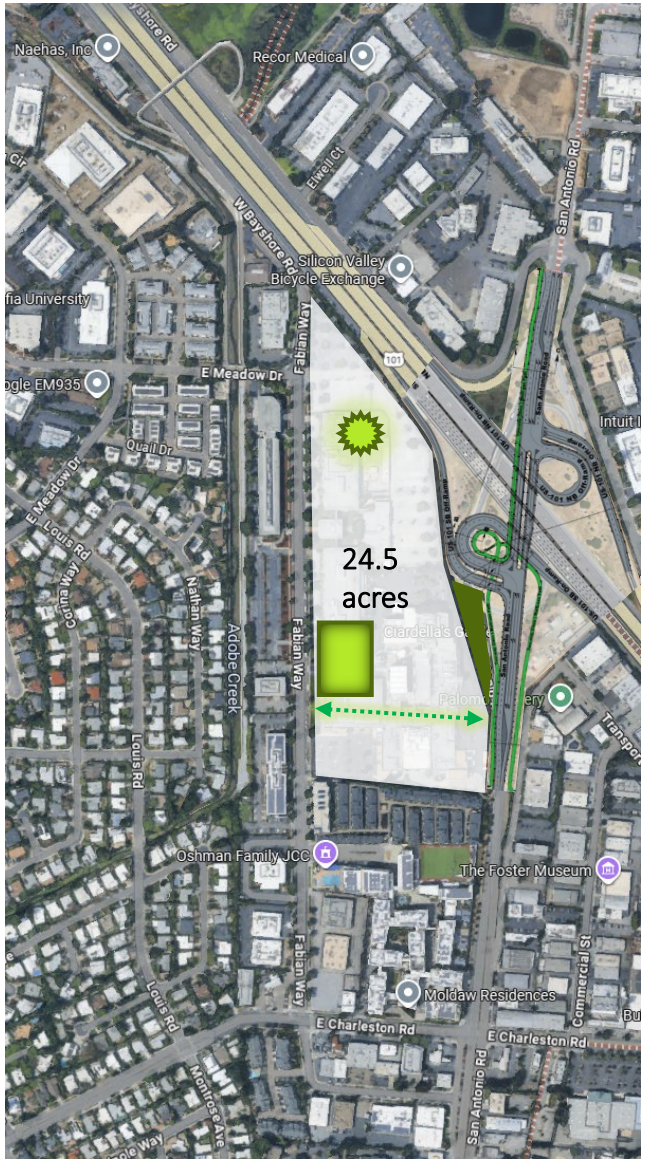
HE Sites* Parcel Area
0 acres

Total Parcel Area
34.6 acres

Land Use Alternatives (includes pipeline projects):

	ALT M-B1 *Residential 60 ft height limit*	**ALT M-B2** *Residential 90 ft height limit*
Build-Out	Up to 75%-100%	Up to 75%-100%
Assumed Average Density	40 du/ac	60 du/ac
Residential Units	0 existing units Up to 700 to 1,000 new units	0 existing units Up to 1,000 to 1,500 new units
Commercial Uses	683,000 sf existing up to 485,000 sf loss of commercial	683,000 sf existing up to 485,000 sf loss of commercial

**Palo Alto's 2023-2031 Housing Element allocates a total of 1,559 new housing units to the Plan Area (26% of the total citywide)*



Primary Sub Area Alternatives

CTI Area

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

CTI Sub Area

Existing Character

- Low-density office and industrial buildings in small buildings
- Parcel sizes are small
- Single property owner has aggregated a number of parcels but they are non-contiguous

Future Development Potential

- Transition to high-density mixed-use
- 7.2 acres of Housing Element Sites
- Approx. 25.8 acres of potential future development sites

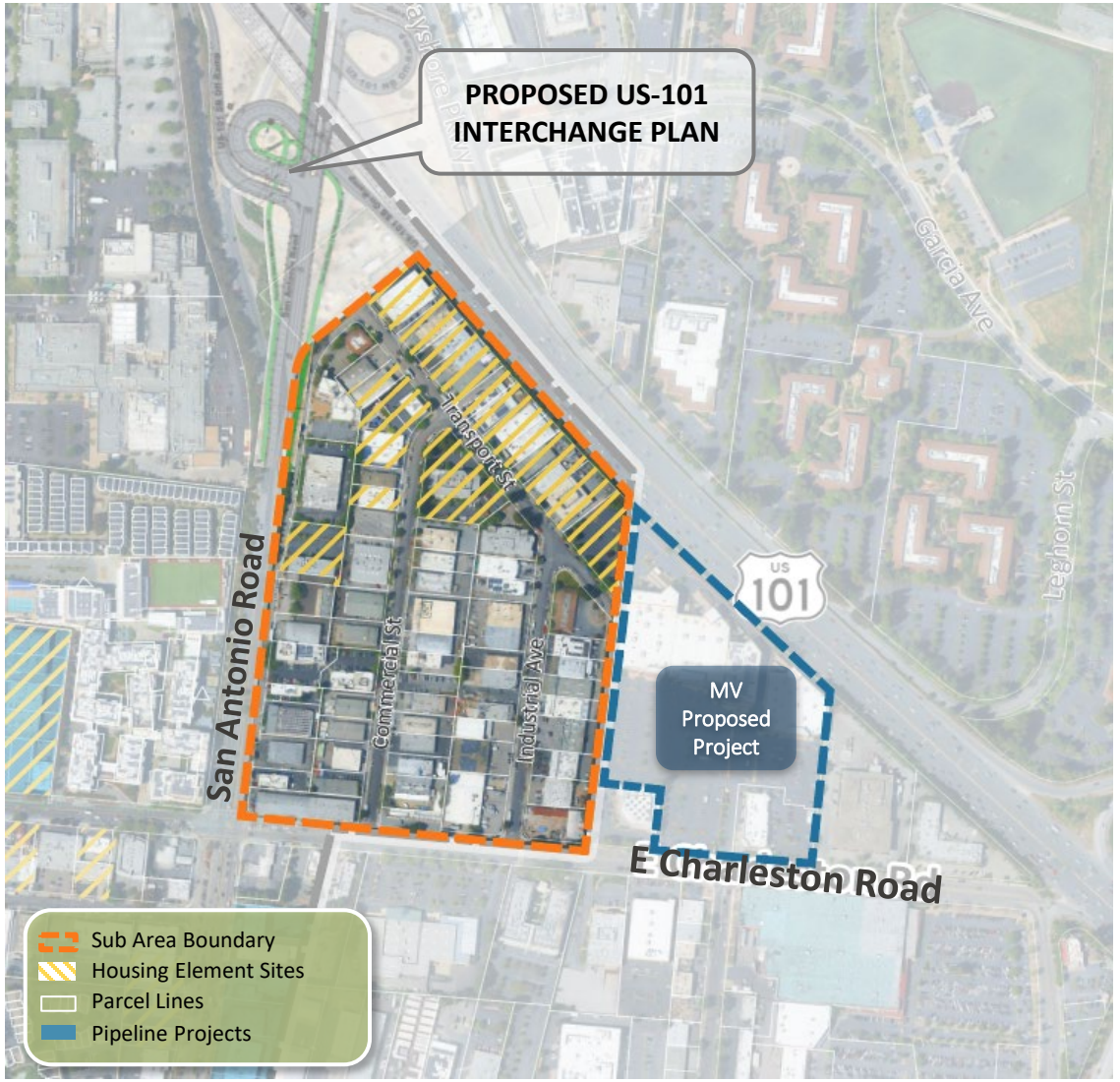
CTI Sub Area Alternatives

Design Approach

The strategy for this area to is create a cohesive and complete neighborhood over time with new outdoor spaces and neighborhood-serving retail. Just south of the CTI Sub Area, in Mountain View, a developer is proposing a project with 488,000 sf of office and 476 units on the shopping center site.

Design Opportunities

- Create new park/plaza/outdoor space for residential uses
- Create opportunity for retail/services/food + beverage
- Connect to MV development
- Improve ped/bike connections to San Antonio
- Improve streets and increase tree canopy

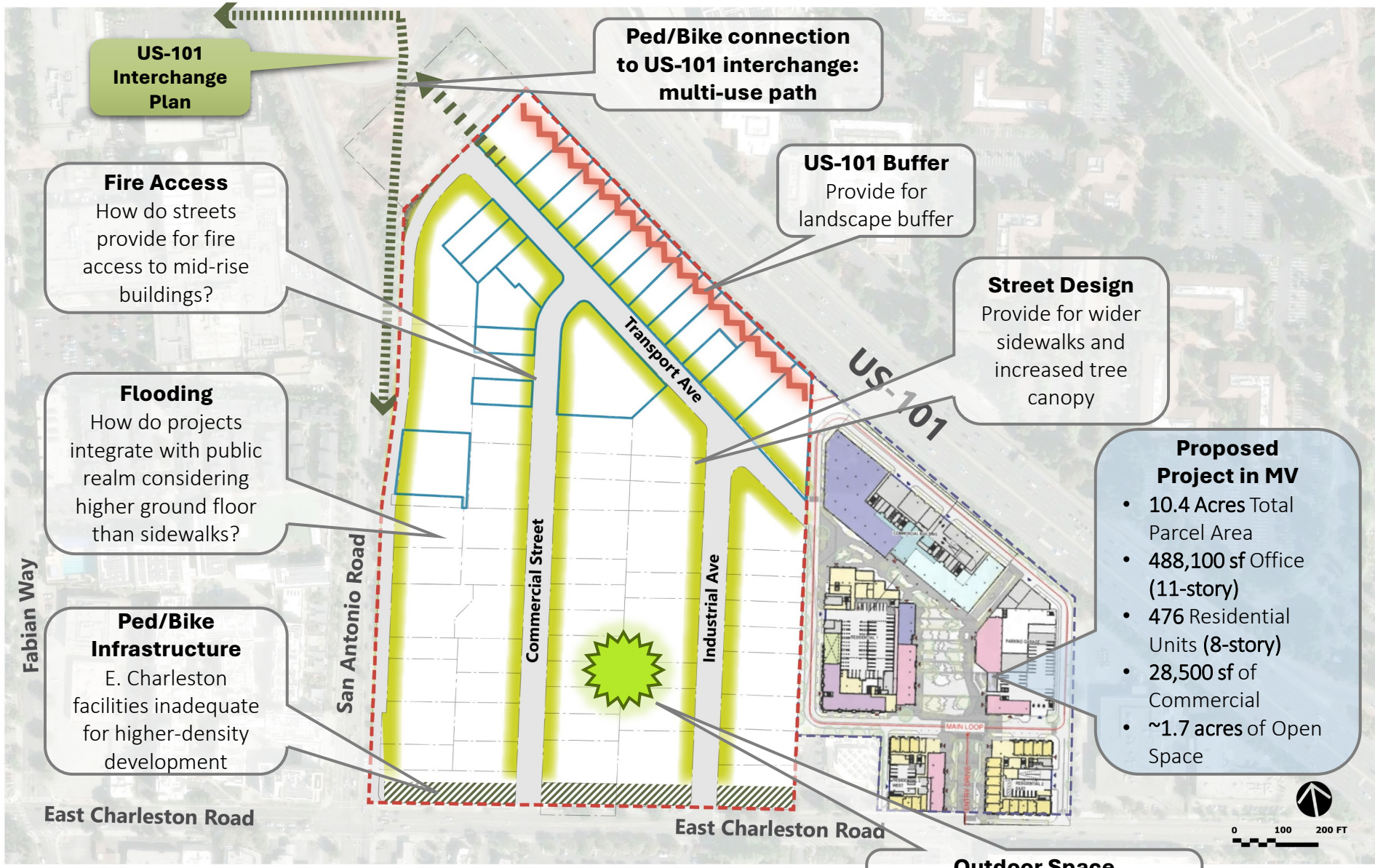


SITE ANALYSIS

Total Existing Building Area : 528,800 sf

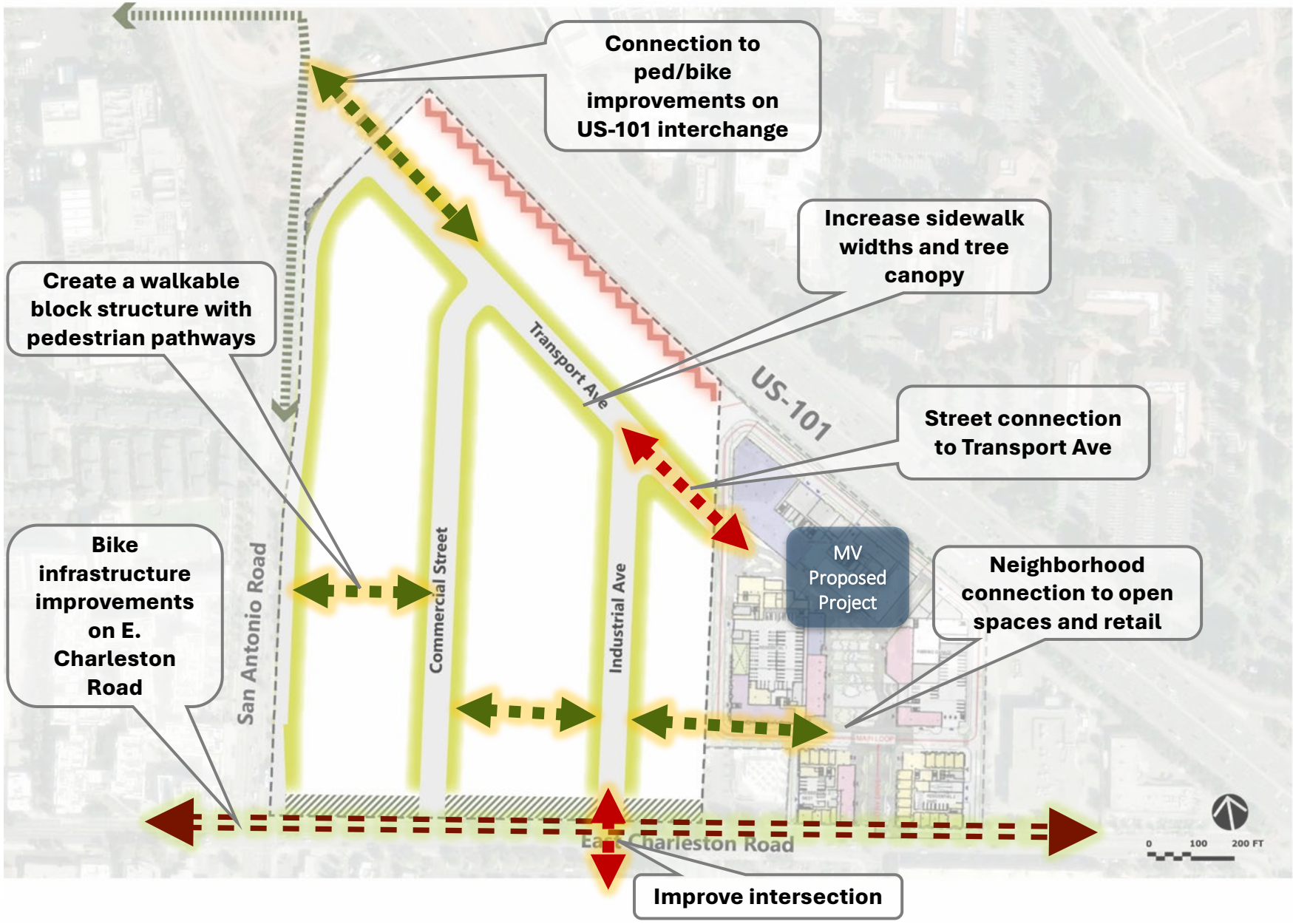
DEVELOPABLE AREA
25.8 acres

HE SITES*
7.2 acres



**Palo Alto's 2023-2031 Housing Element allocates a total of 1,559 new housing units to the Plan Area (26% of the total citywide)*

Mobility Strategies



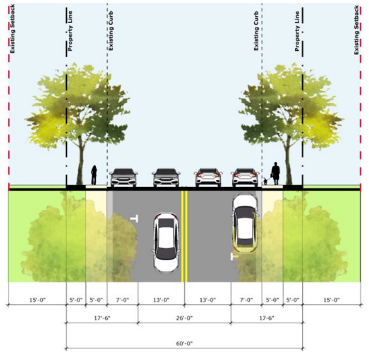
Street Design

Goals

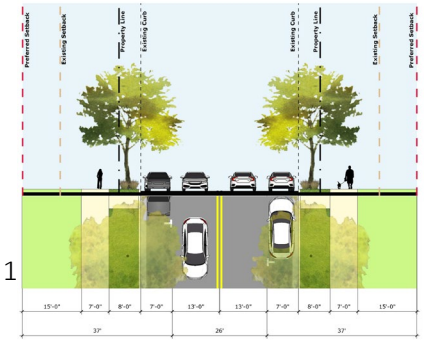
- Improve pedestrian experience
- Improve bike safety and comfort on E. Charleston
- Increase tree canopy
- Create transition area from sidewalk grade to building ground floor heights (need to be 3-8 ft above sidewalk level to meet FEMA standards)
- Design streets to meet Fire Department aerial access standards to avoid on-site driveways for firefighting access (to increase unit yield and development feasibility)

Internal Streets
(additional study needed in plan development)

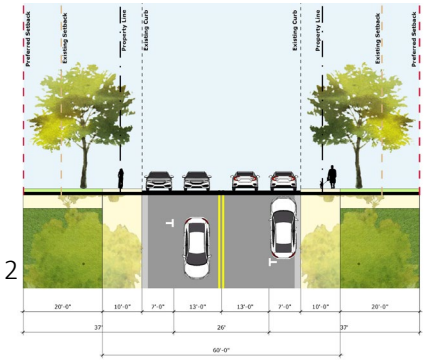
Existing Condition



Alt 1

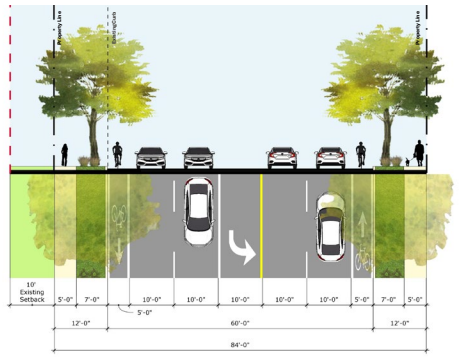


Alt 2

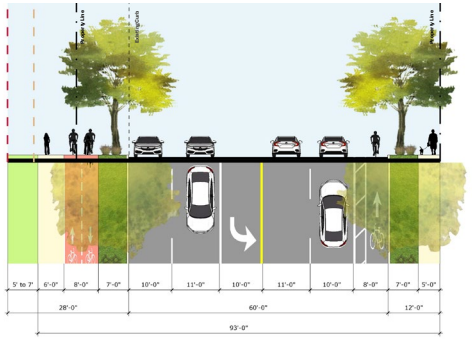


East Charleston Rd
(alternatives described in Mobility Section)

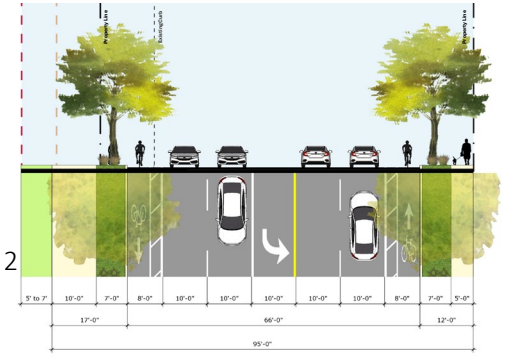
Existing Condition



Alt 1

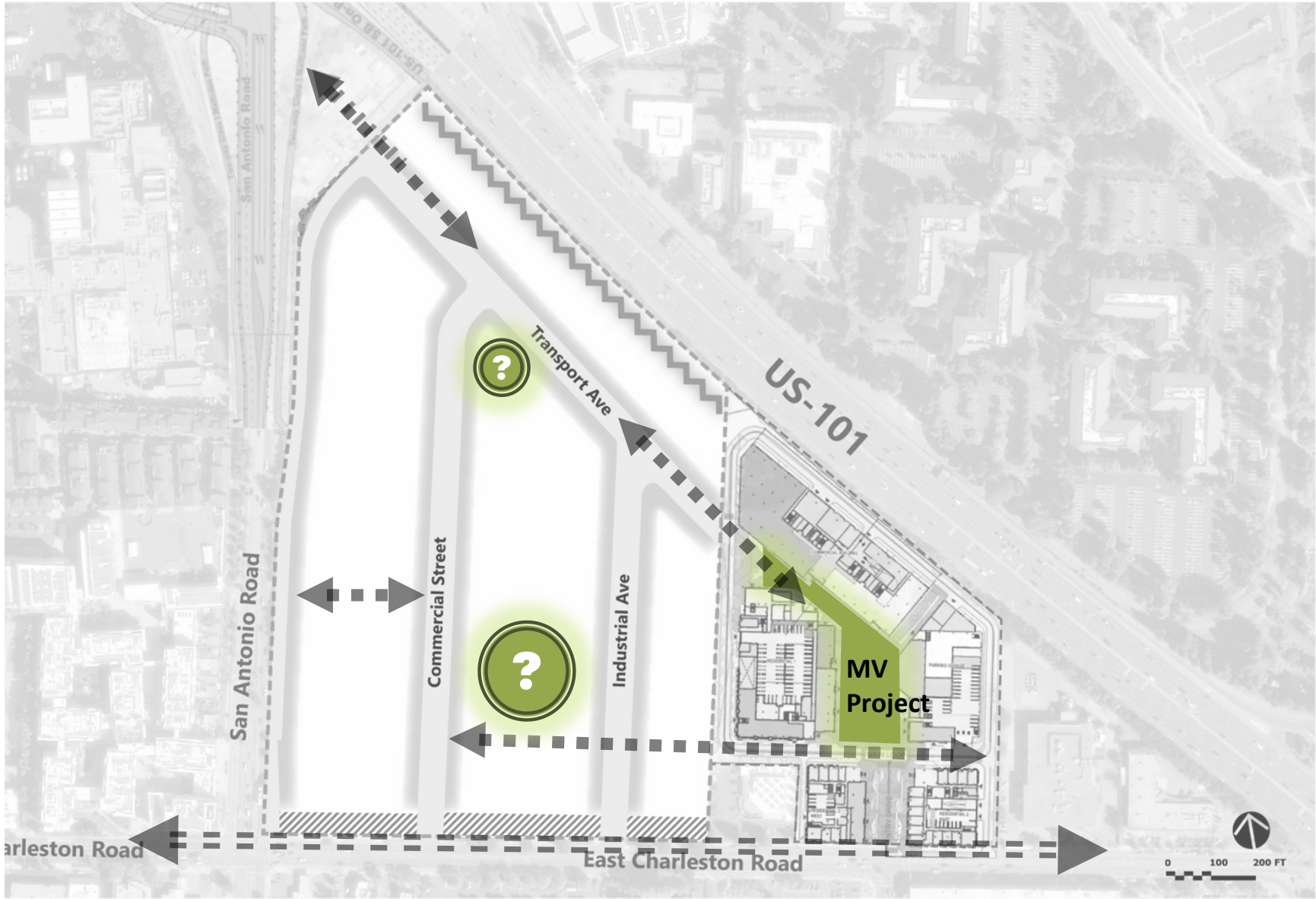


Alt 2



Outdoor Space Considerations

- Size and amount of outdoor space?
- Types of spaces?
- Location priorities?
- Connections to local ped/bike improvements?
- Character of new outdoor space(s)?



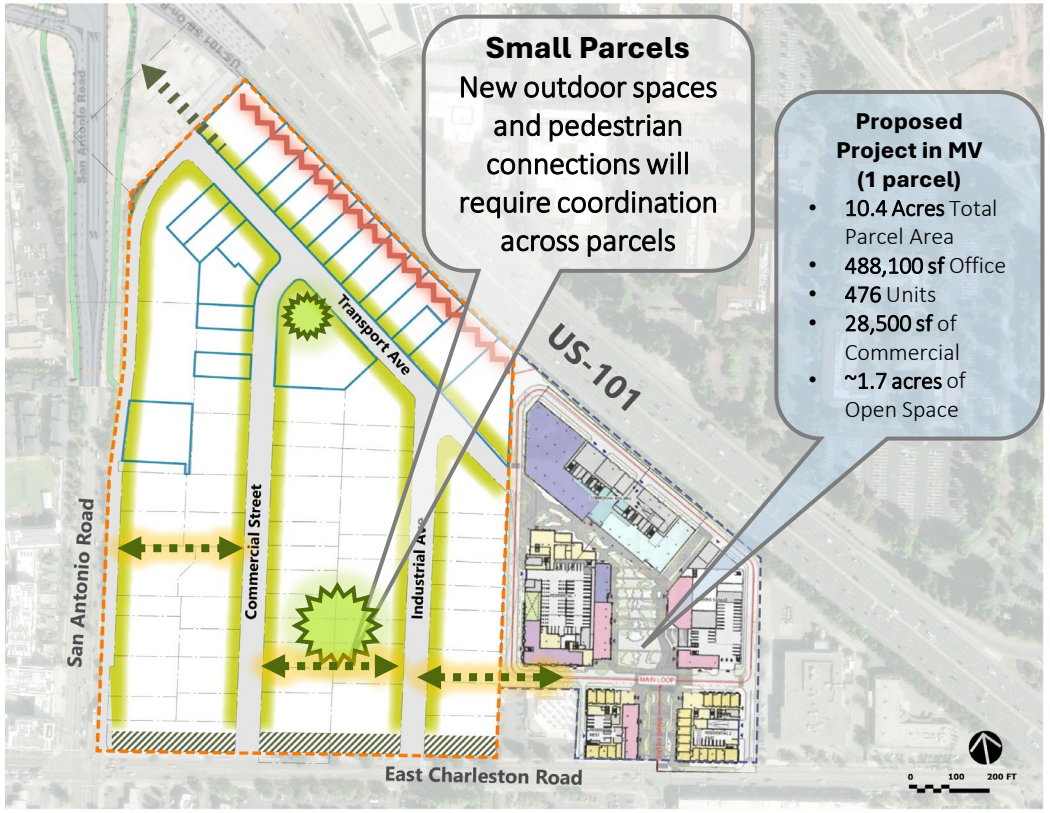
Challenges to Creating New Outdoor Spaces

Challenges

- Parcels are small with multiple owners; ownership aggregation is distributed where it occurs
- Small parcels are less feasible for residential development
- Wider front setbacks are needed to improved sidewalks and increase tree canopy

Opportunities

- Allow higher value land uses (office) in exchange for creating new outdoor spaces
- Distribute new outdoor spaces evenly across all parcels (require front yard “mini parks” on all parcels through requiring larger setbacks and access easements



DEVELOPABLE AREA
25.8 acres

HE SITES
7.2 acres

Outdoor Space Strategies and Alternatives

KEY ISSUES

- **Visibility and Activation**
  Fronting E. Charleston Road or along an interior street?
- **Amount of Open Space**
  1-3 acres of parks/plaza plus pedestrian pathways
- **Size and Distribution**
  - One large park or distributed open spaces?
  - What is the minimum size…
    For the largest park?
    To be considered a park?
  - Concentrated on a few parcels or distributed as expanded setbacks on most parcels?

Alt CTI-A1. Plaza/Park on E. Charleston Road

Alt CTI-A2. Internal Park/Plaza

Alt CTI-A3. One Large Park

Alt CTI-A4. Linear Parks on Expanded Setbacks

Potential Outdoor Space Types

Strongly supported by community

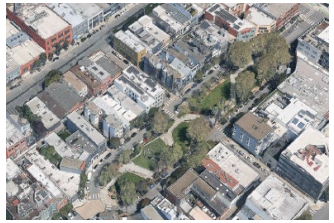
Neighborhood Park

~ 2 acre

Johnson Park
Palo Alto, CA

Small Park

~ 1 acre



South Park
San Francisco, CA

Mini Park

0.25 to 0.75 acre

Landsby North
Mountain View, CA

Plaza

0.25 to 0.5 acre

Santana Row
San Jose, CA

Pocket Park

Less than 0.25 acre

6th Ave Park
Seattle, WA

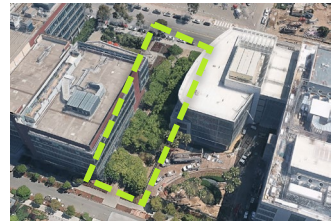
Linear Greenway
(widened setback)

Size varies with length

Landsby North
Mountain View, CA

Mews / Pedestrian Pathways

Size varies with length



Mission Bay
San Francisco, CA

Strongly supported by community

Alt CTI-A1 | Location: Along E. Charleston Rd.

KEY CONSIDERATIONS

- **High retail visibility and activation** supports retail fronting outdoor space by maximizing visibility from Charleston
- **Better access and connection** to potential bike facility along E. Charleston Road
- **More accessible to a wide range of users** (transit users, cyclists, pedestrians) instead of just neighborhood residents
- **Adds public space to the public realm of a major corridor**; complements streetscape investments
- **Traffic on E. Charleston could impact user comfort**; noise and pollution from major street could impact usability of open space

Alt CTI-A2 | Location: Interior to Neighborhood

KEY CONSIDERATIONS

- **Retail visibility** less from E. Charleston, could impact viability (retail could be added on street leading to open space to address this issue)
- **Better residential integration** serving as an amenity focused on residents and more neighborhood oriented
- **Reduced noise and safety concerns** supports comfort and safety for passive recreation and children's activities

Alt CTI-A3 | Configuration: Large Central Park

KEY CONSIDERATIONS

- **Feasibility.** A large outdoor space would require maximum parcel aggregation and additional height or higher-value land uses such as office to "pay" for the larger, consolidated outdoor space. This configuration is likely hardest to achieve.
- **Size.** A 2-acre park may be very difficult to achieve in one location. If one larger outdoor space if preferred, the size may need to be evaluated for feasibility.
- **Programming of uses.** A larger outdoor space allows for a wider variety of program elements, activities, and increased greenery/ landscaping.
- **Reduced noise and safety concerns.** Supports comfort and safety for passive recreation, children's activities, as well as community events.

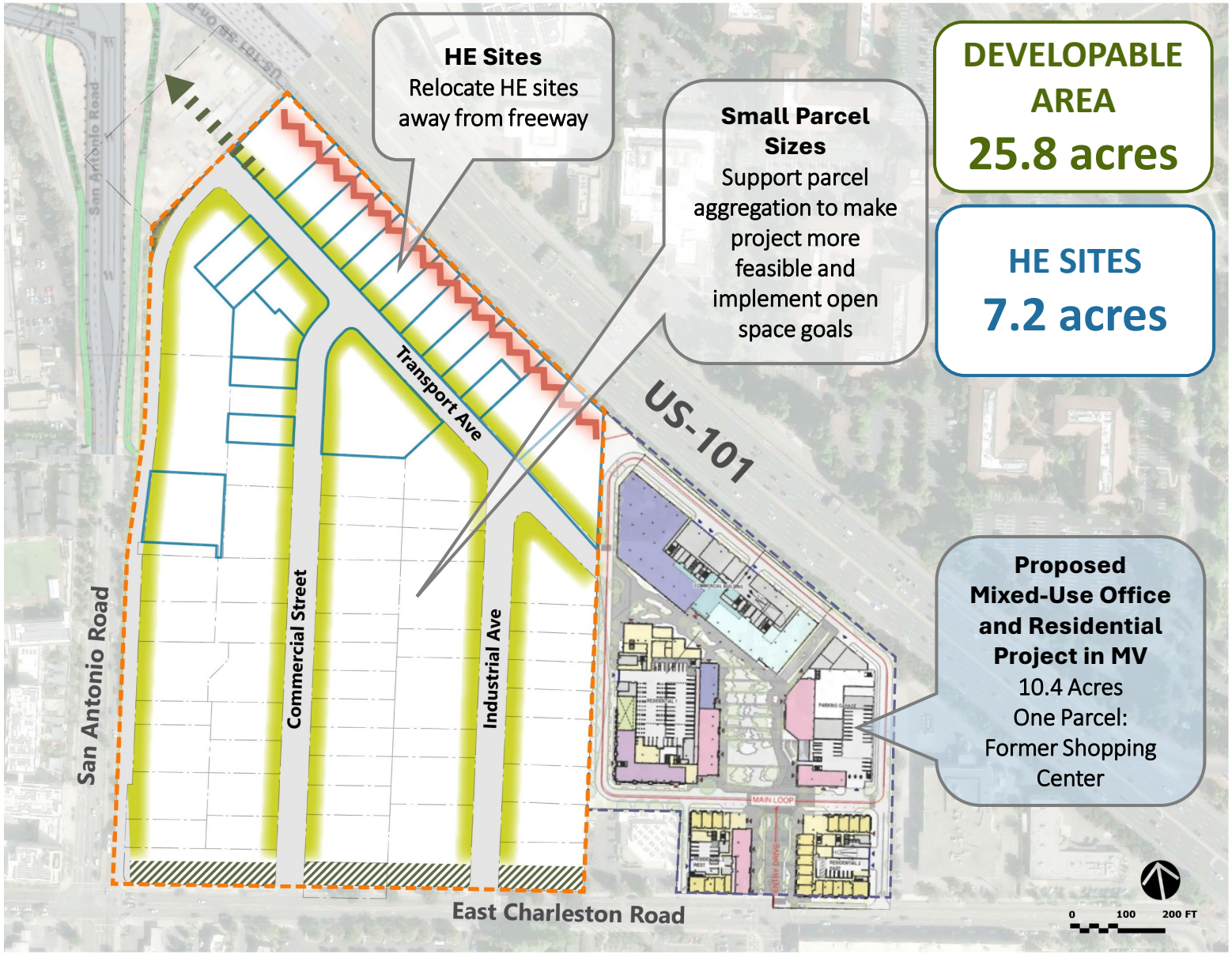
Alt CTI-A4 | Configuration: Linear Parks and Plaza

KEY POINTS

- **High visibility and activation.** Supports retail fronting outdoor space by maximizing visibility from E. Charleston
- **Integrated over time.** Each landowner on certain streets would dedicate a widened setback to create parklets.
- **Usability.** Narrower open space will limit program options and planting/landscape density but may improve retail and street activation.
- **Adds public open space to a major corridor**; complements streetscape investments
- **Traffic on E. Charleston could impact user comfort**; noise and pollution could impact usability of open space

Development Strategies

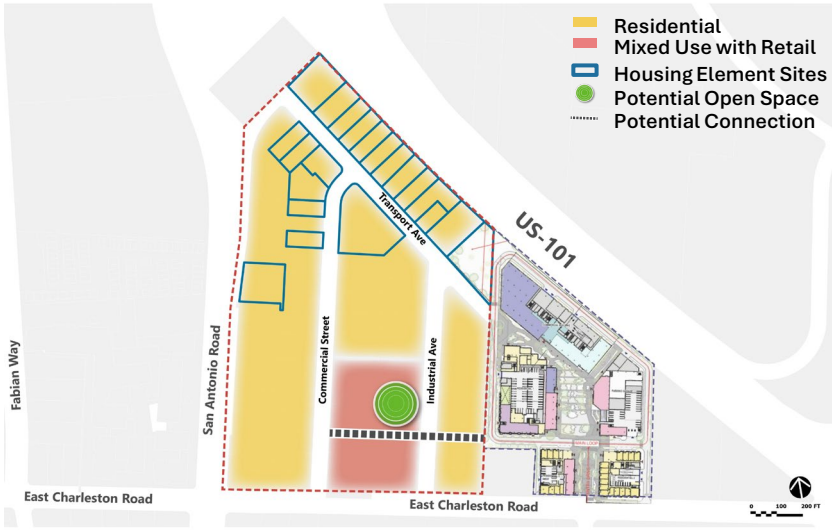
- Support relocation of HE sites adjacent to US-101 to parcels closer to E. Charleston
- Support parcel aggregation to implement outdoor space and connectivity goals
- Explore allowing higher value office development to improve residential feasibility and implement outdoor space and connectivity goals



Land Use Alternatives (1/2)

Alternative Summary

1. Residential up to 60 feet (5 stories); and existing allowed uses.
2. Residential up to 90 feet (8 stories); and existing allowed uses
3. Residential and Office up to 90 feet; and existing allowed uses. (Relocate HE sites)
4. Residential up to 160-250 feet and Office up to 135 feet; and existing allowed uses. (Relocate HE sites)



Alt CTI-B1:
Allow Residential up to 60 feet

- Estimated growth: 1,000 units *(assuming 50% of parcels redevelop)*
- Maintain existing height limits
- Limits residential and residential mixed-use buildings to 5 stories

Alt CTI-B2:
Allow Residential up to 90 feet

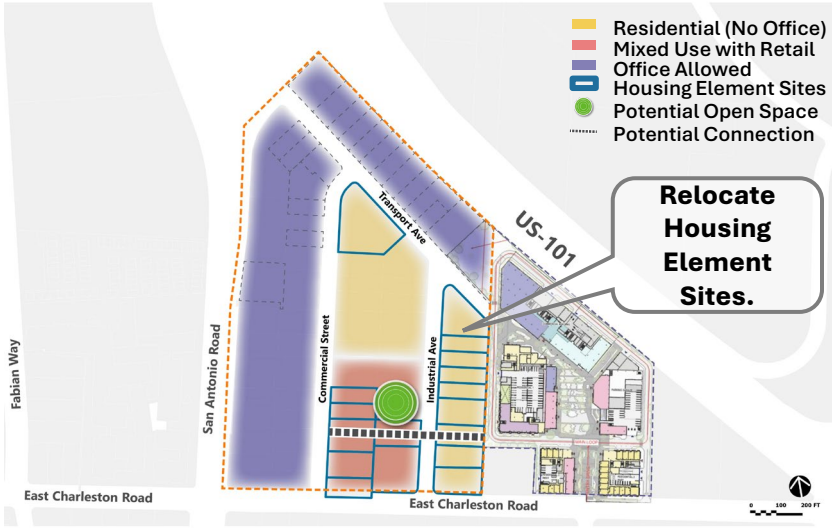
- Estimated growth: 2,000 units *(assuming 75% of parcels redevelop)*
- Allows developers to maximize mid-rise building type, providing more flexibility and financial feasibility.

Land use designation of parcels for illustrative purposes, to be considered in the policy development phase of the Area Plan

Land Use Alternatives (2/2)

Benefits to allowing office:

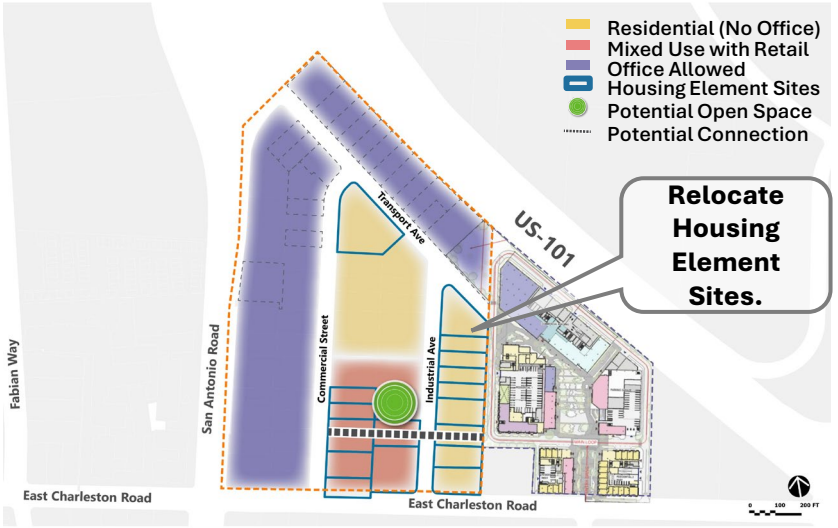
- Move HE sites from US-101 adjacent parcels to internal parcels
- Office development can help fund land area for parks and other community benefits
- Office and Residential Mixed-use will better support retail and services
- Office development may offset cost and improve feasibility for residential projects if developed by same company



Alt CTI-B3:

Allow Office and Residential up to 90 feet (8 story residential/5-story office)

- Estimated growth: 1,200 units; 600,000 sf office/R+D (Net new 360,000 sf of office/R+D assuming 75% of parcels redevelop; no more than 25,000 sf net increase between North Fabian and CTI)
- Jobs/housing balance is met in the CTI Area.
- Restricts office development to 5 stories, allowing more height for office could reduce office footprint for same amount of floor area.



Alt CTI-B4:

Allow Office and Residential high-rise (160-250 ft residential/135 ft office)

- Estimated growth: 1500 units; 750,000 sf office/R+D (Net new 510,000 sf of office/R+D assuming 75% of parcels redevelop; no more than 175,000 sf net increase between North Fabian and CTI)
- Jobs/housing balance is met in the CTI Area.
- High-rise building types could reduce office parcel area and allow for more residential parcel area and outdoor space.

Land use designation of parcels for illustrative purposes, to be considered in the policy development phase of the Area Plan

Context: School Map

Goals/Strategies

- Create a safe ped/bike connection along Charleston Rd with Intersection improvements at San Antonio Rd.
- Create a safe ped/bike route along San Antonio Rd

Suggested Route (Walking & Biking)
Suggested Route (Walking Only)
Whisman-Los Altos School Districts
Palo Alto Unified School Districts
CityBoundary
Project Boundary
Railway
Caltrain Station
Creeks
Schools

CTI Land Use Alternatives

Existing Condition (does not include pipeline projects) :

Existing Building Area	528,800 sf
Existing Commercial Area	528,800 sf
The commercial area includes an estimated 240,000 sf of office space, 288,800 sf of retail, and light industrial uses.	

HE Sites* Parcel Area
7.2 acres

Total Parcel Area
25.8 acres

**Palo Alto's 2023-2031 Housing Element allocates a total of 1,559 new housing units to the Plan Area (26% of the total citywide)*

Land Use Alternatives:

Scenario	Alt CTI-B1 *60 ft height limit (No Office)*	Alt CTI-B2 *90 ft height limit (No Office)*	Alt CTI-B3 *90 ft height limit (Office Allowed)*	Alt CTI-B4 *135 ft height limit (Office Allowed)*
Estimated Build-Out	Up to 50%-75%	Up to 50%-75%	Up to 75%-100%	Up to 75%-100%
Residential Units	Up to 1,000 to 1,500 new units	Up to 1,300 to 1,900 new units	Up to 1,100 to 1,500 new units	Up to 1,500 to 2,000 new units
Office/R+D	0 sf	0 sf	600,000 sf (new) 360,000 sf (net new in CTI) No more than +25,000 sf between CTI and Maxar	750,000 sf (new) 510,000 sf (net new in CTI) No more than +175,000 sf between CTI and Maxar
Notes	*Less build-out is expected since residential alone is less financially profitable.*	*Less build-out is expected since residential alone is less financially profitable.*	*Palo Alto's job-to-housing ratio policy can be maintained within the CTI area up to 750,000 sf of new office if a minimum of 1,500 units are built.*	*Palo Alto's job-to-housing ratio policy can be maintained within the CTI area up to 900,000 sf of new office if a minimum of 1,900 units are built.*

Evaluating Trade-Offs

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

Height/Density Trade-offs

Building Type	60 ft Height Limit (status quo)	90 ft Height Limit	160-250 ft Residential Limit*
	Allows up to **5-story residential project** (mid-rise "4 over 1" typology)	Allows up to **8-story residential project** (mid-rise "5 over 3" typology)	Allows a **14-24 story residential project** (high-rise construction typology)
Pros	• **"Fits" in better** with adjacent lower scale buildings, more compatible building form and scale. • However, any project may use State Density bonuses to increase density/height up to 8 stories by providing affordable units on-site.	• **Most feasible building type** - maximizes buildout for mid-rise construction typology. • Can yield a **higher number of housing units.** • Potentially **more affordable units** because construction and land costs are distributed across a larger number of units. • Increases opportunities for **community benefits like outdoor space.** • Provides **more flexibility in how parking is provided** by allowing up to three podium levels, limiting need to go below-grade.	• **Provides maximum number of new housing units** (assuming projects are feasible and get built). • Provides **maximum flexibility** to developer.
Cons	• **Potentially less feasible** building type in high-value areas because it limits number of units. • **Potentially more expensive units** because of higher per unit costs. • To maximize units, **below-grade parking** is likely needed, which further drives up costs per unit and limits project feasibility.	• **Need to regulate built form** for scale and height transitions to adjacent smaller-scale buildings.	• **Less feasible building type** (at least in near-term) because of significant increase in costs per square foot for high-rise construction technology. Projects begin to become feasible around 14 stories in height (9 to 14-story not very feasible)

**final height limit would be set in next stage of Area Plan with Council feedback*

Housing Density + Typical Typologies

3-Story Townhouse
18-22 du/ac

4-Story Stacked Flats
20-30 du/ac

60 ft (5 story) Midrise
100-135 du/ac

90 ft (7-8 story) Midrise
135-200 du/ac

170 ft (16 story)
Zoning range may be up to 250 feet
High-rise
200-400 du/ac

Land Use Trade-Offs in CTI

Allowing New Office Along with Residential for New Mixed-Use Projects	Restricting New Office, Allowing Only Residential/Residential Mixed-Use
Office is the most desirable use in Palo Alto from a developer perspective. By allowing a mixed-use project to include office in addition to residential, the feasibility of a project increases, and offers an opportunity to negotiate the provision of community benefits such as outdoor space.	High-density residential and residential mixed-use projects (residential above ground floor commercial) face feasibility challenges in high-value markets such as Palo Alto. Feasibility is further impacted if projects are required to provide community benefits like outdoor space, new connections on private property, etc.
Possible outcomes of allowing office: - Improve project feasibility, ensuring that redevelopment happens in the near future. - Deliver residential units sooner as part of redevelopment. - Provide more space for parks/plazas/outdoor space. - Provide more space for new connections (using private property) - Provide other community benefits such as streetscape improvements.	**Possible outcomes of restricting office:** - Redevelopment would likely take longer. - Larger residential projects may not develop without a corresponding higher-value product (office or townhomes). - Lower feasibility would likely mean smaller-scale development on scattered parcels without lot consolidation. - Incremental development without lot consolidation is unlikely to produce community benefits such as parks/plazas, infrastructure improvements.

Statistical Analysis OF Alternatives: 20-Year Build-Out

	EXISTING		CHANGE		ALTERNATIVES BUILDOUT			TOTAL EXISTING + NEW	
SUB AREA	**EXISTING COMMERCIAL BUILDING AREA**	**EXISTING RESIDENTIAL UNITS**	**COMMERCIAL NET CHANGE**	**RESIDENTIAL NET CHANGE**	**LOWER DENSITY *(75% to 100% buildout) 90 du/ac***	**HIGHER DENSITY *(75% to 100% buildout) 135 du/ac***	**HIGHER DENSITY + OFFICE**	**RESIDENTIAL**	**COMMERCIAL**
EAST BAYSHORE	414,000 sf	0 units	N/A	N/A	N/A	N/A	N/A	N/A	414,000 sf to 517,500 sf
WEST BAYSHORE	35,000 sf	0 units	0	**100 to 200 units**	100 to 200 units	N/A	35,000 sf	100 to 200 units	35,000 sf to 44,000 sf
NORTH FABIAN	683,000 sf	0 units	**-485,000 sf**	**700 to 1,500 units**	700 to 1,000 units	1,000 to 1,500 units	N/A	700 to 1,500 units	198,000 sf to 247,500 sf
SOUTH FABIAN	177,000 sf	384 units	**-177,000 sf**	**600 to 1,100 units**	600 to 800 units	800 to 1,100 units	N/A	1,000 to 1,500 units	0
CTI	528,800 sf	0 units	**+371,000 sf to -499,000 sf**	**1,000 to 2,000 units**	1,000 to 1,500 units	1,500 to 2,000 units	2,000 units + 900,000 sf office	1,000 to 2,000 units	0 sf to 900,000 sf
CENTRAL SA	449,000 sf	0 units	**-209,000 sf**	**1,300 to 2,400 units**	1,300 to 1,800 units	1800 to 2,400 units	N/A	1,300 to 2,400 units	240,000 sf to 300,000 sf
SOUTH SA	99,000 sf	125 units	0	0	0 units	0 units	N/A	125 units	99,000 sf to 124,000 sf
GREENHOUSE	0 sf	228 units	0	0	0 units	0 units	N/A	228 units	0
ALMA	13,600 sf	65 units	0	**100 to 200 units**	100 to 120 units	120 to 200 units	N/A	165 to 265 units	13,600 sf
TOTAL	**2,399,400 sf**	**802 units**	**-500,000 sf to -1,370,000 sf**	**3,800 to 7,400 units**	**3,800 to 5,420 units**	**5,220 to 7,200 units**	**Up to 935,000 sf**	**4,600 to 8,200 units**	**999,600 sf to 2,146,600 sf**

Note: Palo Alto's 2023-2031 Housing Element allocates a total of 1,559 new housing units to the Plan Area (26% of the total citywide)

Summary of City's Housing Initiatives

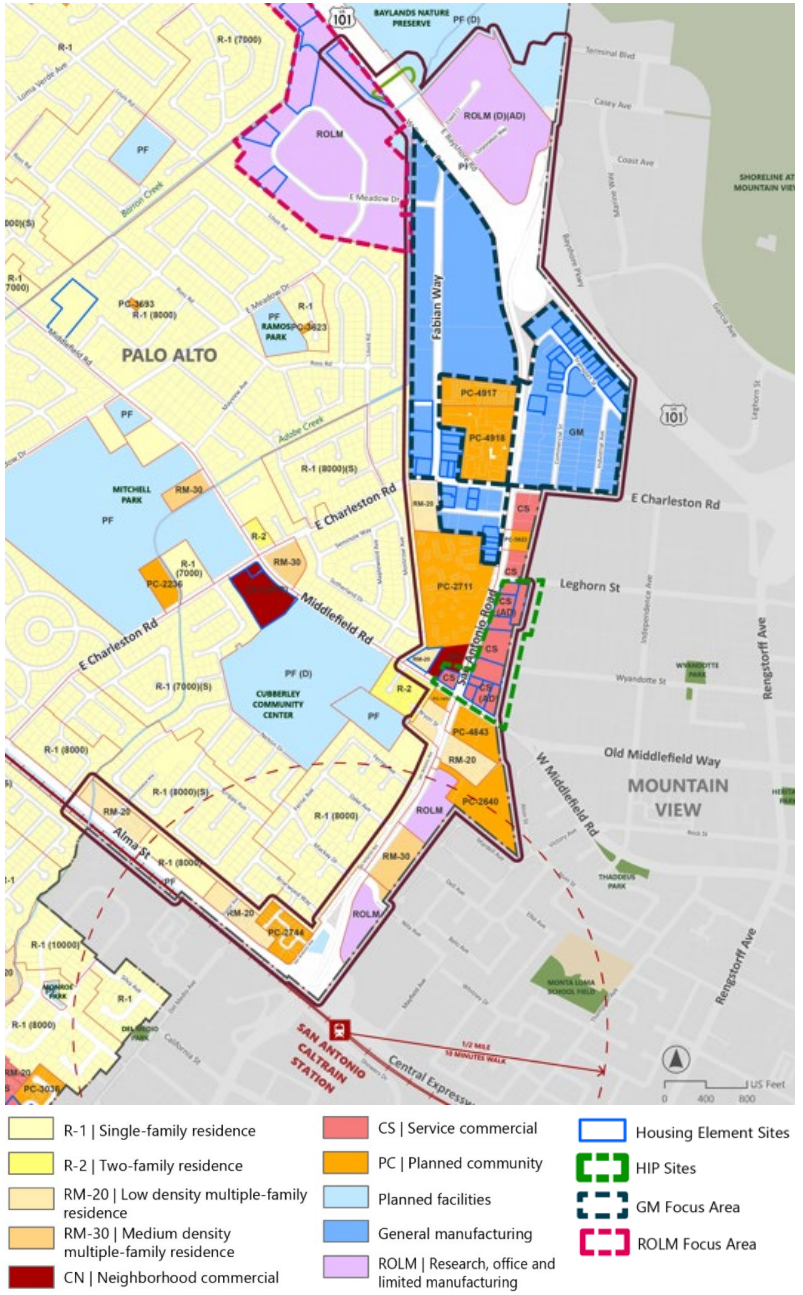
Recent City initiatives to stimulate housing production

- Housing Element (2023-2031) has identified 53 opportunity sites in the Plan Area.
- Housing Element allocates 1,559 new housing units to the Plan Area (26% of total citywide allocation)
- GM and ROLM-zoned districts within Plan Area designated as Focus Areas.
- City's Housing Incentive Program (HIP) applies to a portion of the Plan Area.

	Lower Income (0-80% AMI)		Moderate Income (80-120% AMI)		Above Moderate Income (120%+ AMI)		All Units	
Palo Alto	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Plan Area	614	25%	332	33%	613	23%	1,559	26%
Outside Plan Area	1,838	75%	681	67%	2,008	77%	4,527	74%
Total	***2,452***	***100%***	***1,013***	***100%***	***2,621***	***100%***	***6,086***	***100%***

Note: Sites inventory capacity includes credits for projects entitled after June, 2022.

Source: City of Palo Alto 2023-2031 Housing Element, 2025; Strategic Economics, 2025.



Secondary Sub Area Alternatives

- East Bayshore
- West Bayshore
- Alma

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

Secondary Opportunity Areas

East Bayshore

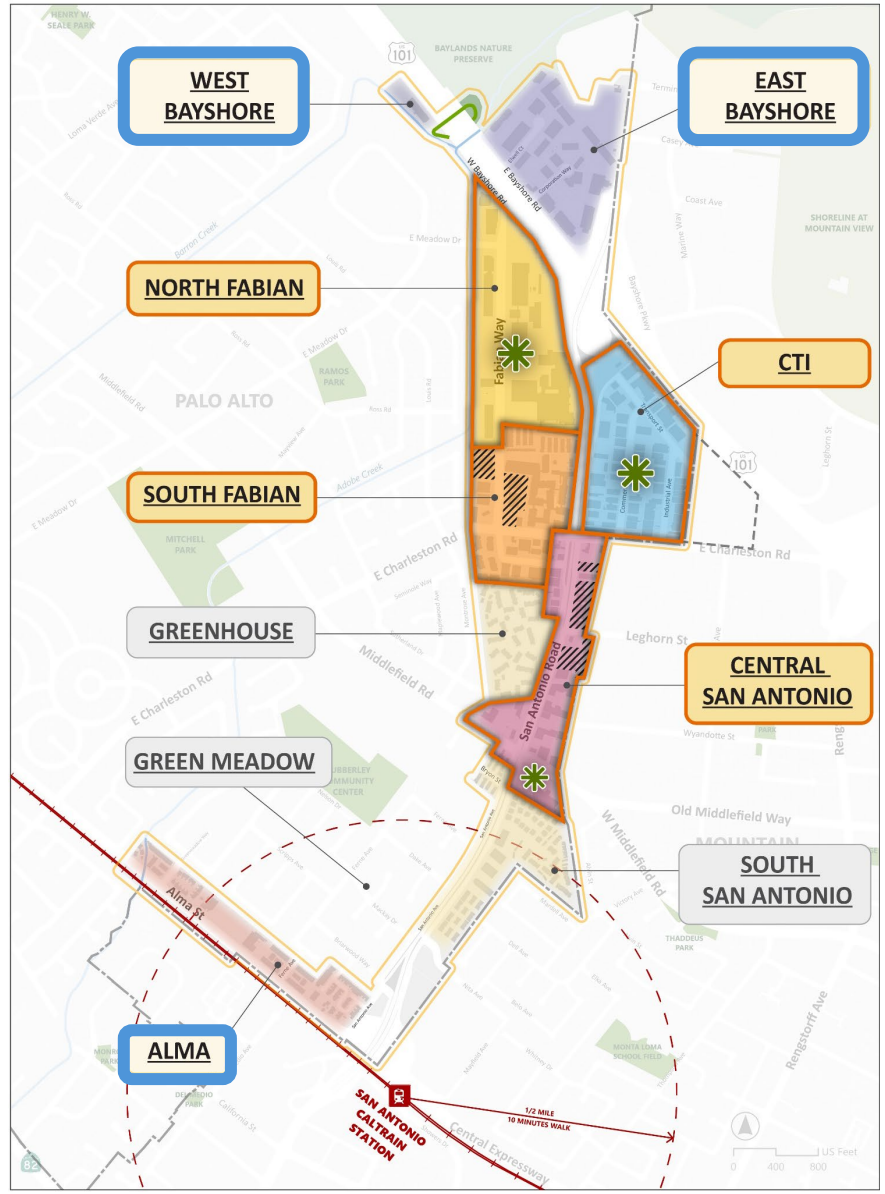
- Alt EB-1: Low-density commercial office (status quo)
- Alt EB-2: High-density commercial office
- Alt EB-3: Mixed-use; allow residential (alternative removed)

West Bayshore (HE Site)

- Alt WB-1: Allow residential and keep as HE Site (status quo)
- Alt WB-2: Restrict residential, move the HE site to within North Fabian or South Fabian Areas

Alma

- SB 79 will allow residential on these parcels up to 65/75 feet in height with a minimum density of 30 du/ac



Sub Area Alternatives Map

East Bayshore

Existing Condition (does not include pipeline projects) :

Existing Building Area	414,000 sf
Existing Commercial Area	414,000 sf

Total Parcel Area
37.5 acres

HE Sites* Parcel Area
0 acres

Land Use Alternatives (includes pipeline projects):

	ALT EB-1 *Low-density commercial office (status quo)*	**ALT EB-2** *High-density commercial office*
Build-Out	No change	Up to 75%-100%
F.A.R.	0.4 FAR	Allow Higher FAR
Commercial Uses	414,000 sf existing No new commercial	414,000 sf existing Up to 103,500 sf of net new commercial

**Palo Alto's 2023-2031 Housing Element allocates a total of 1,559 new housing units to the Plan Area (26% of the total citywide)*

West Bayshore

Existing Condition(does not include pipeline projects) :

Existing Building Area	35,000 sf
Existing Commercial Area	35,000 sf

Total Parcel Area
2.1 acres

HE Sites* Parcel Area
2.1 acres

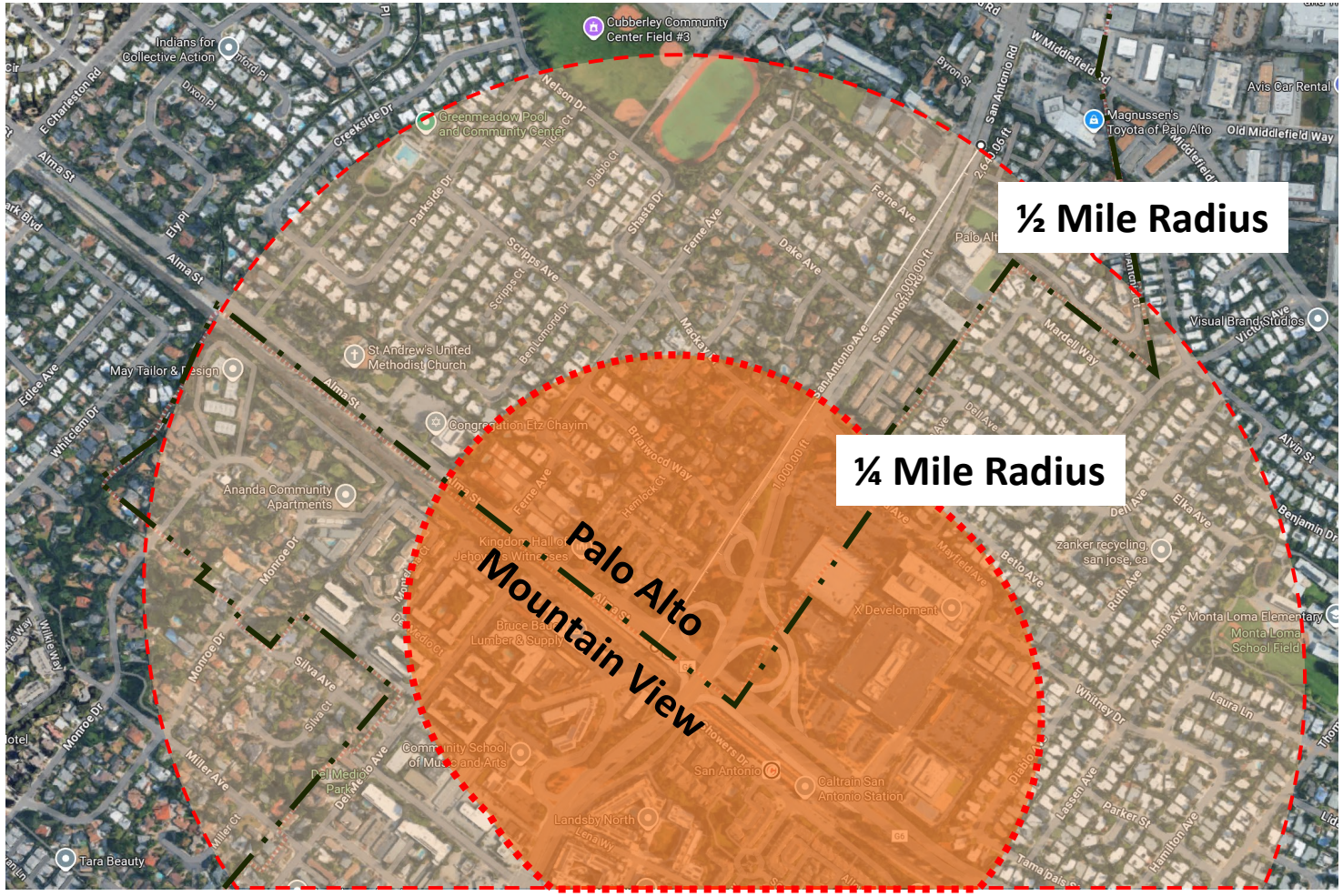
Land Use Alternatives (includes pipeline projects):

	ALT WB-1 *Allow residential and keep as HE Site (status quo)*	**ALT WB-2** *Restrict residential, move the HE Site.*
Build-Out	Up to 75%-100%	No Change
Density / Office F.A.R	90 du/ac	0.4 FAR
Residential Units	Up to 100 to 200 new units	0 new units
Commercial Uses	35,000 sf existing up to 35,000 sf loss of commercial	35,000 sf existing No net new commercial

**Palo Alto's 2023-2031 Housing Element allocates a total of 1,559 new housing units to the Plan Area (26% of the total citywide)*

SB 79: Alma and parcels within ½-mile radius of Caltrain

- Typical Lot: Single-family Eichler House on 8,000 sf lot (5.5 du/ac) with a home value from $3-4 million
- SB 79 would allow redevelopment of a parcel up to heights/density outlined below; 30 du/ac minimum density is required (6 units on typical parcel size)
- Outside of religious facility sites, redevelopment under SB 79 is not likely due to existing home values
- SB 79: ¼ Mile Radius
  - Up to 75 ft; 120 du/ac
- SB 79: ½ Mile Radius
  - Up to 65 ft; 100 du/ac



Mobility Alternatives

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

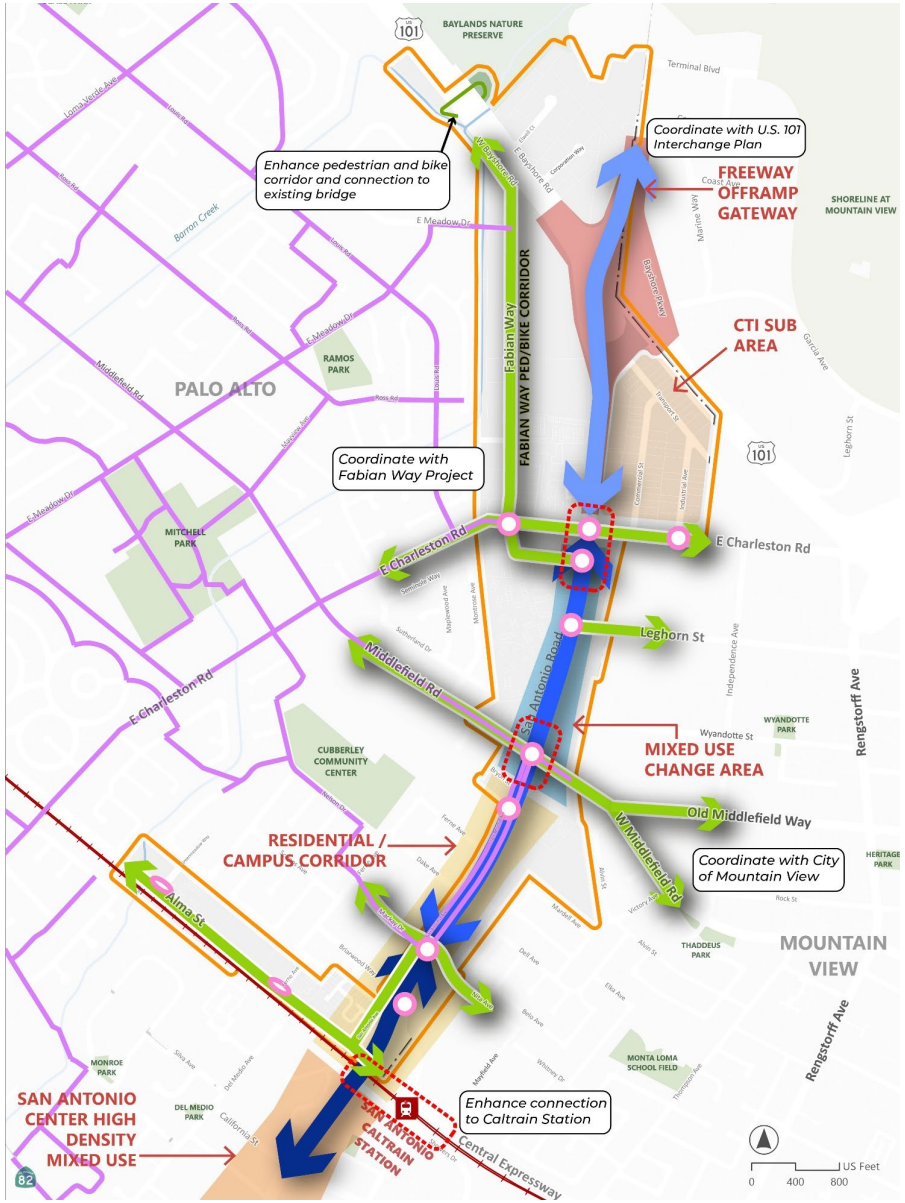
Mobility Context – Overview

Characteristics of the existing transportation and circulation environment

HIGH TRAFFIC VOLUMES	The corridor experiences heavy traffic and truck volumes with congestion throughout the day.
AUTO-ORIENTED DESIGN	The area has wide roads, low-density land use, and development that prioritizes automobiles.
LACK OF TRANSIT INTEGRATION	Despite proximity to bus stops and Caltrain, there is poor integration with transit, limiting alternatives to driving.
POOR WALK/BIKE CONNECTIVITY	There are disconnected bike lanes, narrow sidewalks, wide arterials that create barriers to walking and biking.
INTERAGENCY COORDINATION NEEDS	Coordination with Mountain View and Caltrain, as well as other partners (e.g., Google, private developers) will be necessary to advance projects across boundaries.

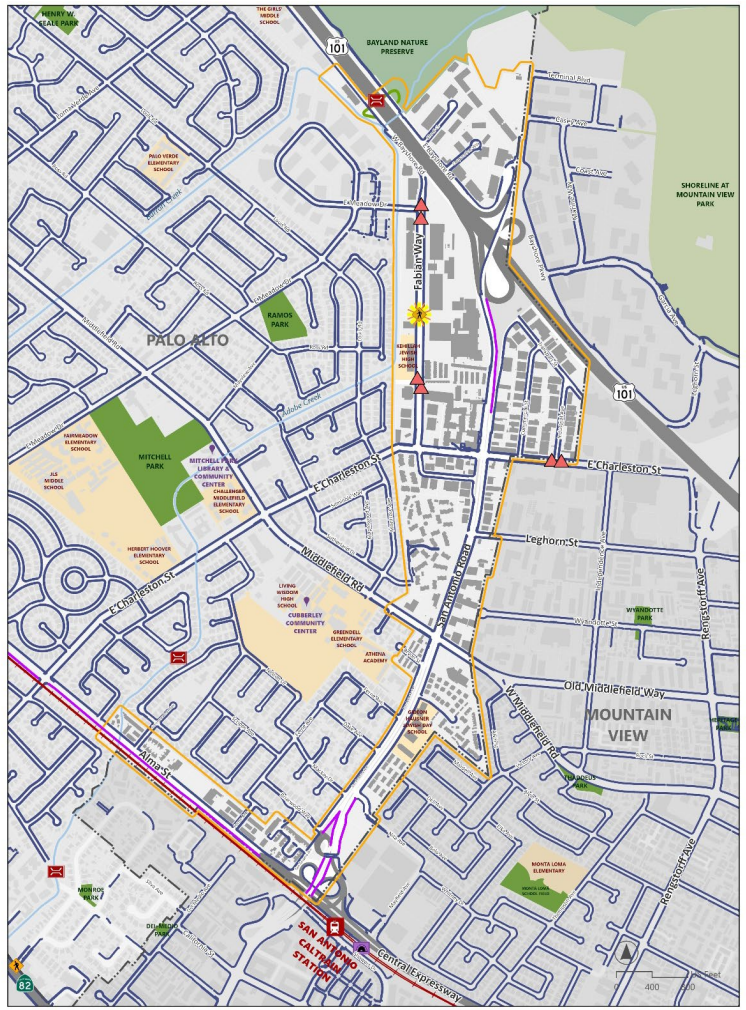
Mobility Context – What We Heard

- Build on and coordinate with prior and current planning and design efforts
  - 2026 Bicycle and Pedestrian Transportation Plan
  - South Palo Alto Bike/Ped Connectivity Project
  - US-101 Interchange Project
  - Fabian Way South Palo Alto Bikeways Demonstration Project
- Prioritize safe connections to schools, parks, retail, and transit
  - Improve connections across San Antonio Rd at Nita Ave, Middlefield Rd, and Charleston Rd
  - Enhance connection to San Antonio Caltrain Station
- Create comfortable walking and biking experience along and across San Antonio Road
  - Provide separated bikeway or multi-use path
- Consider increase in vehicle and truck traffic related to new development in Mountain View and Palo Alto



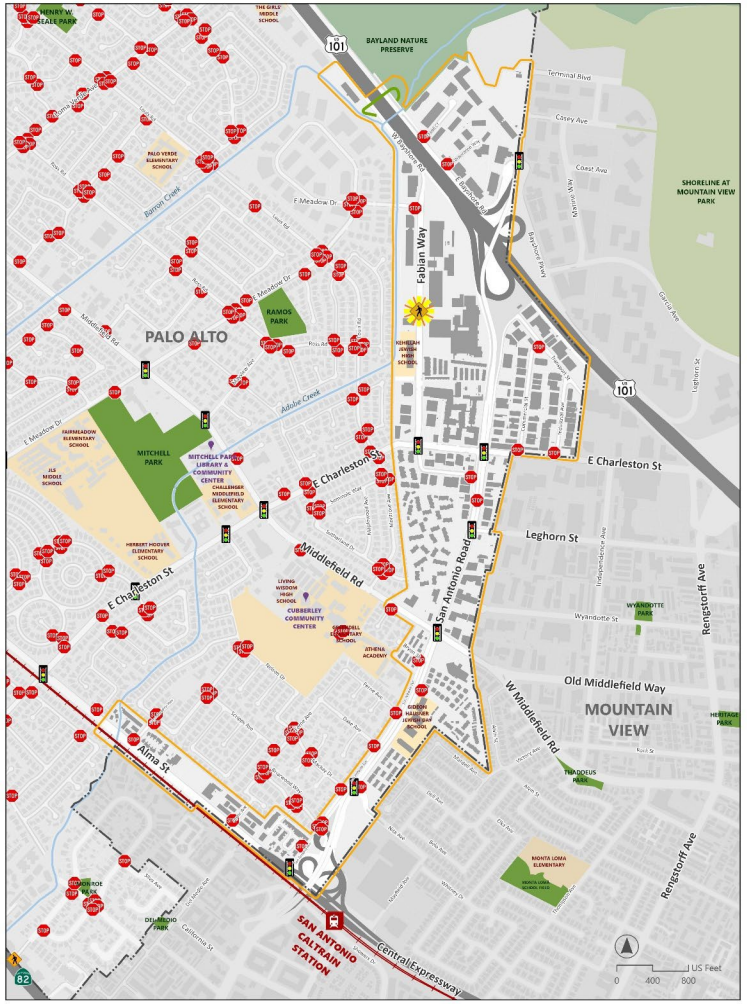
City Boundary
Plan Area
Railway
Caltrain Station
Creeks
Parks
Enhance bicycle and pedestrian crossing improvements
Potential Mobility Hub Location
Provide low stress bicycle and pedestrian facilities along San Antonio Road
Enhance bicycle and pedestrian connections to existing and potential future projects
Suggested Routes to School

Mobility Context – Walking, School Routes



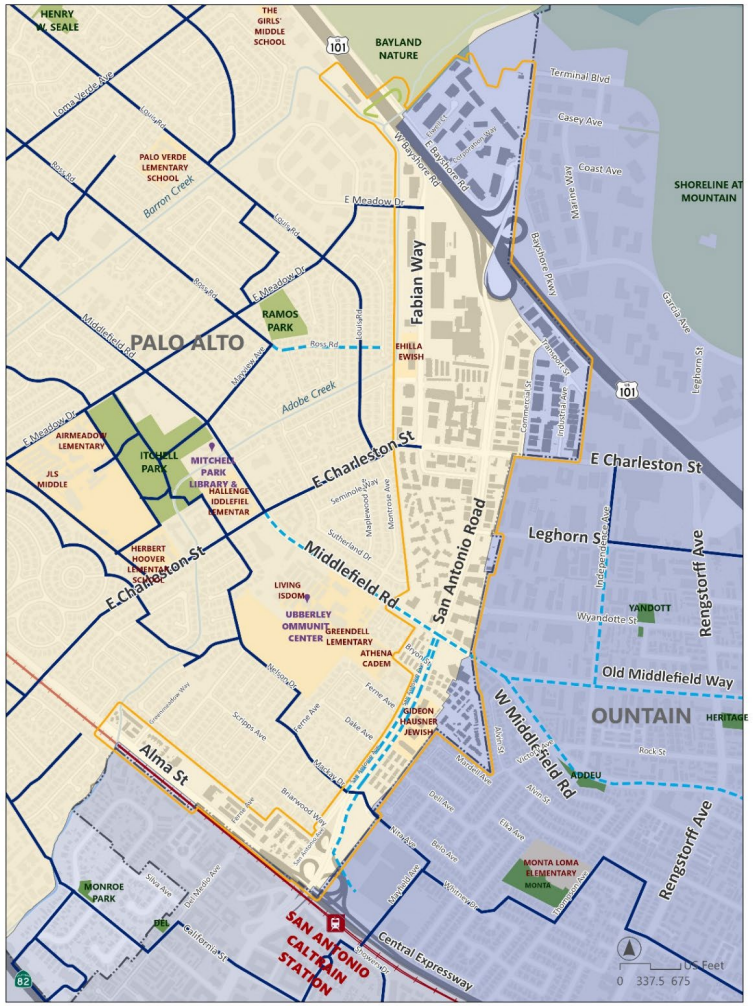
Pedestrian Facilities

- Sidewalk
- No Sidewalk
- Advanced Yielding Lines
- RRFB
- Pedestrian Hybrid Beacon
- Ped/Bike Bridge
- Ped/Bike Underpass
- CityBoundary
- Project Boundary
- Railway
- Caltrain Station
- Creeks
- Shoreline at Mountain View
- Baylands Nature Preserve
- Parks
- Schools
- Bike/Ped Bridge



Intersection Control

- Signal Controlled Intersection
- Stop Controlled Intersection
- RRFB
- Pedestrian Hybrid Beacon
- CityBoundary
- Project Boundary
- Railway
- Caltrain Station
- Creeks
- Shoreline at Mountain View
- Baylands Nature Preserve
- Parks
- Schools
- Bike/Ped Bridge

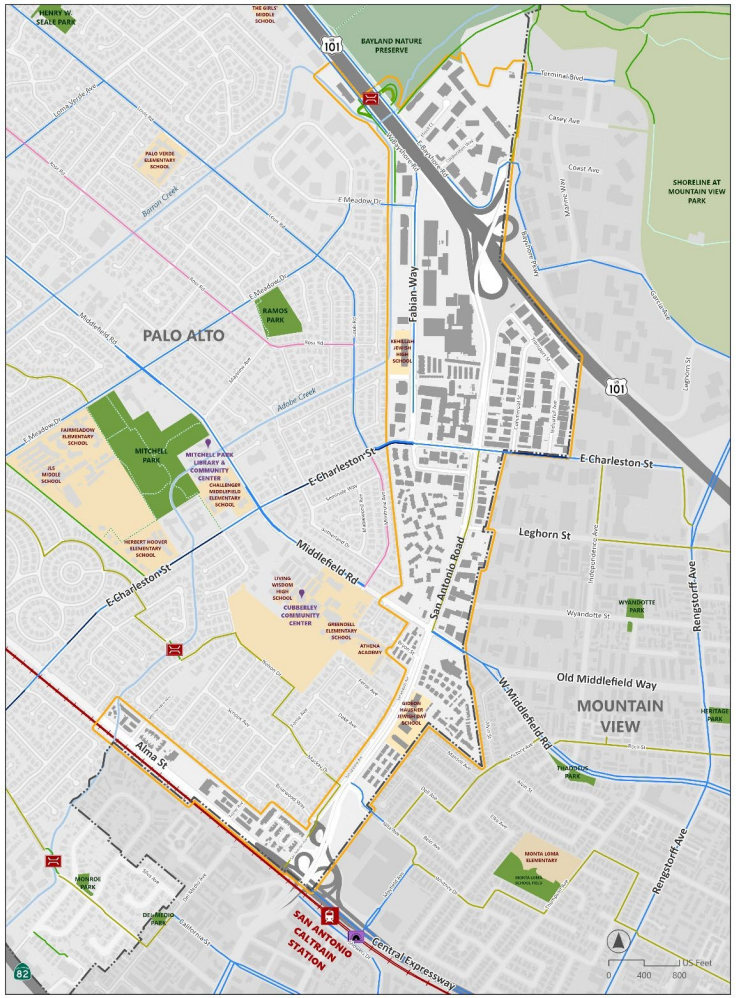


Suggested School Routes

- Suggested Route (Walking & Biking)
- Suggested Route (Walking Only)
- Whisman-Los Altos School Districts
- Palo Alto Unified School Districts
- CityBoundary
- Project Boundary
- Railway
- Caltrain Station
- Creeks
- Schools

SAN ANTONIO ROAD AREA PLAN

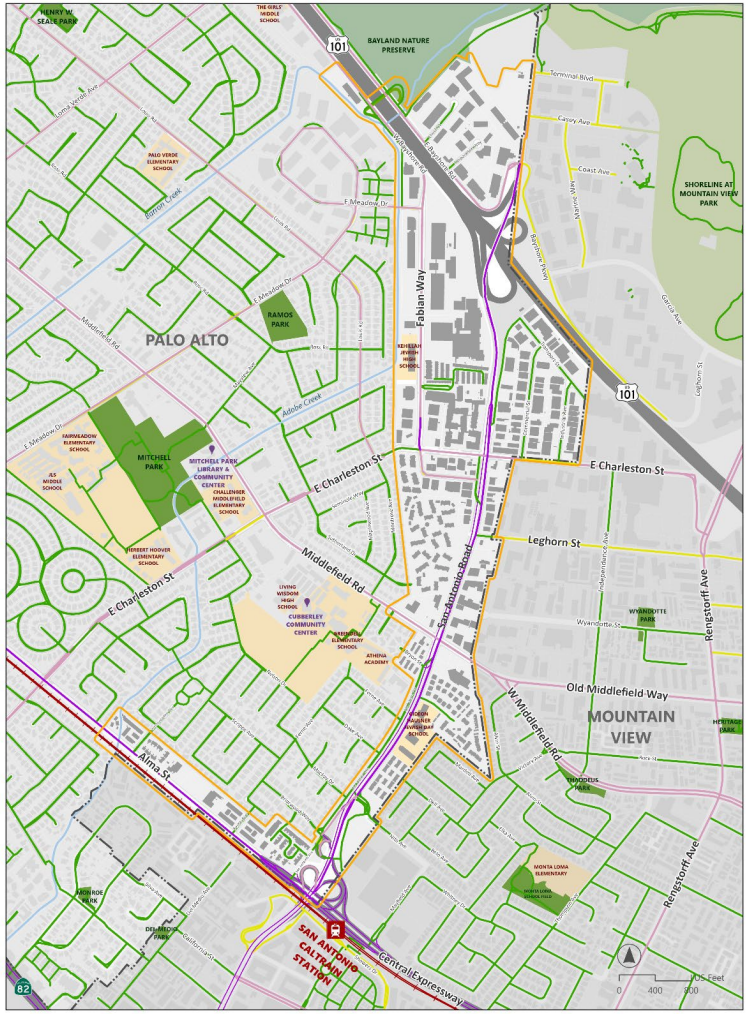
Mobility Context – Biking



Bicycle Facilities

- Class I - Shared Use Path
- Class IIa - Bike Lane
- Class IIb - Buffered Bike Lane
- Class IIIa - Bike Route
- Class IIIb - Bike Boulevard
- Class IV - Separated Bikeway
- Trail
- CityBoundary
- Project Boundary
- Railway
- Caltrain Station
- Ped/Bike Bridge
- Ped/Bike Underpass
- Creeks
- Shoreline at Mountain View
- Baylands Nature Preserve
- Parks
- Schools
- Bike/Ped Bridge

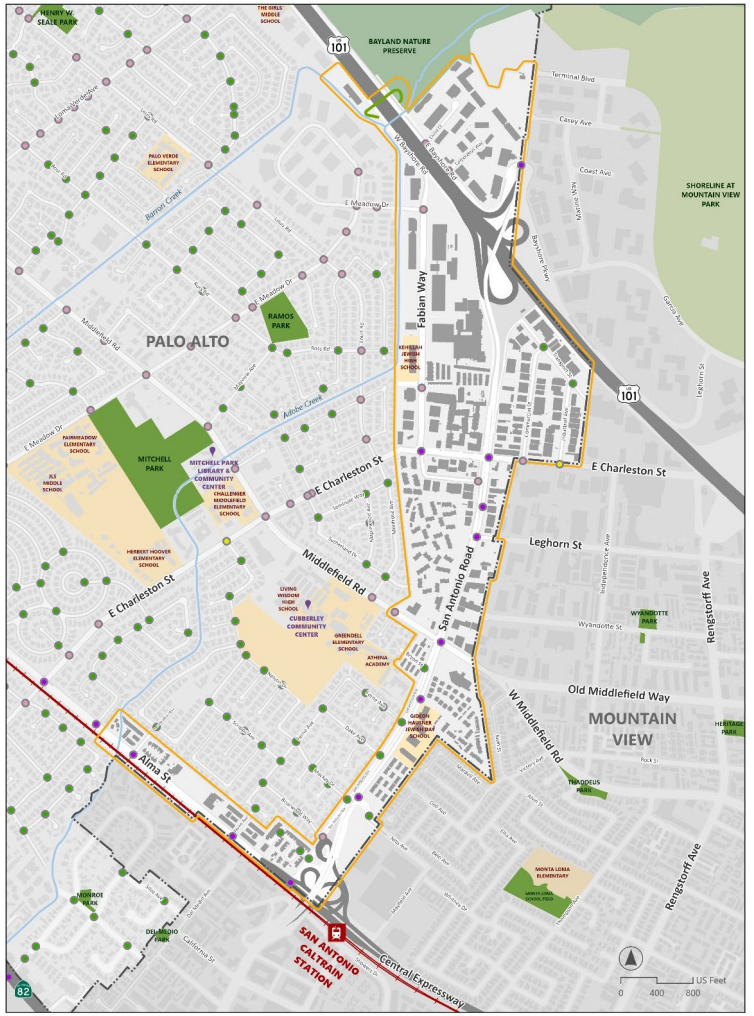
CITY OF PALO ALTO — SAN ANTONIO ROAD AREA PLAN



Bicyclist Segment LTS

- LTS 1
- LTS 2
- LTS 3
- LTS 4
- CityBoundary
- Project Boundary
- Railway
- Caltrain Station
- Creeks
- Shoreline at Mountain View
- Baylands Nature Preserve
- Parks
- Schools
- Bike/Ped Bridge

CITY OF PALO ALTO — SAN ANTONIO ROAD AREA PLAN

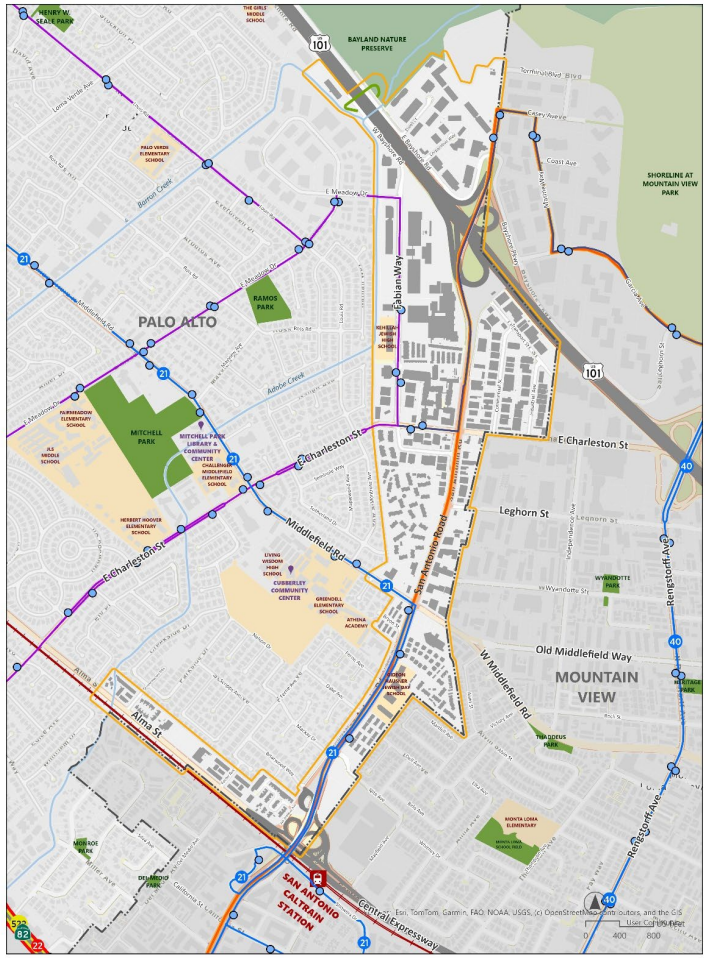


Bicyclist Intersection LTS

- LTS 1
- LTS 2
- LTS 3
- LTS 4
- CityBoundary
- Project Boundary
- Railway
- Caltrain Station
- Creeks
- Shoreline at Mountain View
- Baylands Nature Preserve
- Parks
- Schools
- Bike/Ped Bridge

CITY OF PALO ALTO — SAN ANTONIO ROAD AREA PLAN

Mobility Context – Transit, Parking

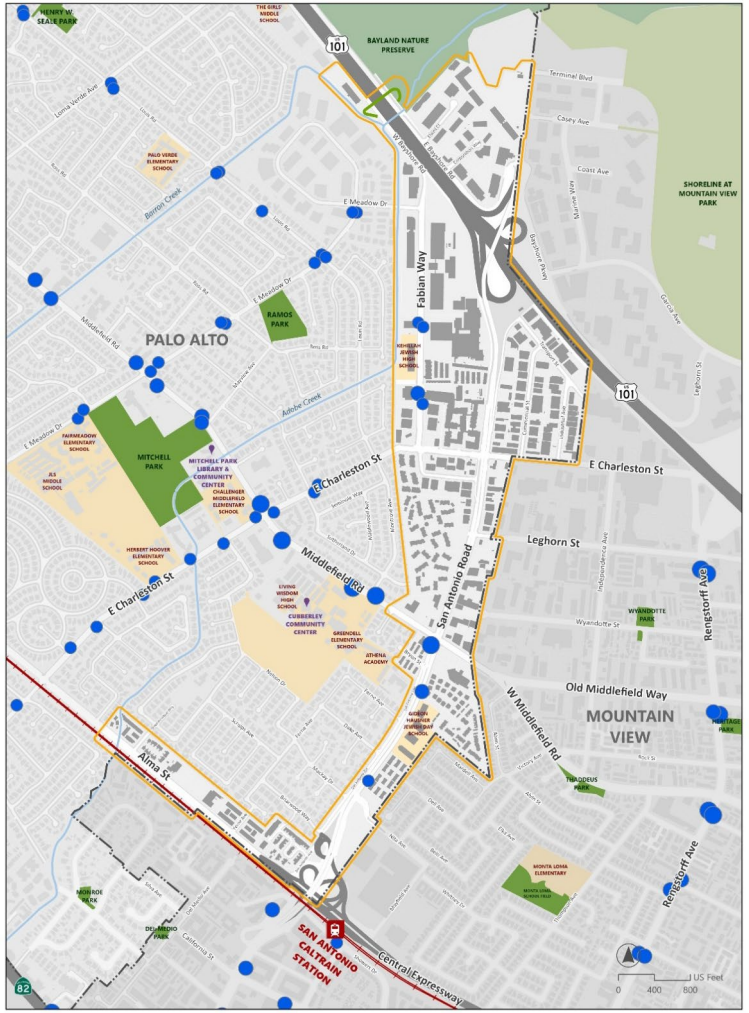


Transit Facilities

Bus Route
Rapid
Frequent
Local
School
Shuttle
MVgo (Routes C & D)
Bus Stop
CityBoundary
Project Boundary
Railway
Caltrain Station
Creeks
Shoreline at Mountain View
Baylands Nature Preserve
Parks
Schools
Bike/Ped Bridge

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN



Transit Ridership

VTA's 2024 Weekday Transit Ridership
0 - 10
10 - 20
20 - 50
50 - 100
>100
CityBoundary
Project Boundary
Railway
Caltrain Station
Creeks
Shoreline at Mountain View
Baylands Nature Preserve
Parks
Schools
Bike/Ped Bridge

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

Base Map

Time-Limited On-street Parking
Unrestricted Parking
No Parking Allowed
Parking Lot
Bicycle Racks
City Boundary
Project Boundary
Railway
Caltrain Station
Creeks
Shoreline at Mountain View
Baylands Nature Preserve
Parks
Schools
Bike/Ped Bridge

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

Mobility Context – Safety

Pedestrian and Bicycle Crashes

- Pedestrian Crash
- Bicycle Crash
- CityBoundary
- Project Boundary
- Railway
- Caltrain Station
- Creeks
- Shoreline at Mountain View
- Baylands Nature Preserve
- Parks
- Schools
- Bike/Ped Bridge

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

Crash Severity

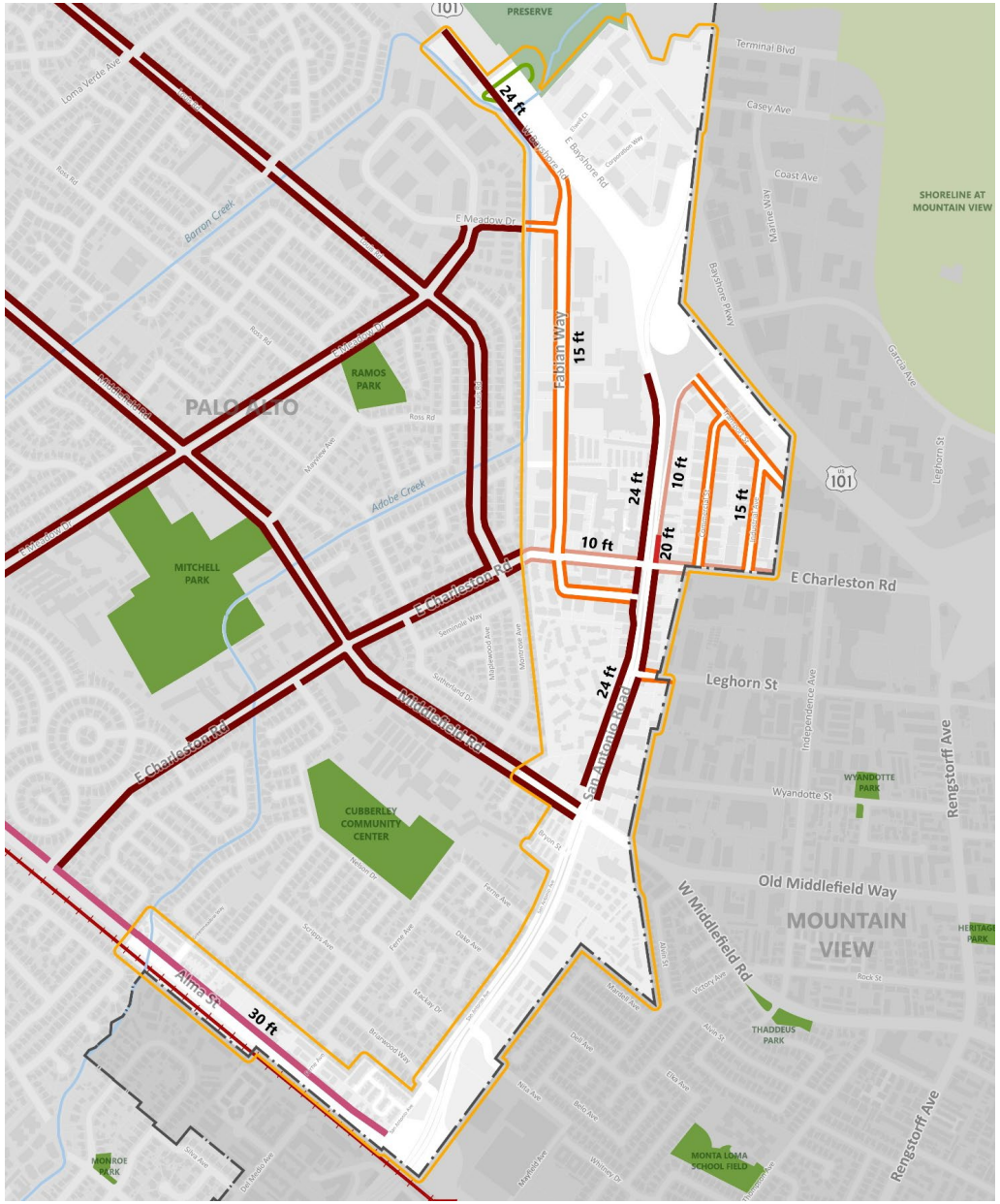
- Fatal
- Severe injury
- Visible injury
- Complaint of pain
- CityBoundary
- Project Boundary
- Railway
- Caltrain Station
- Creeks
- Shoreline at Mountain View
- Baylands Nature Preserve
- Parks
- Schools
- Bike/Ped Bridge

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

Special Set Back

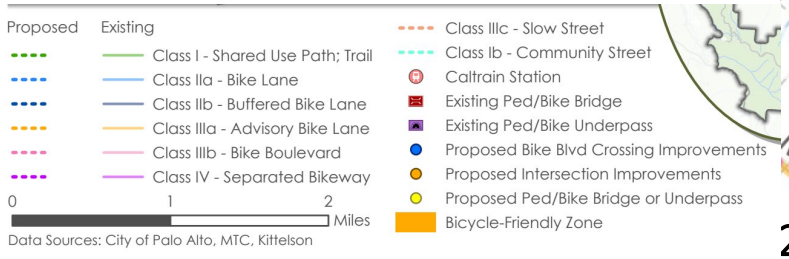
- Special setbacks along several streets in the Plan Area are shown here for reference.

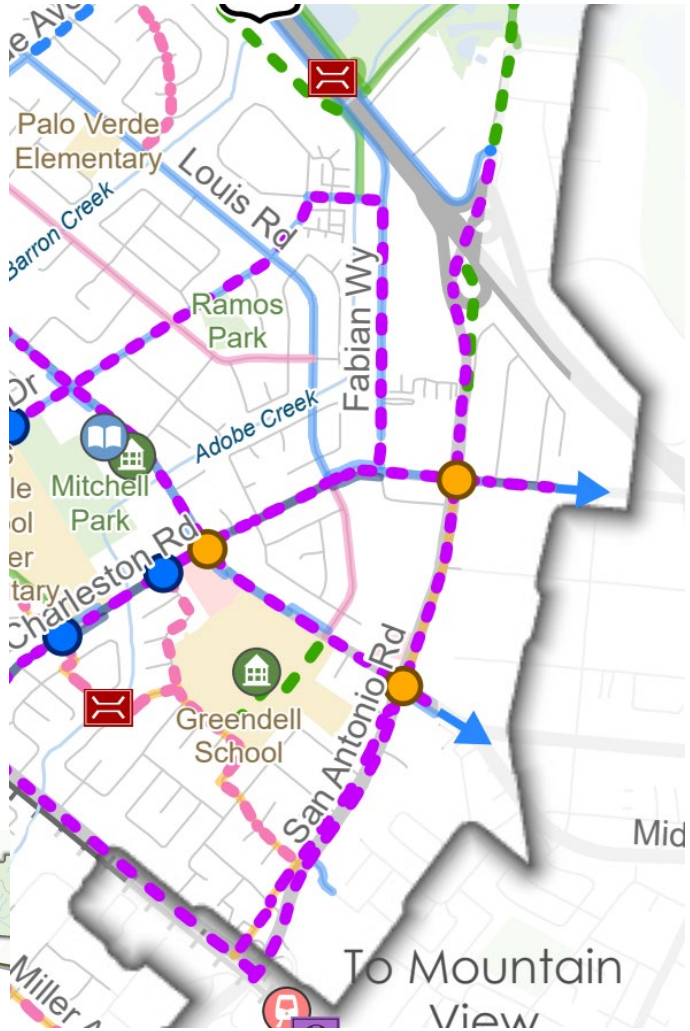


Mobility Context – Projects, Plans, and Policies

2026 BPTP Recommendations

- Class I shared use path along San Antonio Road from E. Charleston Road to Terminal Boulevard/Baylands Nature Preserve
- Class IV separated bikeways on
  - San Antonio Road between Alma Street and Charleston Road (SB_20)
  - Middlefield Road within City limits
  - Charleston Road within City limits
  - Alma Street from Meadow Drive to San Antonio Avenue
  - Fabian Way from Meadow Drive to Charleston Road (SB_23)
- Class IIIb bicycle boulevard on Mackay Drive
- Intersection improvements at Charleston Rd (Int_07) and Middlefield Rd (Int_12)
- San Antonio Road Area is identified as a Pedestrian Priority Area



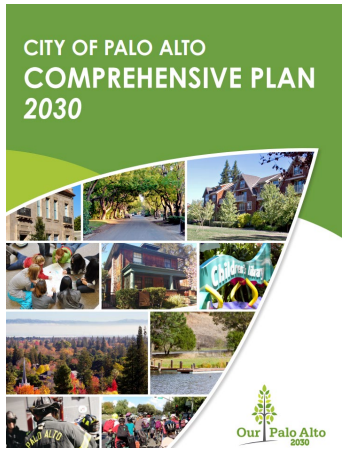


2026 BPTP Complete Vision Network

Mobility Context – Projects, Plans, and Policies

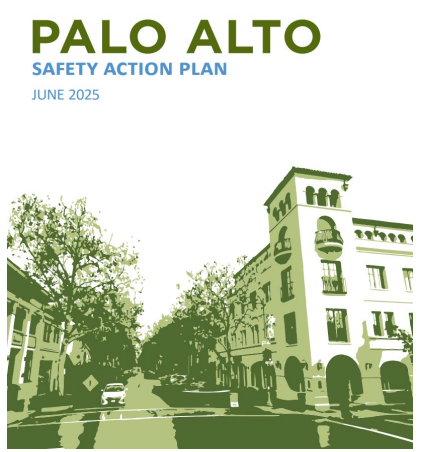
Comprehensive Plan

- T-3.5. When constructing or modifying roadways, plan for use of the roadway by all users
- T-3.6. Consider pedestrians, bicyclists, e-bikes and motorcycles when designing road surfaces, curbs, crossings, signage, landscaping and sight lines
- T-3.14. Continue to prioritize the safety of school children in street modification projects that affect school travel routes, including during construction

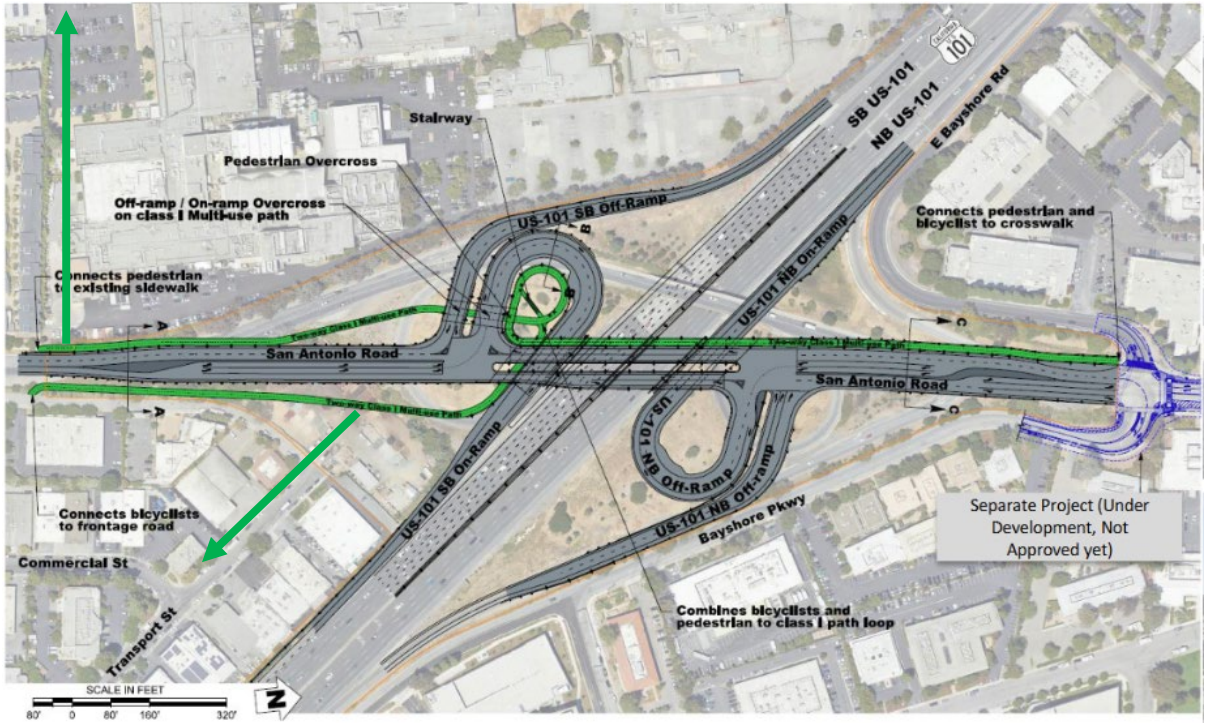


Safety Action Plan

- Create a culture and climate of systemic safety by addressing the key risk factors and barriers to safety, including:
- Making design, maintenance and operations decisions that prioritize safety
- Commit to support areas zoned for increased density and infill development with transportation facilities and improvements to enable safer multi-modal transportation for present and future road users



Prior and Current Planning and Design Efforts

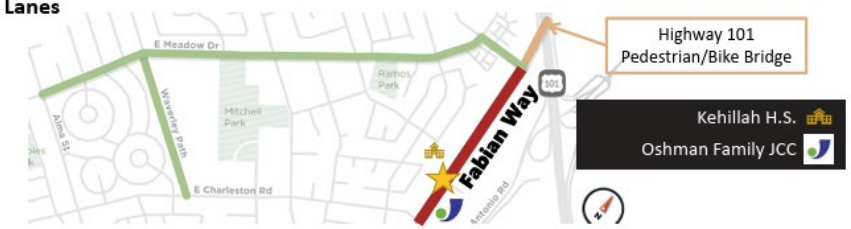


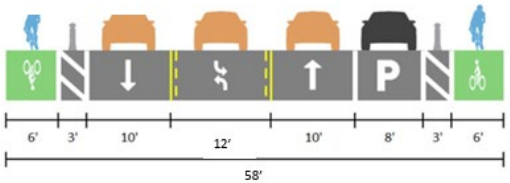
US 101 Interchange Improvements – San Antonio Road

Potential future ped/bike connection

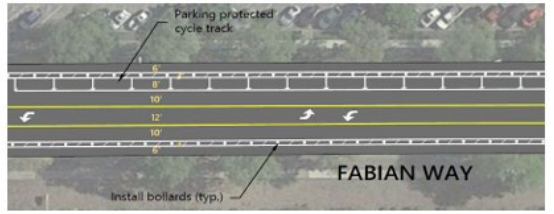
Fabian Way

Preferred Design - Protected Bike Lanes

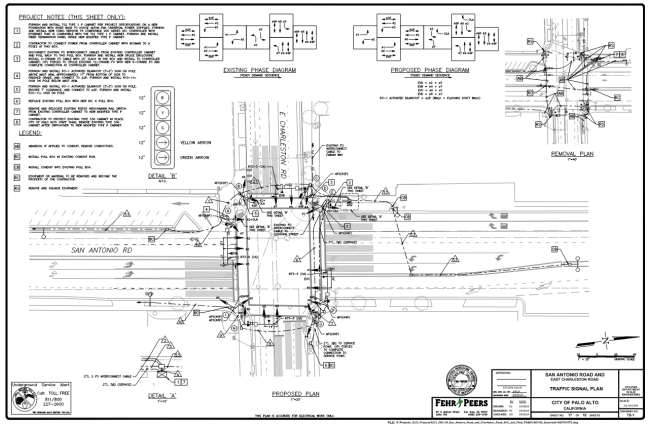




Fabian Way looking east, towards US 101



Fabian Way Protected Bike Lanes



Charleston/San Antonio Road Intersection Design

Mobility Strategies

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

Mobility Strategies to Support Land Use Alternatives

Reimagine the corridor as a multimodal spine that balances mobility with placemaking

PEDESTRIAN-FIRST DESIGN	Prioritize comfortable, accessible, and inviting streets that encourage walking and biking (while recognizing San Antonio as a regional corridor and truck route.
LOW-STRESS BIKING ROUTES	Provide high quality bikeways that meet the needs of people of all ages and abilities.
FIRST/LAST MILE CONNECTIONS	Integrate walking, biking, shuttles, and shared mobility to create a seamless journey from doorstep to destination.
PARKING AND DEMAND MANAGEMENT	Apply strategies to reduce travel demand and organize allocation of curb space to improve access and efficiency.
SMART CORRIDOR TECHNOLOGY	Use real-time data, adaptive signals, and digital tools to optimize traffic flow and enhance multimodal safety.

Pedestrian-First Design

Create comfortable, accessible, and vibrant environments where walking is the most convenient and enjoyable mode of travel.

Implement 2026 BPTP Pedestrian Design Guidelines and increase walkability with short block lengths and paseos

Enhanced Crossings


1. Mid-block crossings


2. Raised crossings


3. Raised intersections

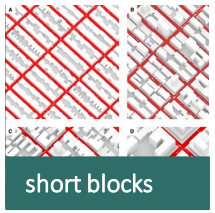

4. Curb extensions

Street Design


5. Wide sidewalks

6. Shared streets


7. Reduced Curb Radii


short blocks

Aesthetic and Functional Elements


8. Pedestrian lighting

9. Gateway Treatments


10. Decorative pavers


11. Wayfinding

Activation and Engagement


12. Alleyway activation


13. Street furniture


14. Shade sails


15. Street art or murals

Flexible Street Use


16. On Street Flex Zones


17. Bike parking corrals


18. In Street Treewells


19. Rising Bollards

Major Intersection Treatments

20. Pedestrian Signals


21. Signal Timing

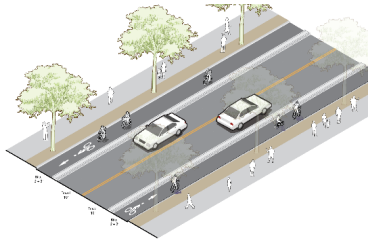

22. Median island


23. Protected intersection

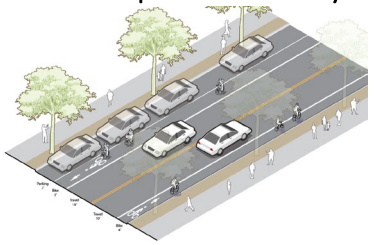
Low-Stress Biking Infrastructure

Provide high-quality bikeways that meet the needs of people of all ages and abilities.

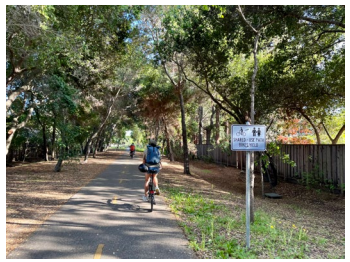
Implement 2026 BPTP recommendations and applicable countermeasures from the Safety Action Plan Appendix E



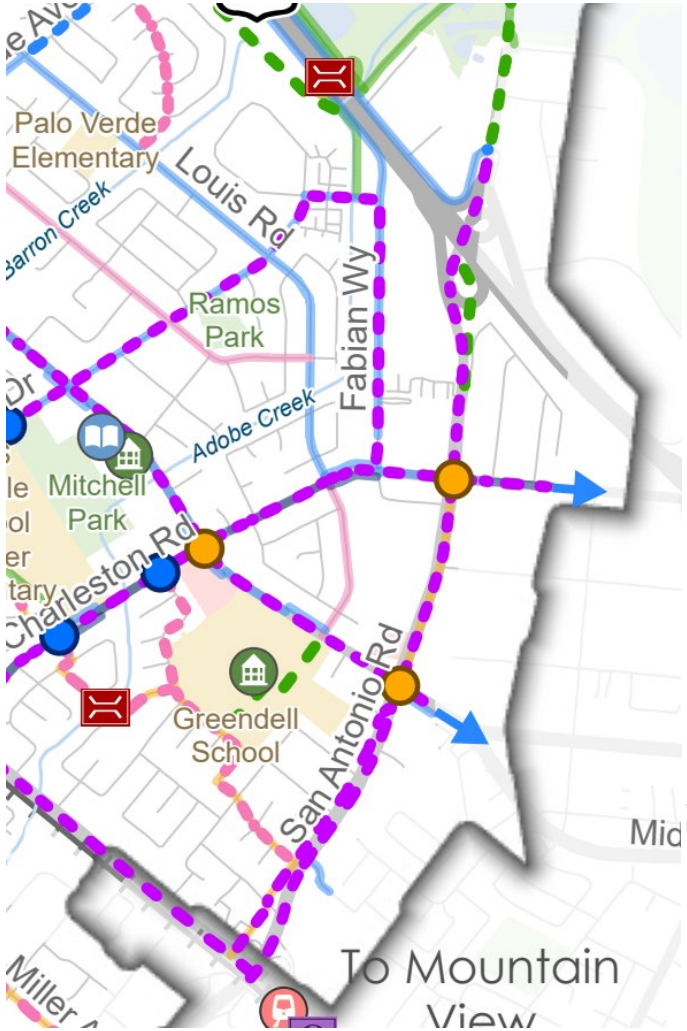
Class IV Separated Bikeway



Class I Shared Use Path



Protected Intersection

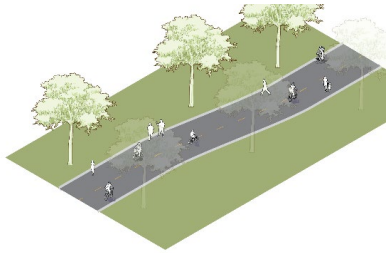


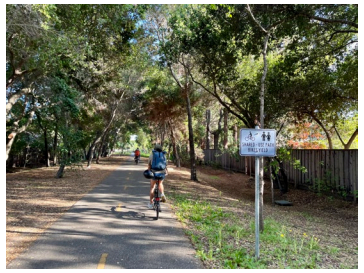
What does "All Ages and Abilities (AAA)" mean?

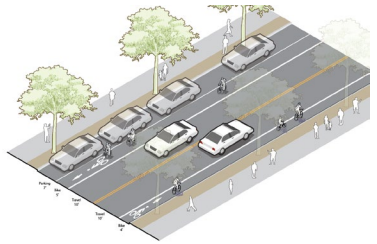
To truly encourage walking and biking, facilities must be designed for everyone—not just confident adult men who have historically been the focus of street design. An All Ages and Abilities network ensures that children, seniors, women, people with disabilities, people of color, low-income users, bike share riders, and those carrying goods can travel safely and comfortably. These groups often face unique barriers, including safety concerns, visibility challenges, accessibility needs, inequitable investment, or inadequate infrastructure. By prioritizing comfort, traffic separation, and equity, All Ages and Abilities design expands the reach of walking and bicycling, enhances mobility and independence, and makes active transportation a safe and appealing choice for all.

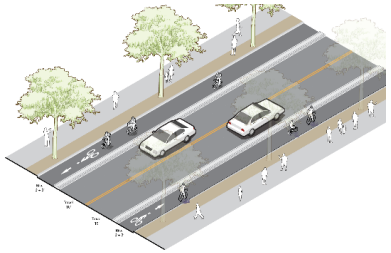
CITY OF PALO ALTO

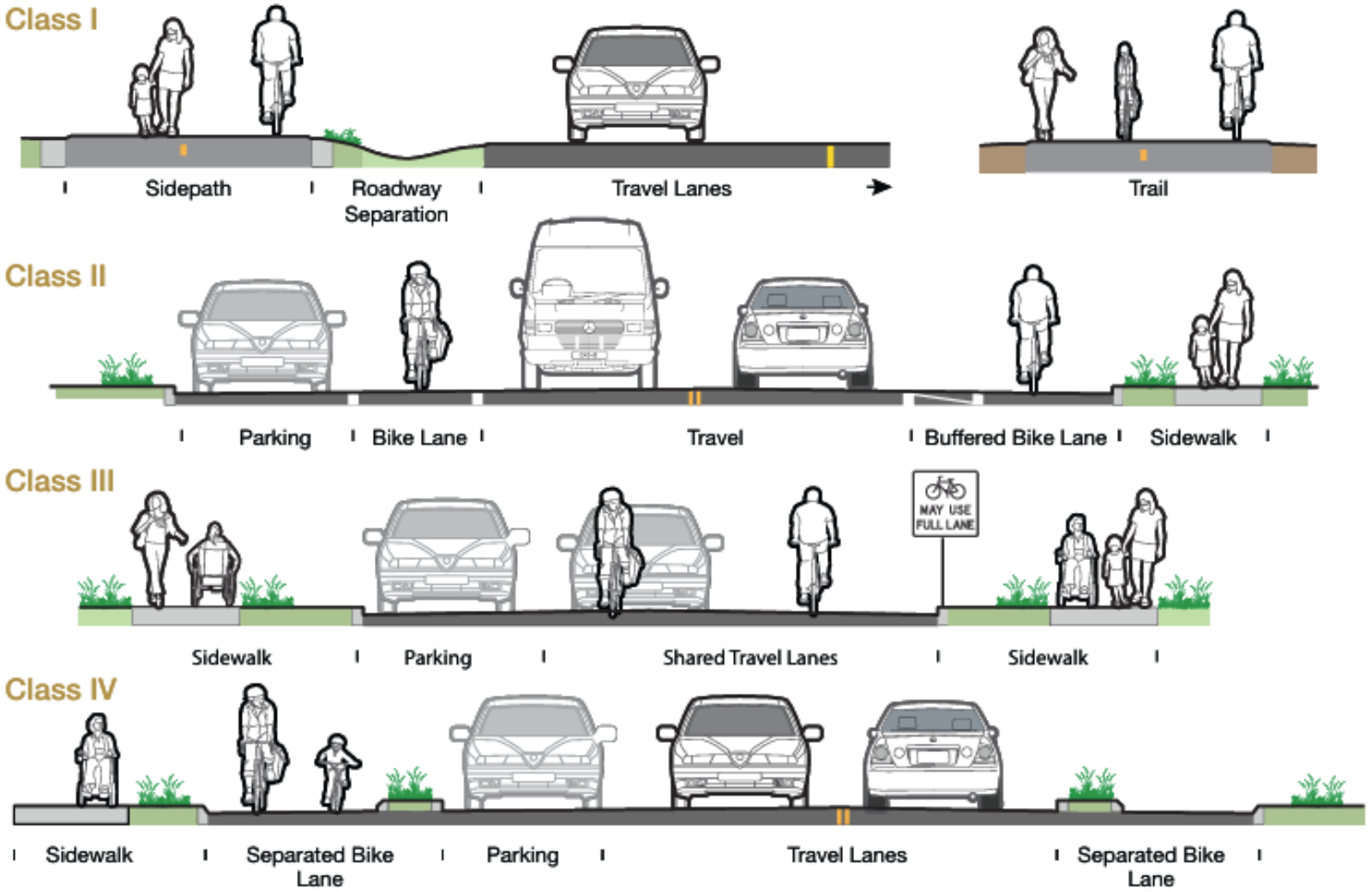
Types of Bikeways











Source: Caltrans, Toward an Active California, State Bicycle and Pedestrian Plan, 2017.

First/Last Mile Connections - Overview

Integrate walking, biking, shuttles, and shared mobility to create a seamless journey from doorstep to destination.

Mobility Hubs

A place where multiple transportation modes are cohesively and conveniently located to provide an integrated suite of mobility services and amenities.

Shuttles

Short-distance, fixed-route, circulator-style trips or flexible, responsive, and sustainable transport to bridge the first/last mile.

Shared Micromobility

Any shared small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.

Wayfinding

Use of signs, maps, and other visual cues to help people navigate through an area. Effective wayfinding systems improve accessibility and user experience.

First/Last Mile Connections - Mobility Hubs

A place where multiple transportation modes are cohesively and conveniently located to provide an integrated suite of mobility services and amenities.

Features

- Enhanced crossings
- Low-stress bicycle routes
- Bicycle racks
- Covered bike storage/lockers
- Shared micromobility
- Transit shelter
- Real-time transit information
- Shuttle service
- Pick-up/drop-off zone
- Electric vehicle charging
- Vehicle parking

Potential Locations

- San Antonio Rd/Charleston Rd
- San Antonio Rd/Middlefield Rd
- San Antonio Caltrain Station

Rendering of Mobility Hub

Source: mtc.ca.gov/planning/transportation/mobility-hubs

Parking and Demand Management - Curbspace

Organize allocation of curb space for vehicles, deliveries, and shared mobility to improve access and efficiency.

Prioritize and accommodate various curb functions depending on curb needs in different contexts.

Access for People

Active space for transit boardings, passenger loading, and shared mobility services.

Access for Goods

Space for deliveries, used for short periods of time.

Public Space and Services

Space for use by people and public services, such as parklets, landscaped areas, and fire hydrants.

Storage for Vehicles

Curb lane is intended to be used for the storage of vehicles or bicycles for established time periods, such that it is unavailable for other purposes.

Movement

Curb lane is used for the movement of vehicles or active transportation modes and is unavailable for other purposes.

Parking and Demand Management - Transportation Options

Implement strategies intended to reduce travel demand, shift trips to more sustainable modes, and improve the efficiency of the mobility network.

Apply transportation demand management strategies to make sure that new development is designed to make it easier for tenants, residents, employees, and visitors to get around using sustainable modes.

Improve Walking/Biking Access

Include streetscape improvements that make it easy and comfortable to walk and bike.

Provide Bicycle Parking and Repair Stations

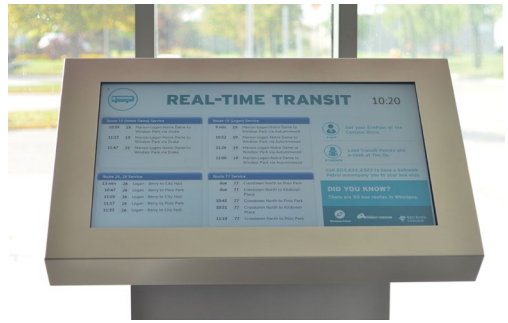
Provide designated, secure and convenient areas for bike parking and bike maintenance and repair.

Incorporate Shared Vehicle Services and Bike Fleets

Provide car-share parking and bike fleets on-site and offer subsidized car-share memberships.

Create Supportive Mix of Land Use

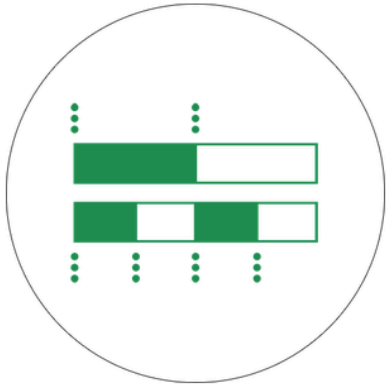
Incorporate a mix of residential, commercial, and institutional land uses and increase the density of uses.



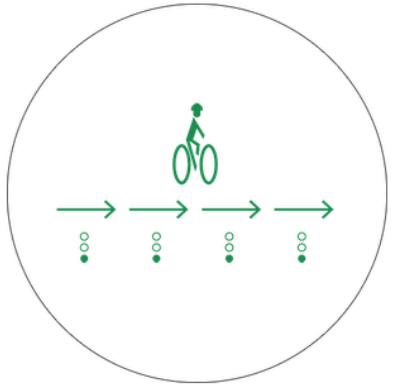
Integrate Communications and Information

Provide real-time transit information and wayfinding signage.

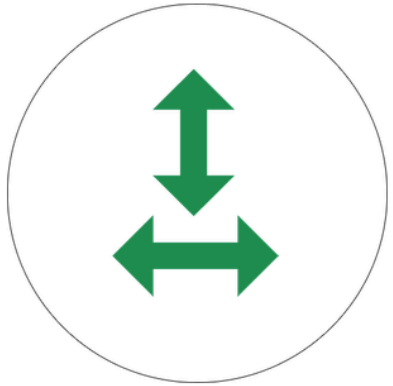
Smart Corridor Technology



Keep Cycles Short

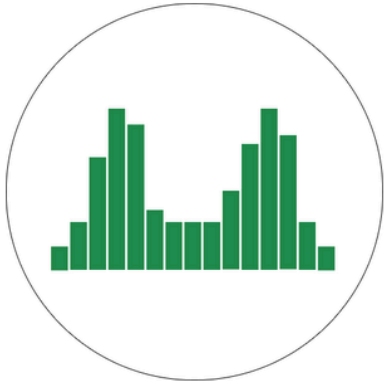


Transit Signal Priority & Leading Bike/Ped Intervals & Extended Time to Cross



Signal interconnectivity and coordination

Time to Intended Speed



Adjust by Time of Day

Real-time traffic management

Mobility Alternatives

San Antonio Road

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

San Antonio Rd Priorities

A. East of Charleston Rd

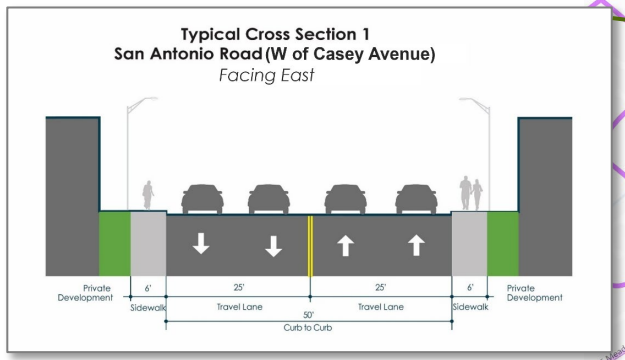
- Enhance connection to and across US-101
- Create connection through to Fabian Way
- Coordinate with VTA US-101 Interchange Project and Google
- BPTP Recommendation: Class IV - Separated Bikeways; Class I - Shared Use Path north of Bayshore Road

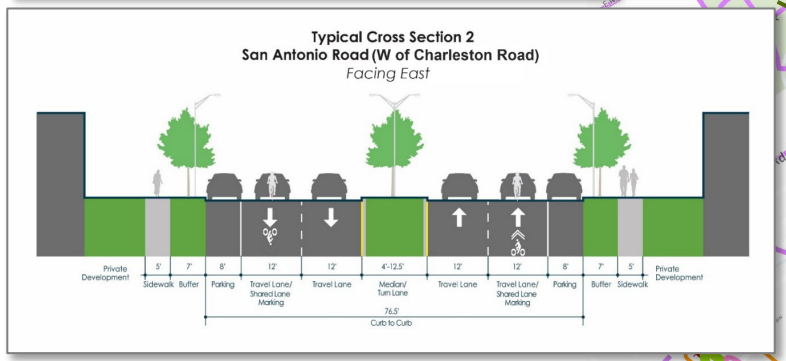
B. Charleston Rd to Middlefield Rd

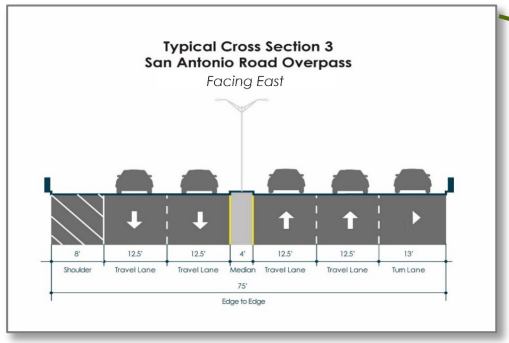
- Provide comfortable walking and biking facilities
- Enhance connections across San Antonio Rd
- Maintain capacity for vehicle and truck traffic
- Coordinate with landowners and developers
- BPTP Recommendation: Class IV - Separated Bikeways

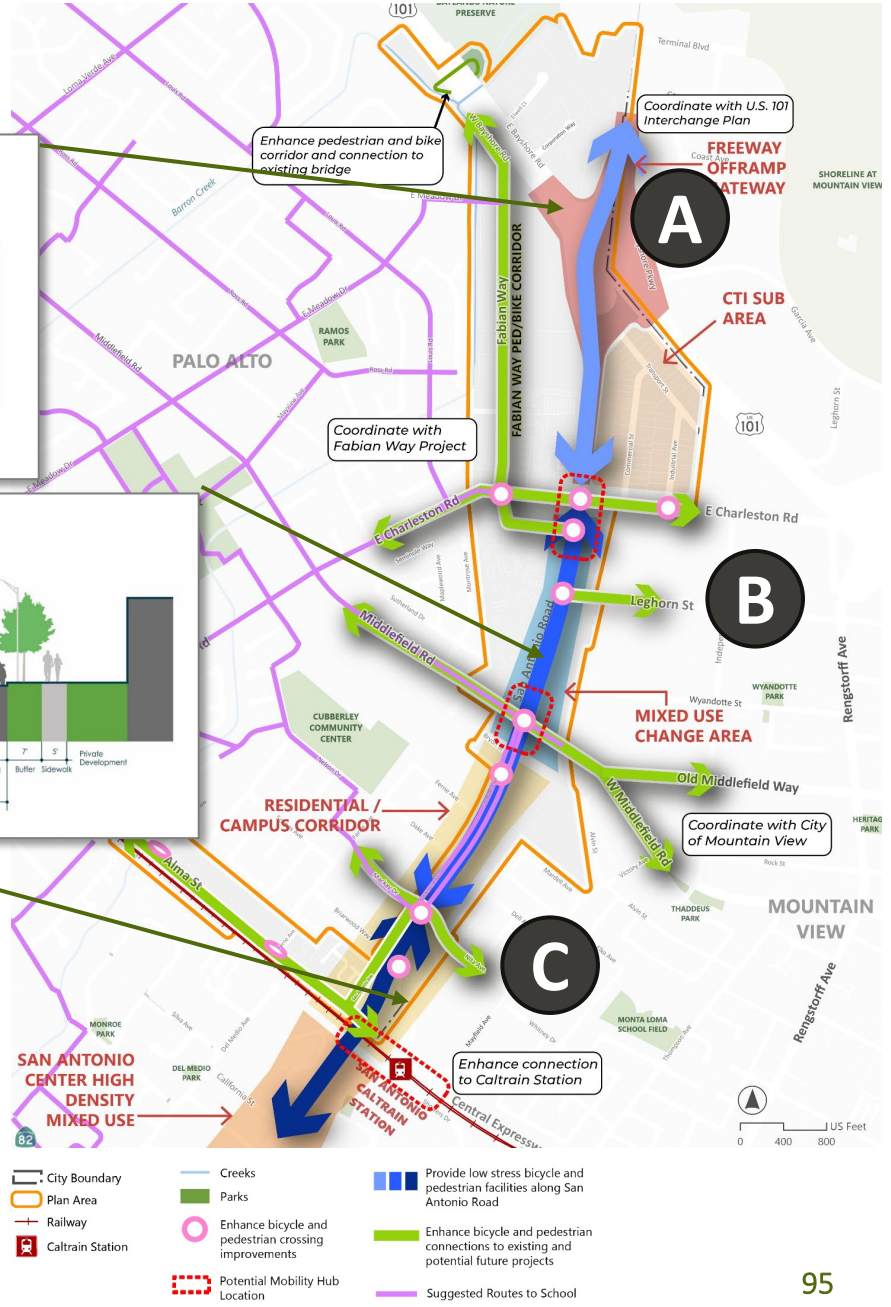
C. West of Middlefield Rd

- Caltrain Station connection
- Nita Avenue crossing improvements
- San Antonio Avenue enhancements
- Coordinate with Mountain View, Caltrain, and Google
- BPTP Recommendation: Class IV – New Separated Bikeway on San Antonio Avenue and new Class IV – New Separated Bikeway on San Antonio Road from overcrossing to Middlefield









San Antonio Intersection Improvements

D. Charleston Rd Intersection

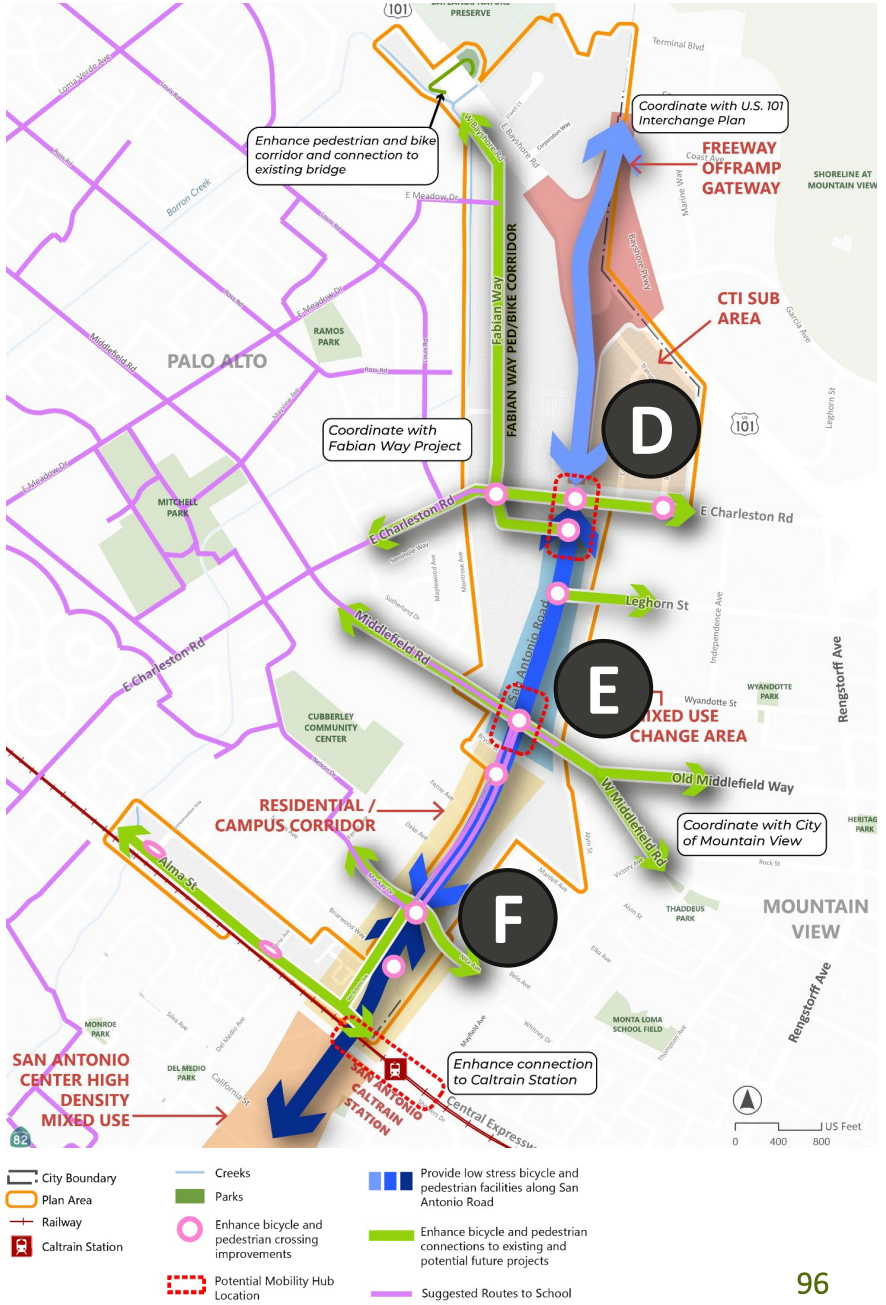
- Create protected intersection
- Remove side street with diagonal parking, extend pedestrian zone
- Modify lane geometry, consider removing dual left turn lanes to provide median refuge
- Explore grade separated crossing

E. Middlefield Rd Intersection

- Create protected intersection
- Consolidate existing driveway access
- Modify lane geometry,
  - remove westbound right turn lane,
  - consider removing dual left turn lanes to provide median refuge
- Explore grade separated crossing

F. Nita Ave

- Extend existing bike lanes through the intersection
- Enhance connection to bike boulevard on Mackay Dr



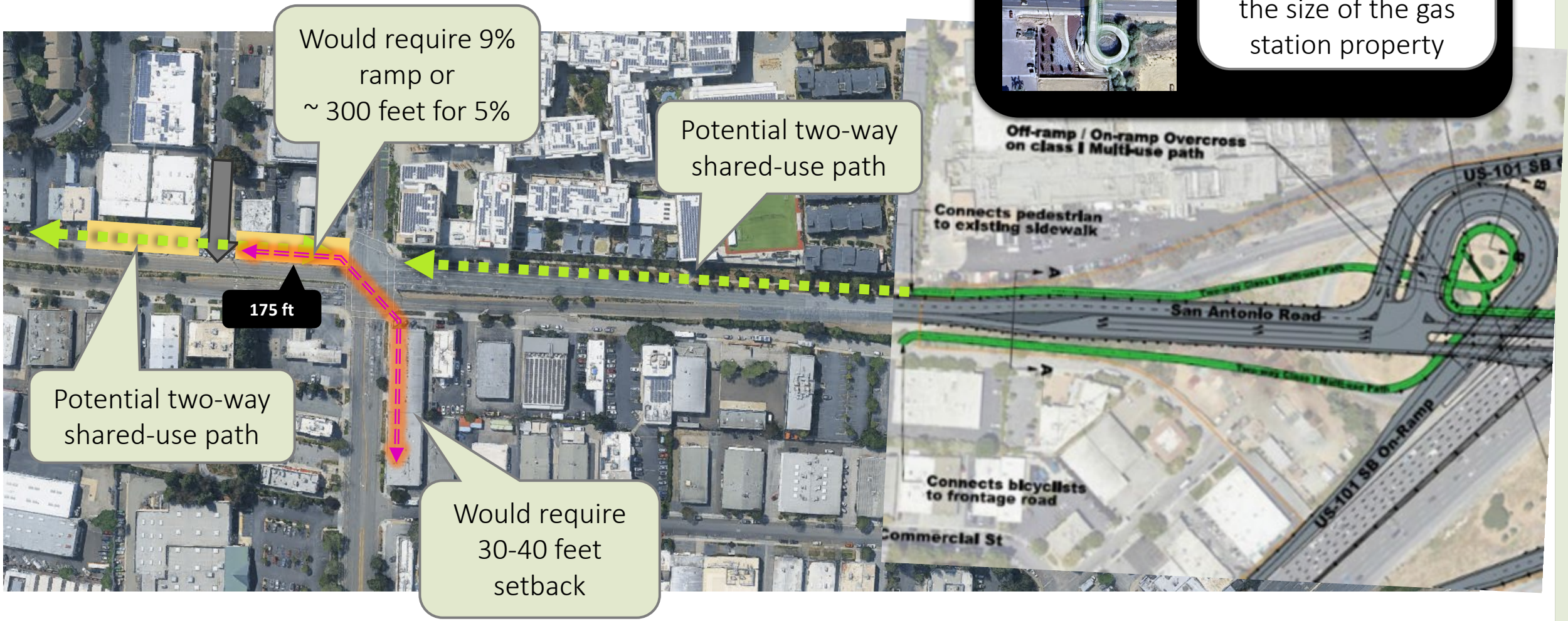
A. East of Charleston Rd

- Class I multi-use path or Class IV separated bikeway along San Antonio from Charleston to US-101 interchange ped/bike overpass
- Ped/bike connection across San Antonio Road and through to Fabian Way to access destinations north of CTI Area

Google Streetview images of San Antonio Road at US 101 SB Off Ramp, facing east

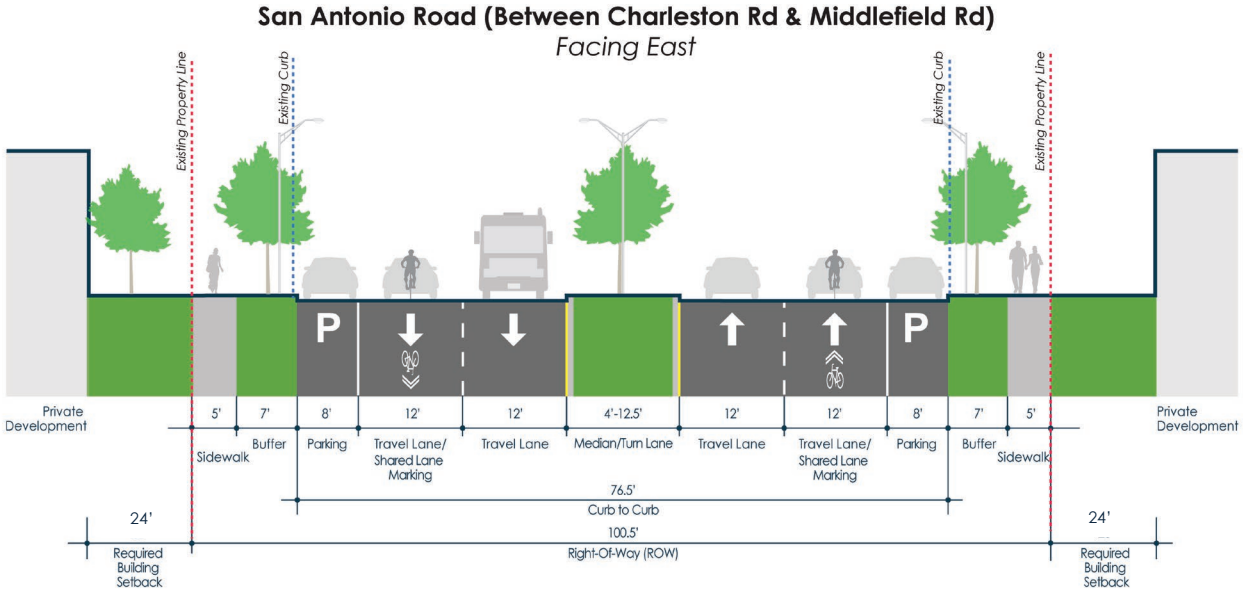
San Antonio Road with planned US 101 Interchange Improvements that include bike path over 101

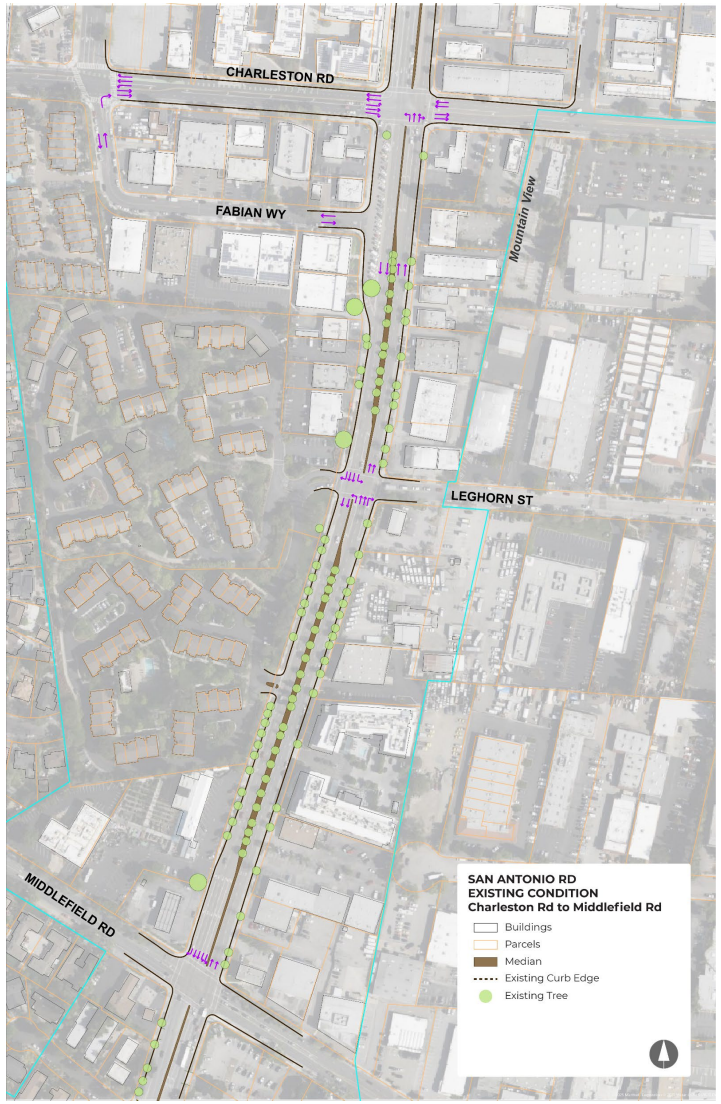
D. Potential Grade-Separated Crossing



B. Charleston Rd to Middlefield Rd - Existing

- Heart of the Central San Antonio sub area (mixed-use change area)
- Currently designated a high-stress street for biking
- Experiences truck traffic and congestion throughout the day
- 2026 BPTP recommends prioritizing intersection improvements at Charleston Rd and Middlefield Rd
- 2026 BPTP recommends Class IV separated bikeways on each side of the street



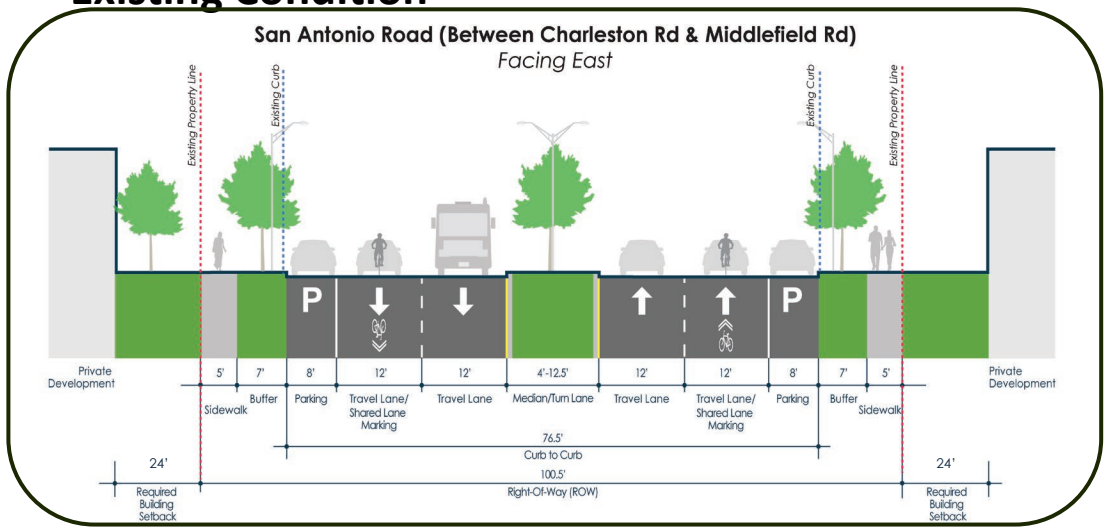


Context: Charleston Rd to Middlefield Rd - Existing

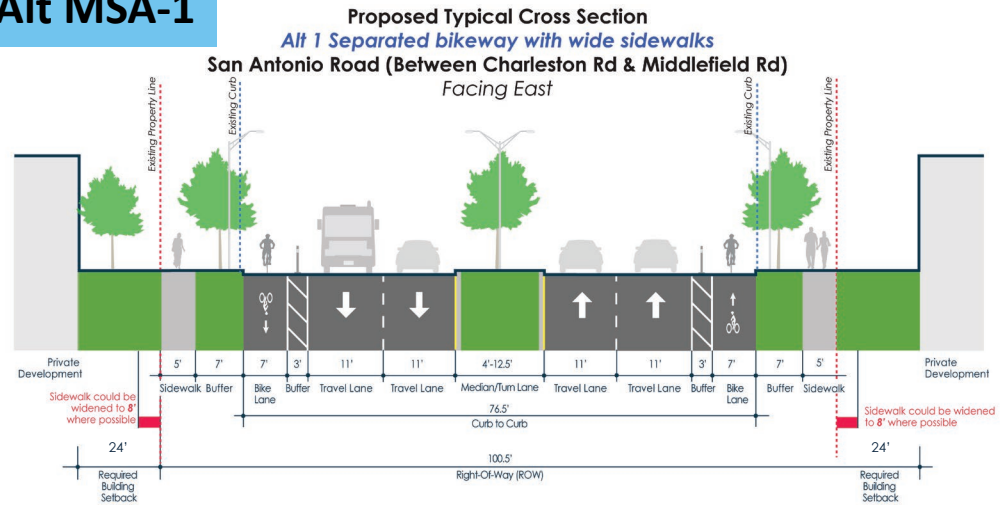
- Utilities/Infrastructure Challenges
- Potential Pinch-Points
- Unique Situations

B. Charleston Rd to Middlefield Rd - Alternatives

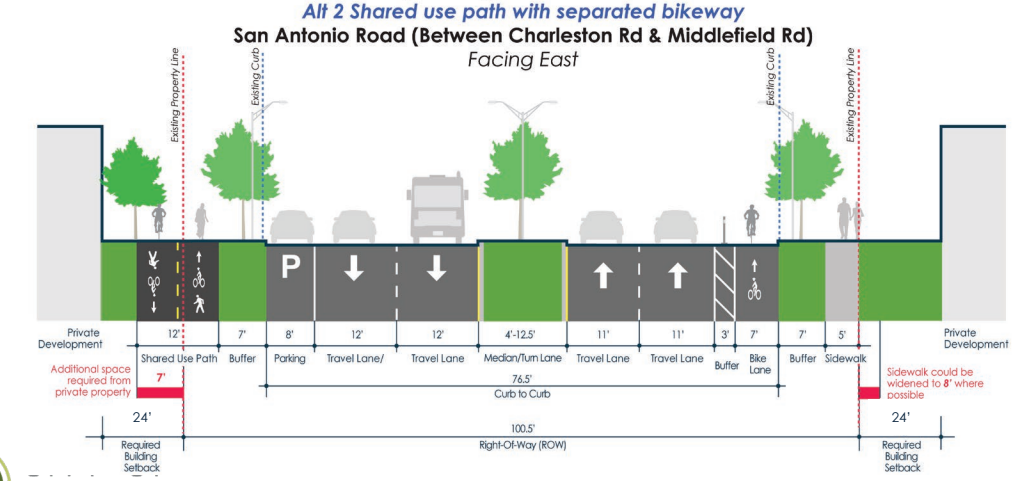
Existing Condition



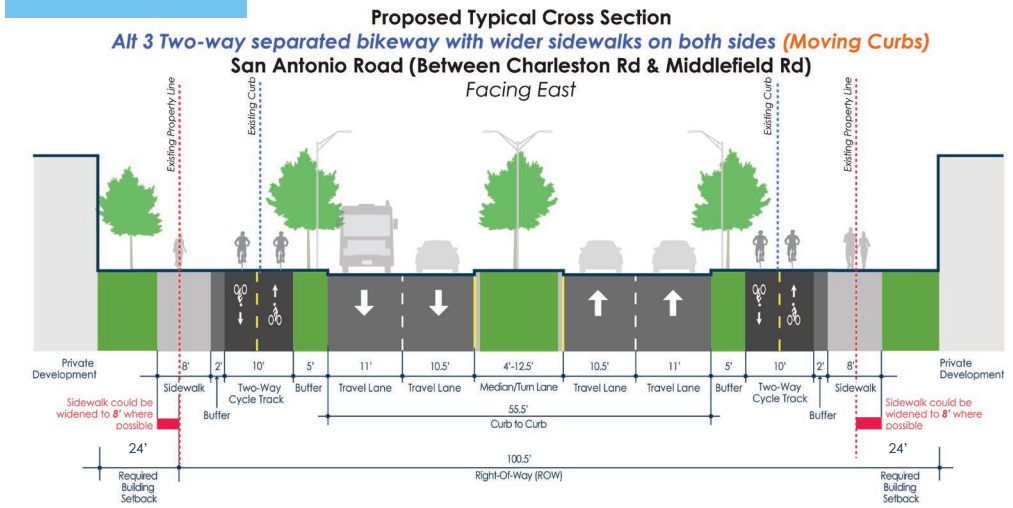
Alt MSA-1



Alt MSA-2



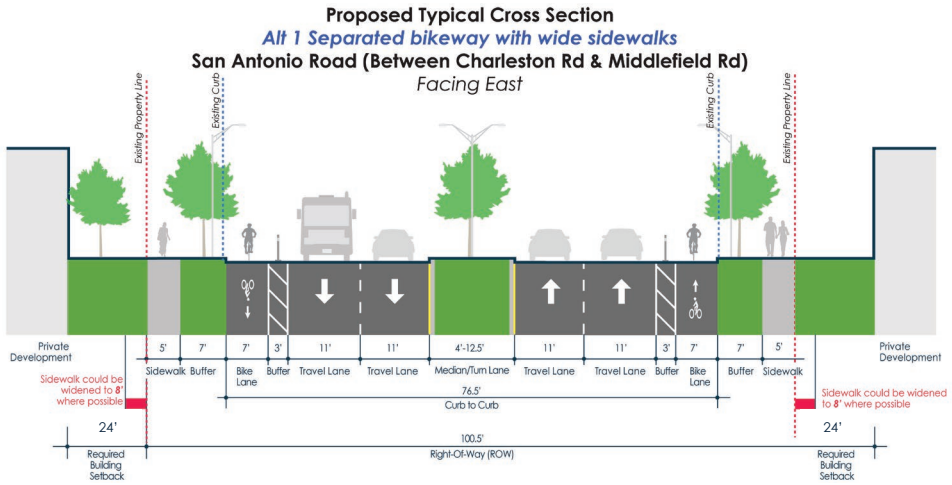
Alt MSA-3



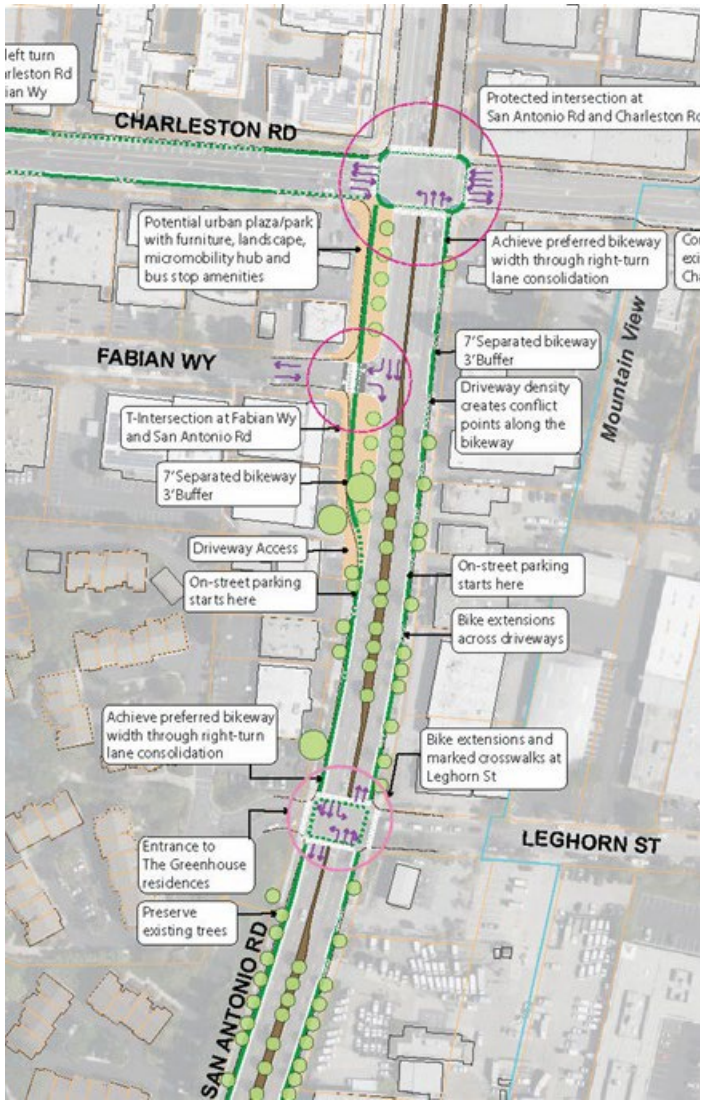
B. Charleston Rd to Middlefield Rd – Alternatives Matrix

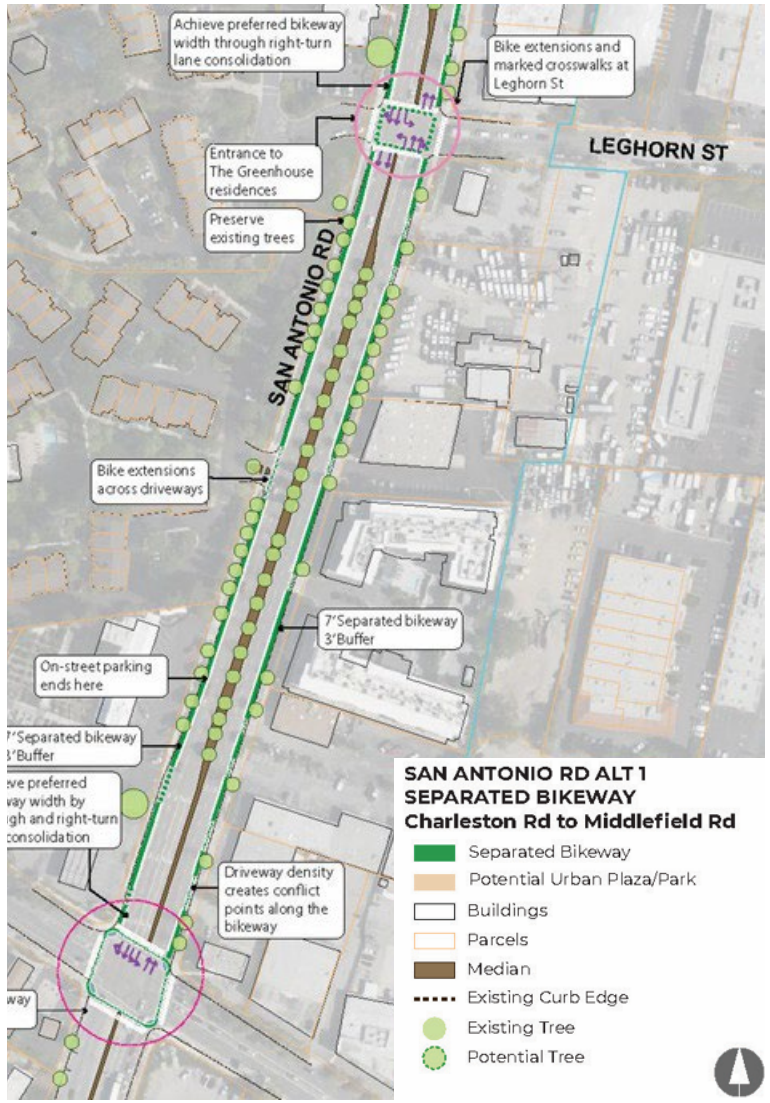
Category	Existing	ALT MSA-1 Separated Bikeway, Wider Sidewalks	ALT MSA-2 Shared Use Path (north) + Bikeway (south)	ALT MSA-3 Two Way Bikeway Both Sides
Bike Facility Type	Class III (shared lane)	Class IV	Class I shared use path north + Class IV south	Class IV two way (both sides)
Curb to Curb Width	76.5 ft	76.5 ft	76.5 ft	55.5 ft (moves curbs, removes existing trees)
ROW Required	100.5 ft (Existing)	100.5 ft	110.5 ft	105.5 ft
Additional Easements	NA	No change	10 ft (7ft on north side)	5ft (2.5ft each side)
Bicycle Facility Width	NA	7 ft	12 ft two-way shared use path (north) + 7 ft bikeway (south)	10 ft two-way path (each side)
Sidewalk Width	5 ft	5-8 ft	5-8 ft	8 ft
On-Street Parking	8 ft; No Change	Removed (101 spaces)	Removed on south side (40 spaces total removed)	Removed (101 spaces)
Considerations	• No change	• Separated, low stress bicycle and pedestrian facility • Improved safety for bicyclists and pedestrians crossing at intersections • No curb moves • Space for placemaking	• High comfort two-way path on north side • Improved safety for bicyclists and pedestrians crossing at intersections • Some parking retained • Space for placemaking	• Highest comfort for bicycles and pedestrians • Improved safety for bicyclists and pedestrians crossing at intersections • Space for placemaking
Constraints	• No change	• Intersection turn consolidation • Removal of parking	• Intersection turn consolidation • Minor parking impacts • Large ROW needs (10ft), requires coordination with properties on west side • Impact to tree at pinch point near Greenhouse residences	• Complete reconstruction of curb to curb required and considerations related to utilities and stormwater infrastructure • Removal of parking • Impact to trees between existing curb and sidewalk • Taller buildings require reduced distances to fire apparatus
Consistent with 2026 BPTP Recommendations	NA	• Yes	• Partially	• Yes

B. Charleston Rd to Middlefield Rd – Alt MSA-1

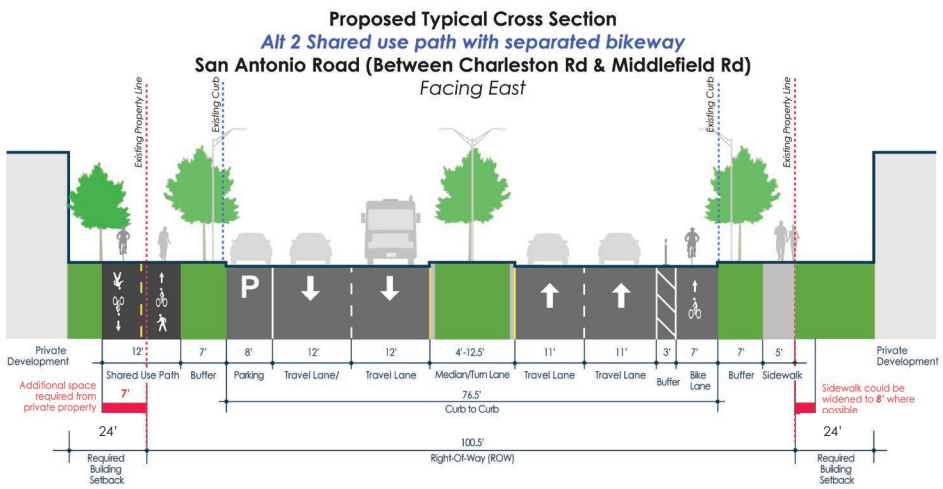


- Separated bikeway with wide sidewalks and no parking on both sides
- Meets 2026 BPTP
- Considerations
  - Separated and low stress bicycle and pedestrian facilities on both sides, but does not fully mitigate traffic conflicts along this truck route
  - Curbs and median remain in place
  - Widening sidewalks would require 3' right-of-way within the special setback
  - All parking removed

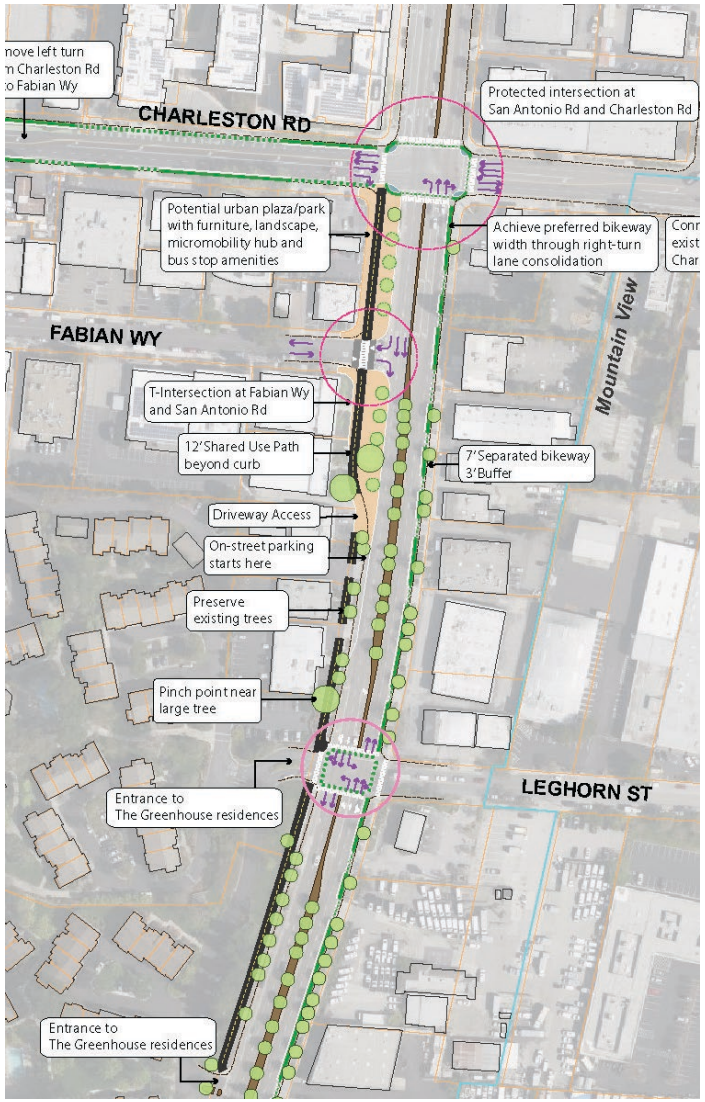


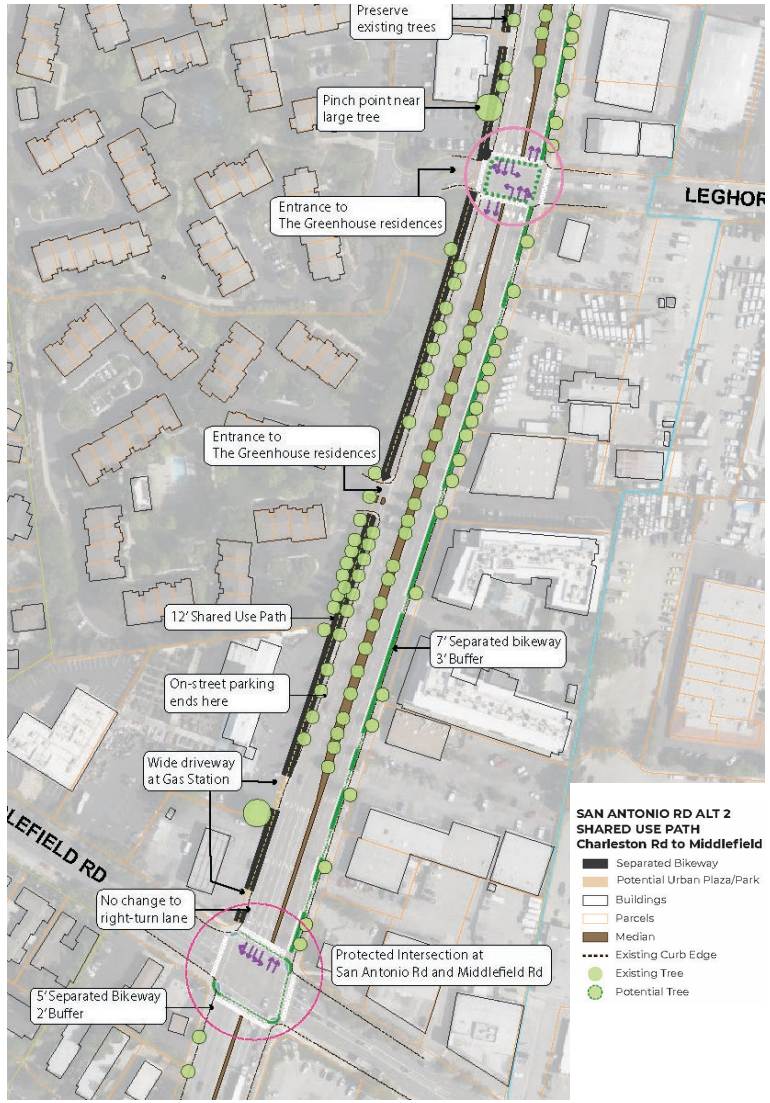


B. Charleston Rd to Middlefield Rd – Alt MSA-2



- Shared use path and parking on north side with separated bike facility, wider sidewalks, and no parking on the south side
- Equivalent to 2026 BPTP
  - Modifies 2026 BPTP Class IV separated bikeway to high comfort Class I shared-use path on north side
  - Low-stress bicycle facilities on both sides
  - Curbs and median remain in place, some parking retained
  - Requires right-of-way or easements within the special setback (7' north, 3' south with sidewalk widening)





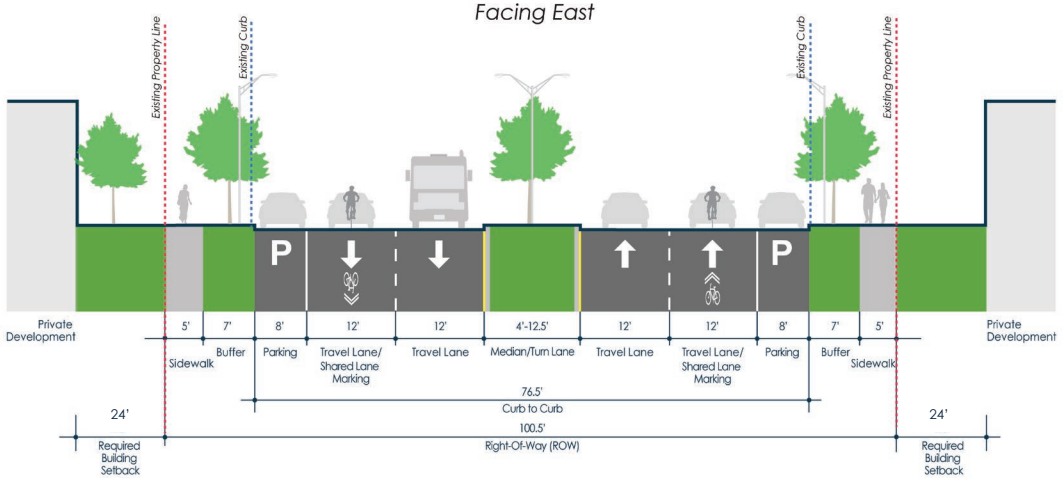
Alt MSA-2: Multi-Use Path on North Side

- Work with adjacent property owners to expand existing sidewalk into a two-way multi-use path
- Maintain as many existing trees as possible
- Pinch-points may be unavoidable without moving infrastructure or removing some trees

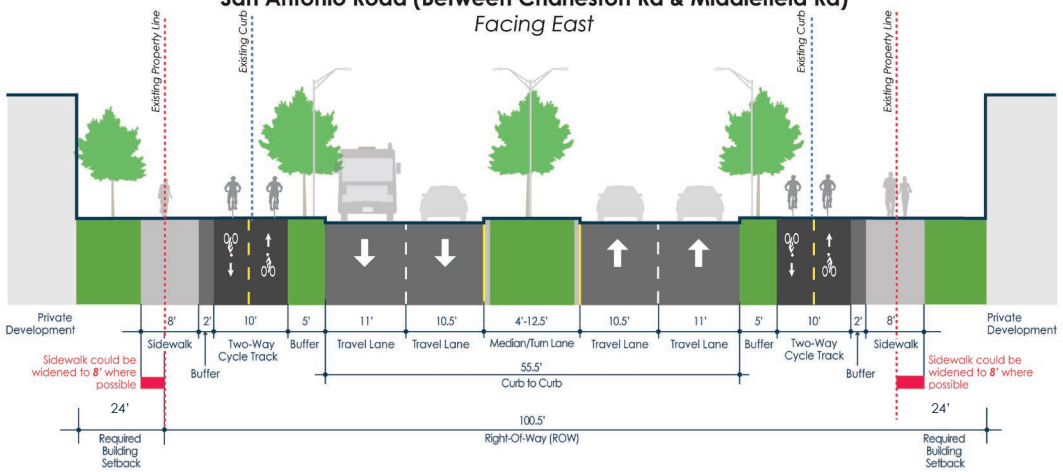
B. Charleston Rd to Middlefield Rd – Alt MSA-3

- Exceeds 2026 BPTP with Class IV two-way bikeways on both sides of the street separated from sidewalks
- Considerations
  - High comfort bicycle and pedestrian facilities providing two-way separated travel for people walking and biking
  - Removes parking on both sides
  - Impacts tree near Greenhouse residences
  - Requires relocation of all existing street trees
  - 20 feet on each side of the street for pedestrian and bike facilities
- Potential Trade-Offs
  - Requires reconstruction of curbs to narrow roadway, median remains
  - Requires right-of-way within special setback on both sides
  - Requires relocation of significant utilities and infrastructure

Existing Typical Cross Section
San Antonio Road (Between Charleston Rd & Middlefield Rd)
Facing East

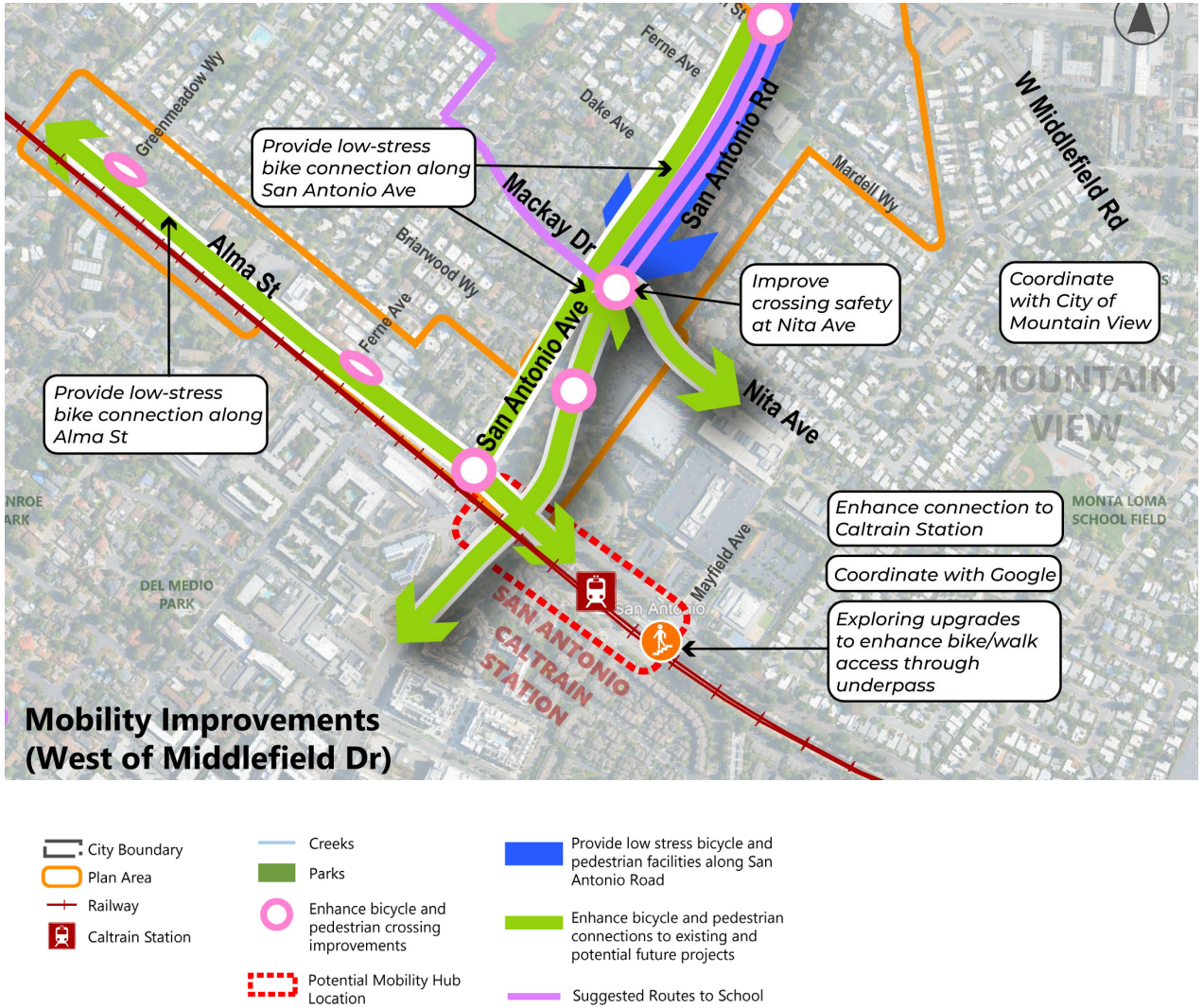


Proposed Typical Cross Section
Alt 3 Two-way separated bikeway with wider sidewalks on both sides (Moving Curbs)
San Antonio Road (Between Charleston Rd & Middlefield Rd)
Facing East



C. West of Middlefield Rd

- Enhance connections to the Caltrain Station
  - Provide low-stress bikeway on San Antonio Ave
  - Extend and connect bike path to Caltrain Station
  - Create high visibility pedestrian and bike crossing markings
- Coordinate with Mountain View, Alphabet, and Caltrain to provide Mobility Hub at/near the Caltrain Station
- Enhance bike/ped crossings at Nita Ave to connect to Mackay Dr



C. West of Middlefield Rd (+ San Antonio Ave)

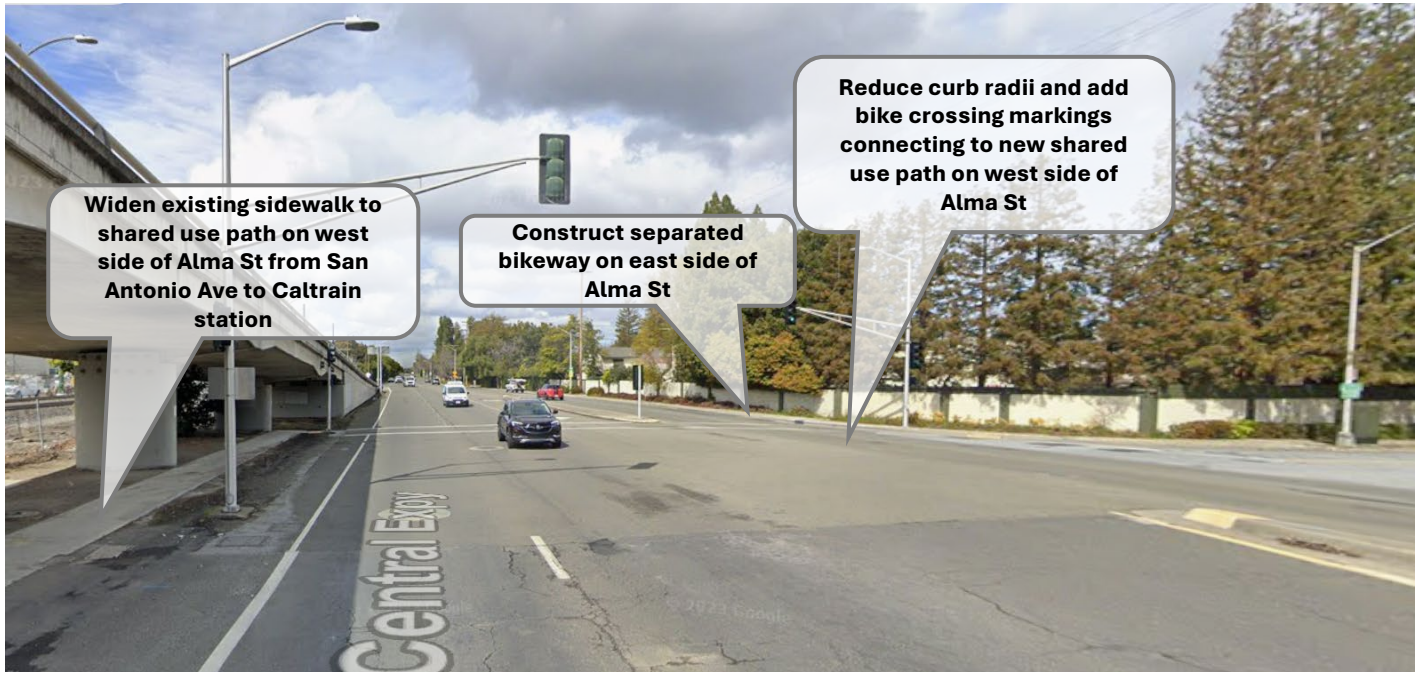
- Existing cross-section varies from 30' to 40'
- Implementing separated bikeway (2026 BPTP recommendation) would require removal of on-street parking and landscaping strip

- Provide pedestrian-scale lighting
- Provide low-stress bikeway, consider
  - Shared use path (Class I)
  - Bike boulevard with traffic calming (Class III)

San Antonio Rd Connection to Caltrain

- Partner with Mountain View and Alphabet to strengthen existing connections to Caltrain
  - Enhance connection from Mackay Dr across San Antonio Rd to Nita Ave/Mayfield Ave
  - Explore opportunities to improve connections through existing underpass
  - Simplify San Antonio Ave / Briarwood Way intersection

Alma Street and Connection to Caltrain



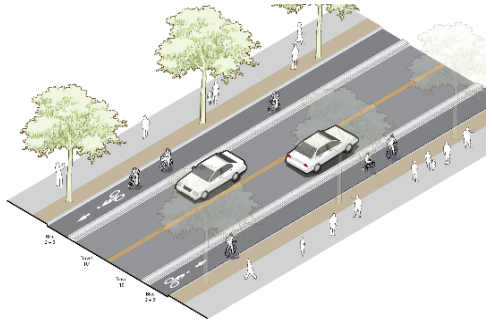
Alma Street (existing conditions)

- 2026 BPTP recommends separated bikeway along Alma St from San Antonio Ave to Meadow Dr
- Limited driveway conflicts along east side
- Landscaping strip is approx. 15' wide

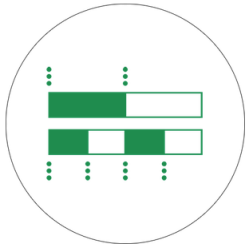
- Coordinate with Caltrain and Mountain View to enhance existing connection from San Antonio Ave to Caltrain station

Alma Street

- Provide low-stress bikeway on Alma Street
- Create high visibility pedestrian and bike crossing markings
- Implement signal timing strategies to manage vehicle speeds along the corridor
  - Keep cycles short
  - Provide leading intervals for walk/bike
  - Time signals to intended speeds
  - Adjust timing plans by time of day
- Coordinate with Mountain View, Google, and Caltrain to provide Mobility Hub at/near the Caltrain Station

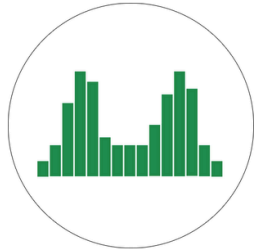


Class IV Separated Bikeway

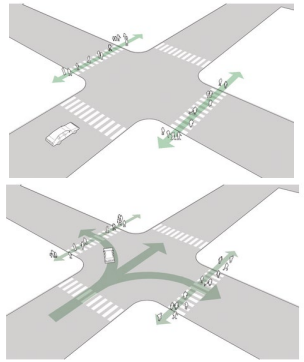


Keep Cycles Short

Time to Intended Speed



Adjust by Time of Day



Leading Pedestrian Intervals

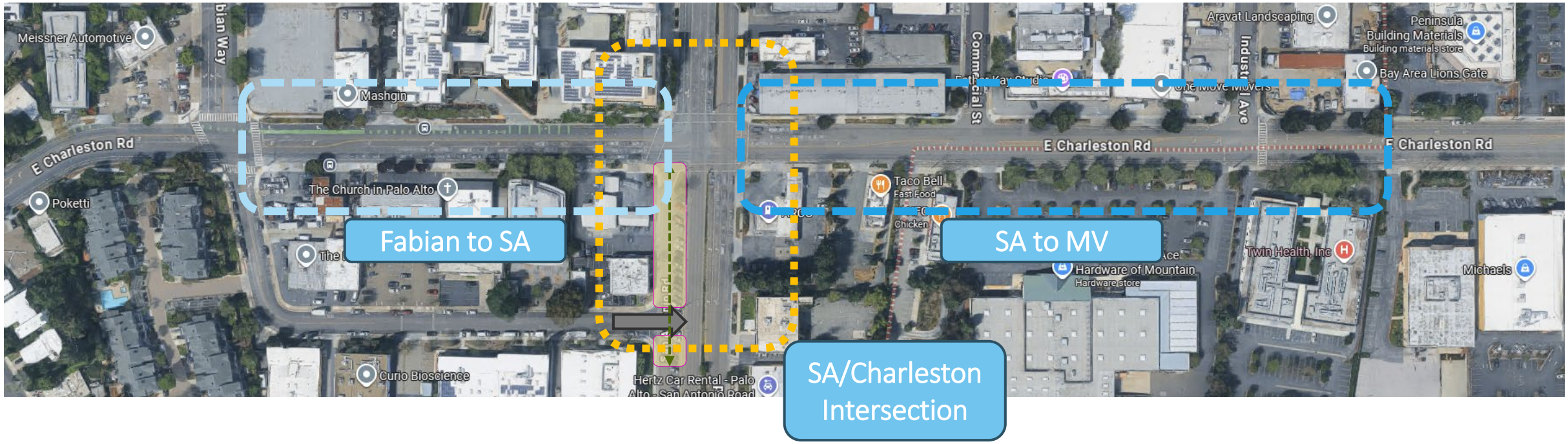
Mobility Improvements

E. Charleston Road

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

Charleston Road Strategy



- Improve ped/bike facilities on E. Charleston Road
- Improve intersection safety
- Connect to proposed ped/bike facilities on San Antonio Road

Intersection : E. Charleston Rd and San Antonio Rd

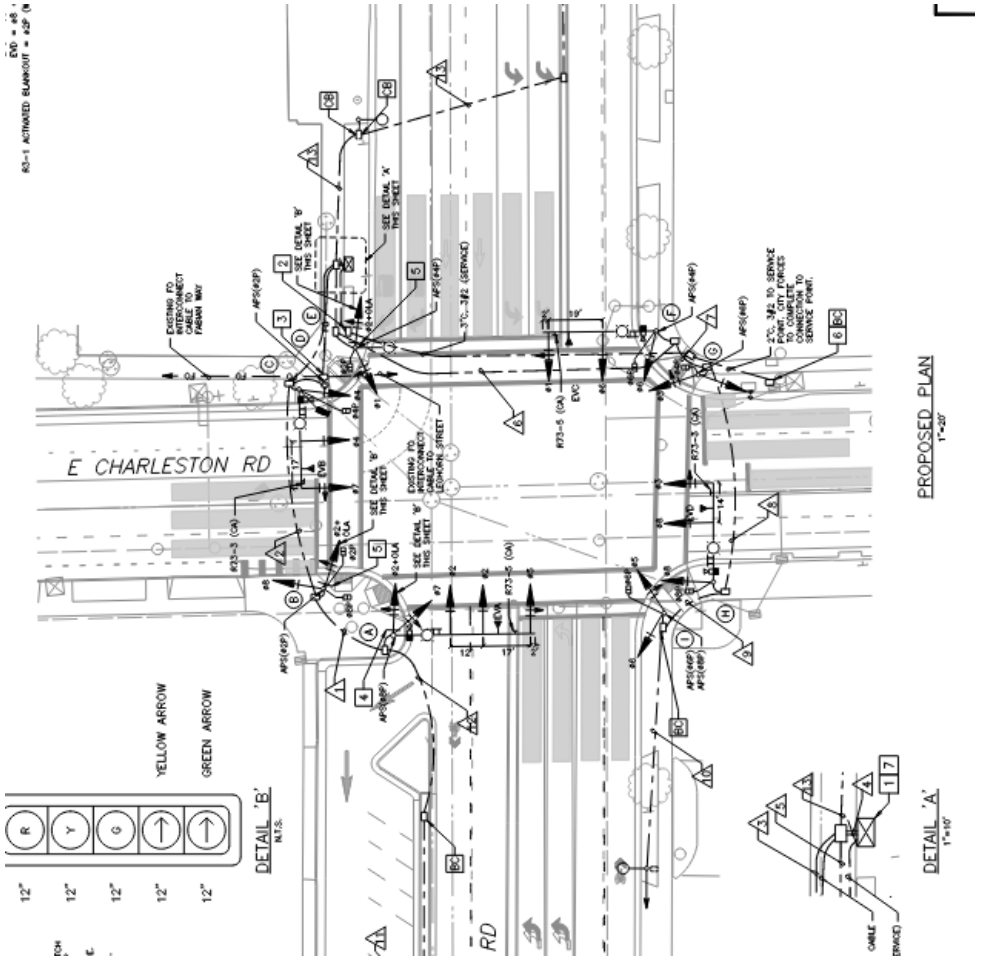
Goals:

- Improve pedestrian/bike movements across the intersection
- Integrate preferred alternatives for San Antonio Road and Charleston Road

Potential Concepts to Study:

- Protected intersection
- Reduce crossing distance
- Reconfigure diagonal parking to ped/bike facilities
- Grade separated crossing (limited touchdown area on south side)

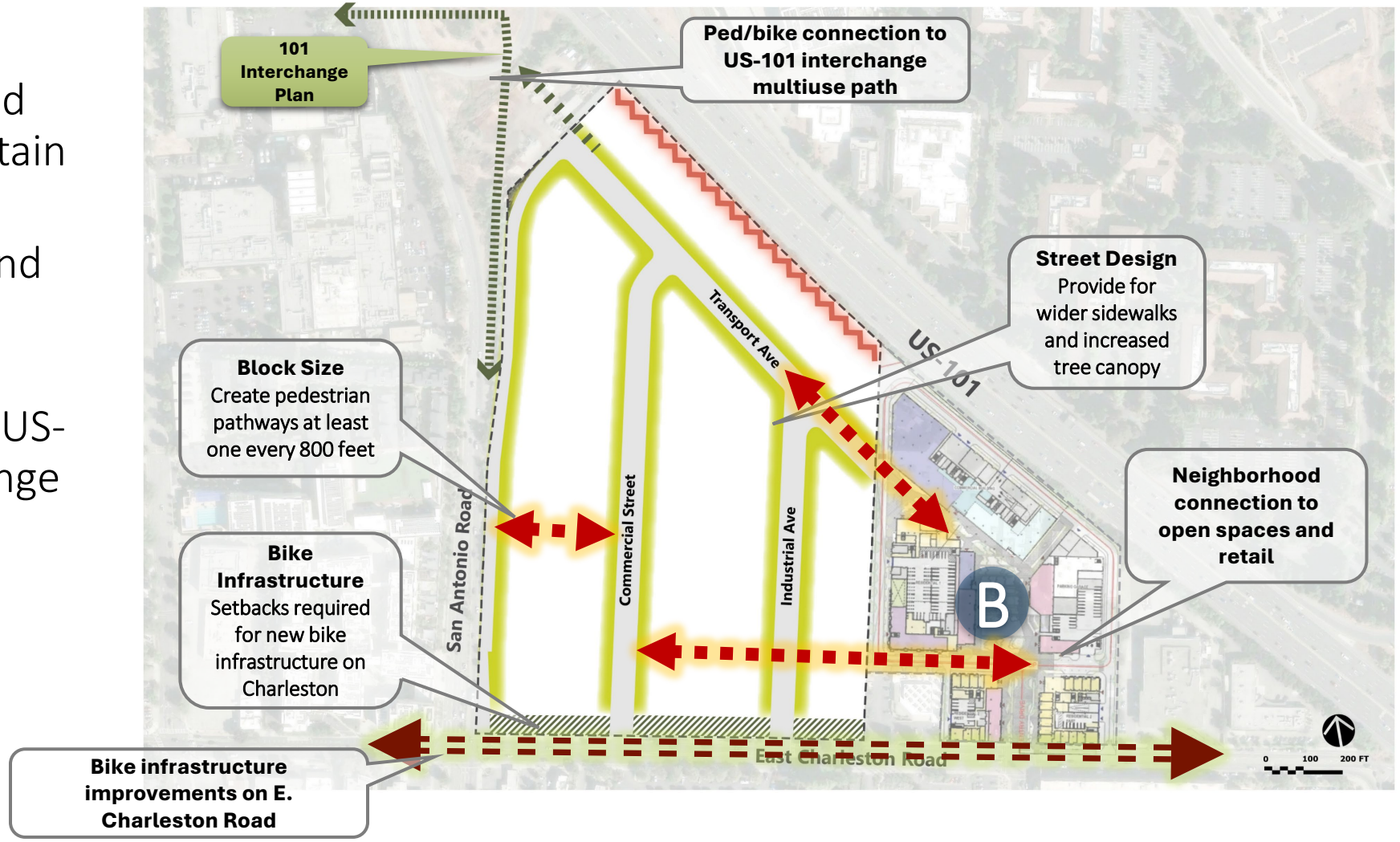
Approved Project



Charleston Rd: San Antonio Road to Mountain View

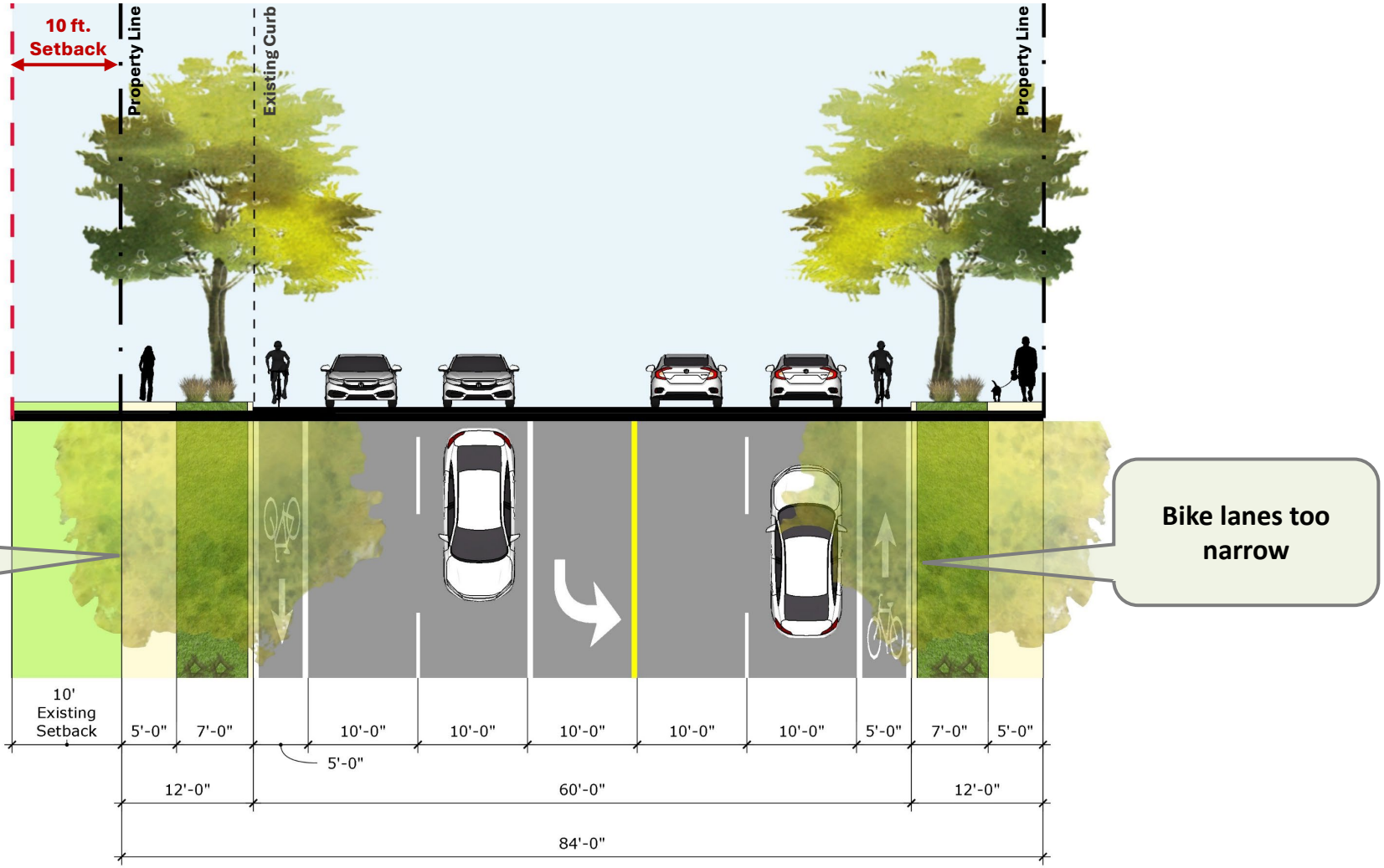
Proposed Improvements

- Improve neighborhood connections to Mountain View
- Improve pedestrian and bike infrastructure on Charleston Road
- Connect to proposed US-101 bikeway interchange



Charleston Road South of San Antonio (facing south)

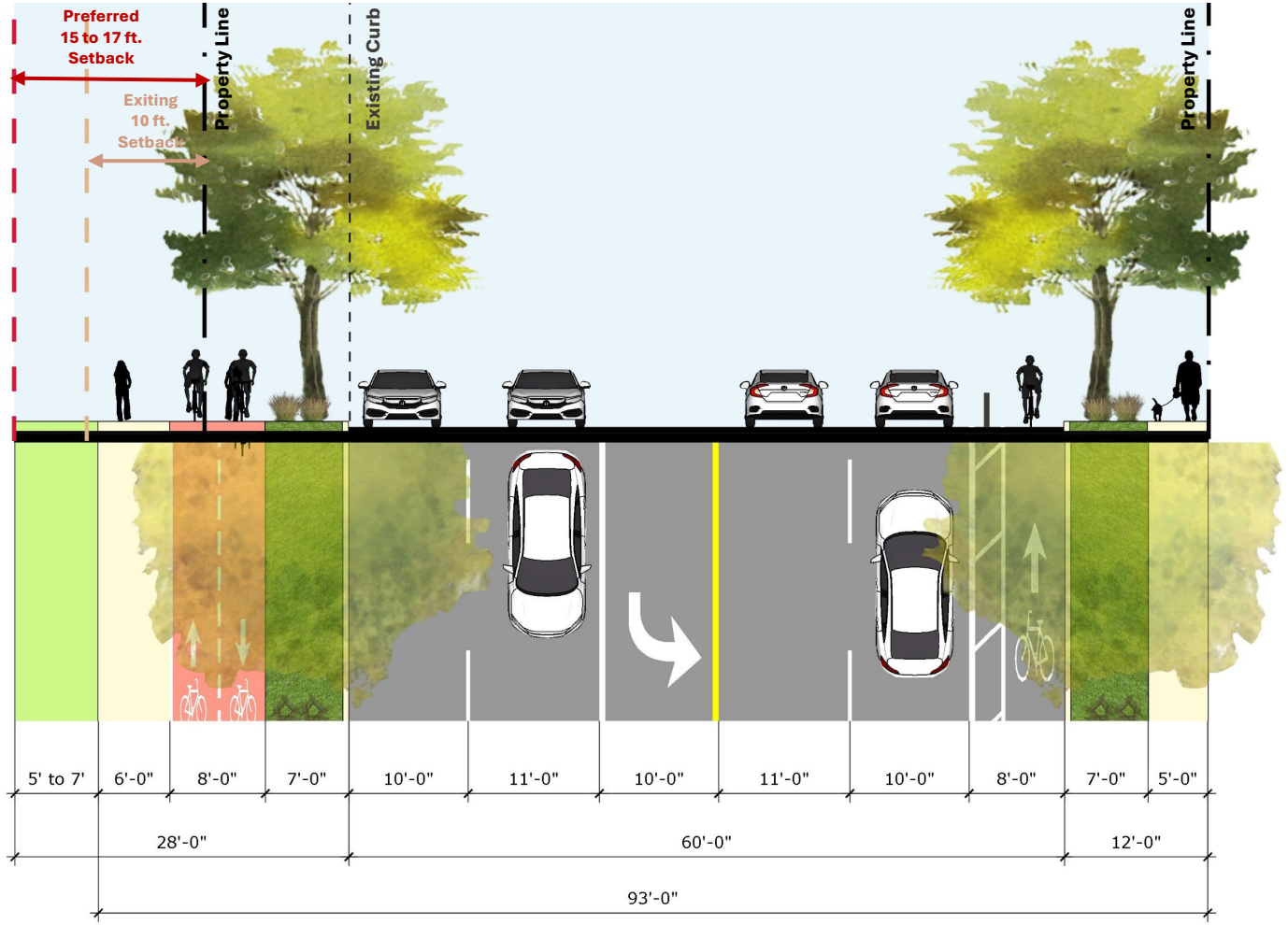
Existing Typical Section



ALT MCH-1: STREET SECTION

E. Charleston Road south of San Antonio (section shown facing south)

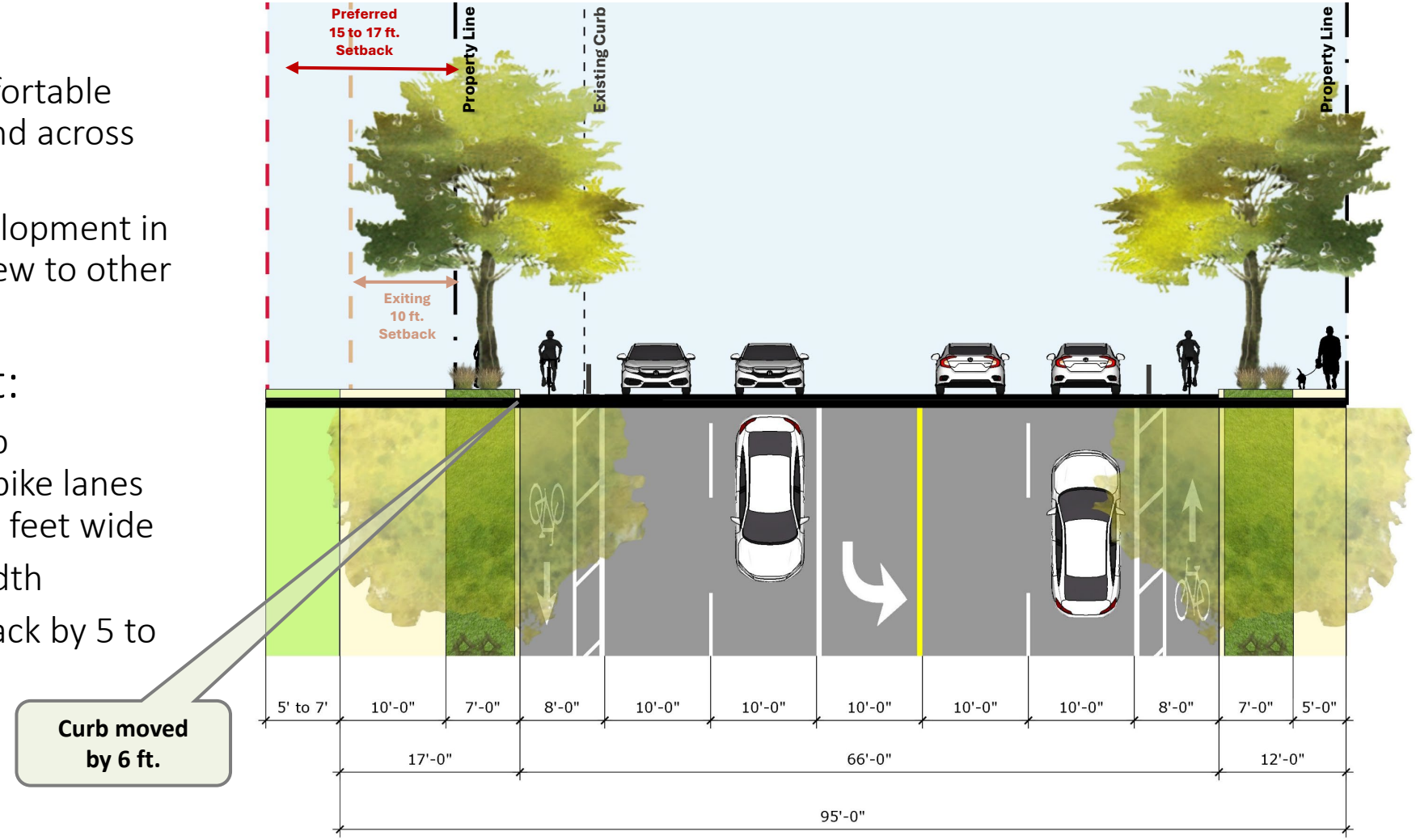
- Goals:
  - Create safe and comfortable bike connection to and across San Antonio Road
  - Connected new development in CTI and Mountain View to other amenities
- Alternative Concept:
  - Create 14 feet wide multi-use path on north side of E.Charleston Road
  - Keep existing curbs
  - Expand existing setback by 5 to 7 feet



ALT MCH-2: STREET SECTION

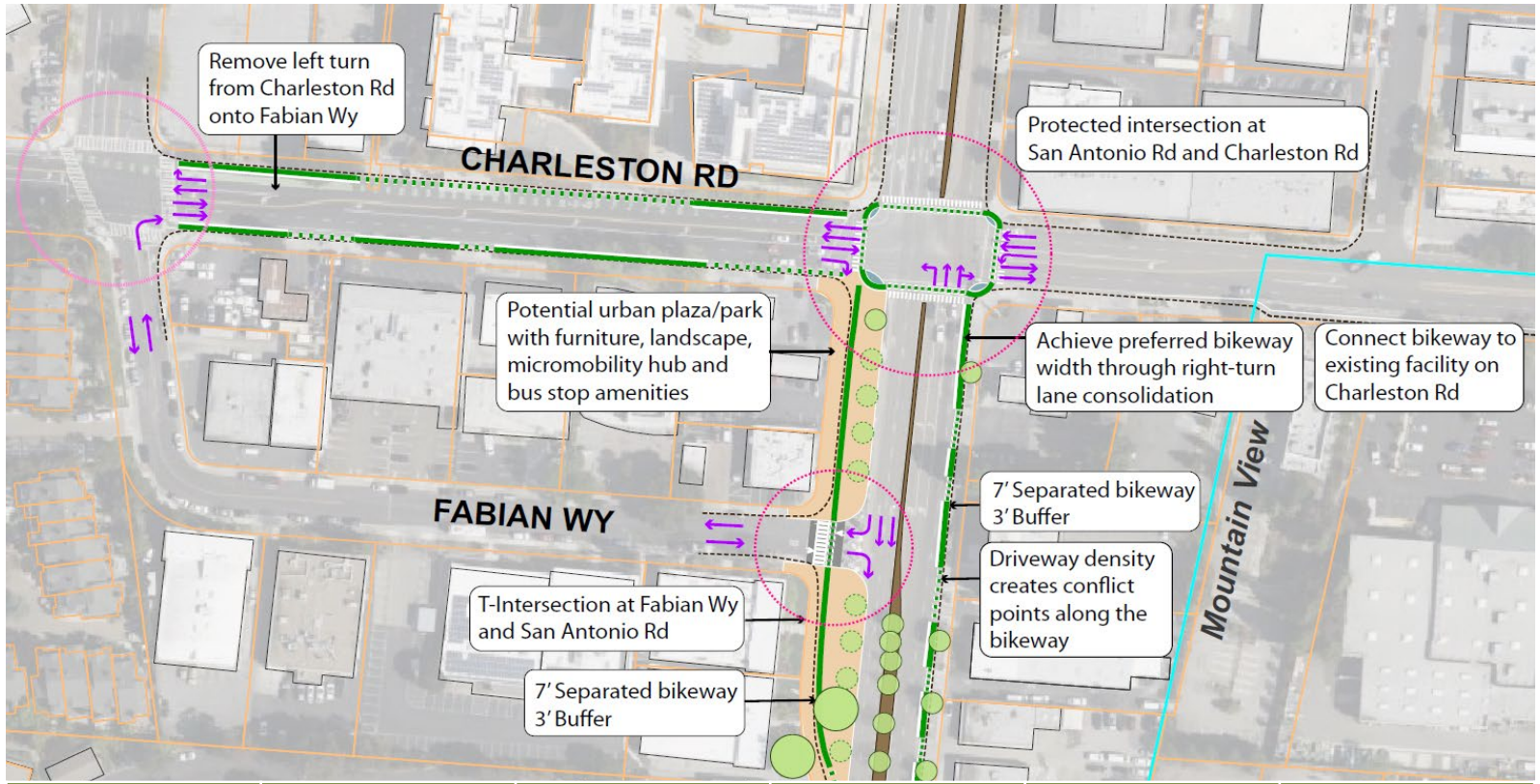
E. Charleston Road south of San Antonio (section shown facing south)

- Goals:
  - Create safe and comfortable bike connection to and across San Antonio Road
  - Connected new development in CTI and Mountain View to other amenities
- Alternative Concept:
  - Increase curb-to-curb dimension to widen bike lanes from 5 feet wide to 8 feet wide
  - Increase sidewalk width
  - Expand existing setback by 5 to 7 feet



Charleston Rd: Fabian Way to San Antonio Road

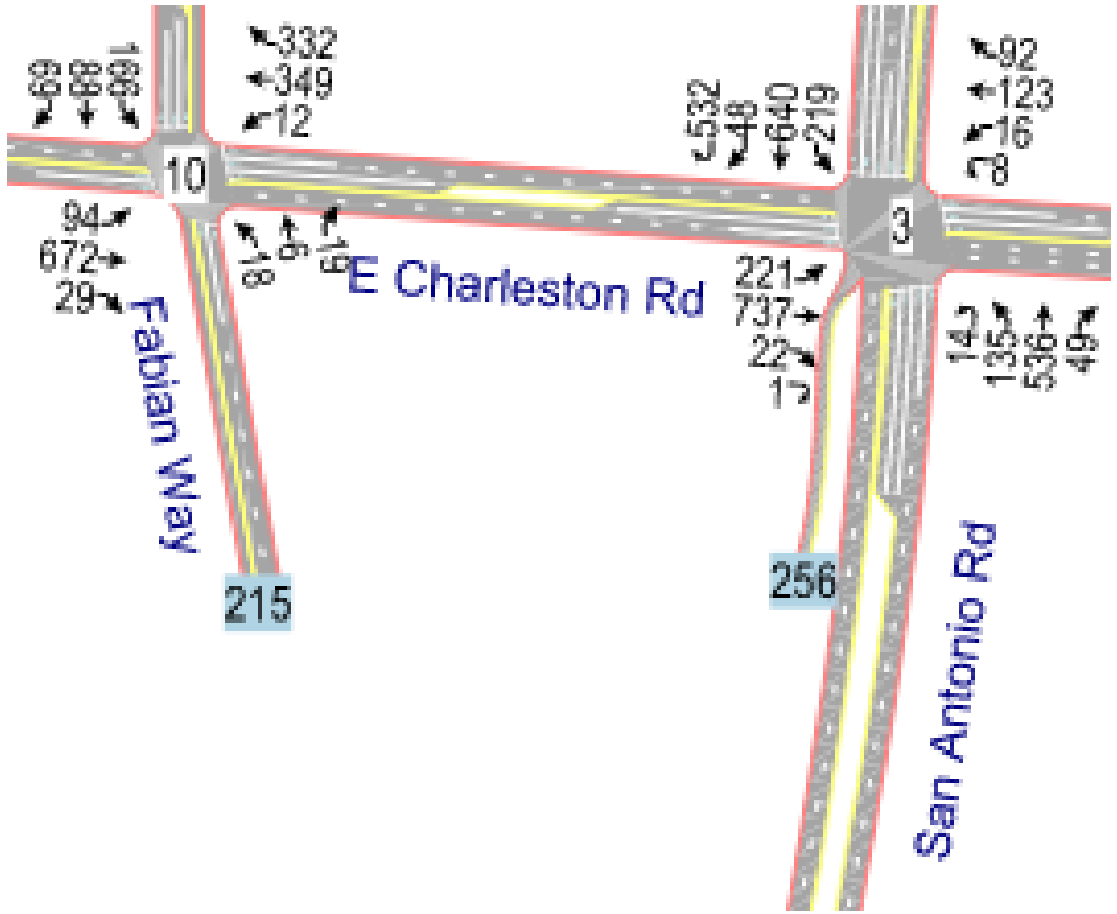
- Reconfigure the Fabian Way - San Antonio Road intersection to improve safety and circulation
- Calm turning movements with a raised crosswalk on Fabian Way
- Remove diagonal parking spaces to support a safer, more efficient intersection layout
- Create space for placemaking elements, micromobility parking, and enhanced bus stop amenities



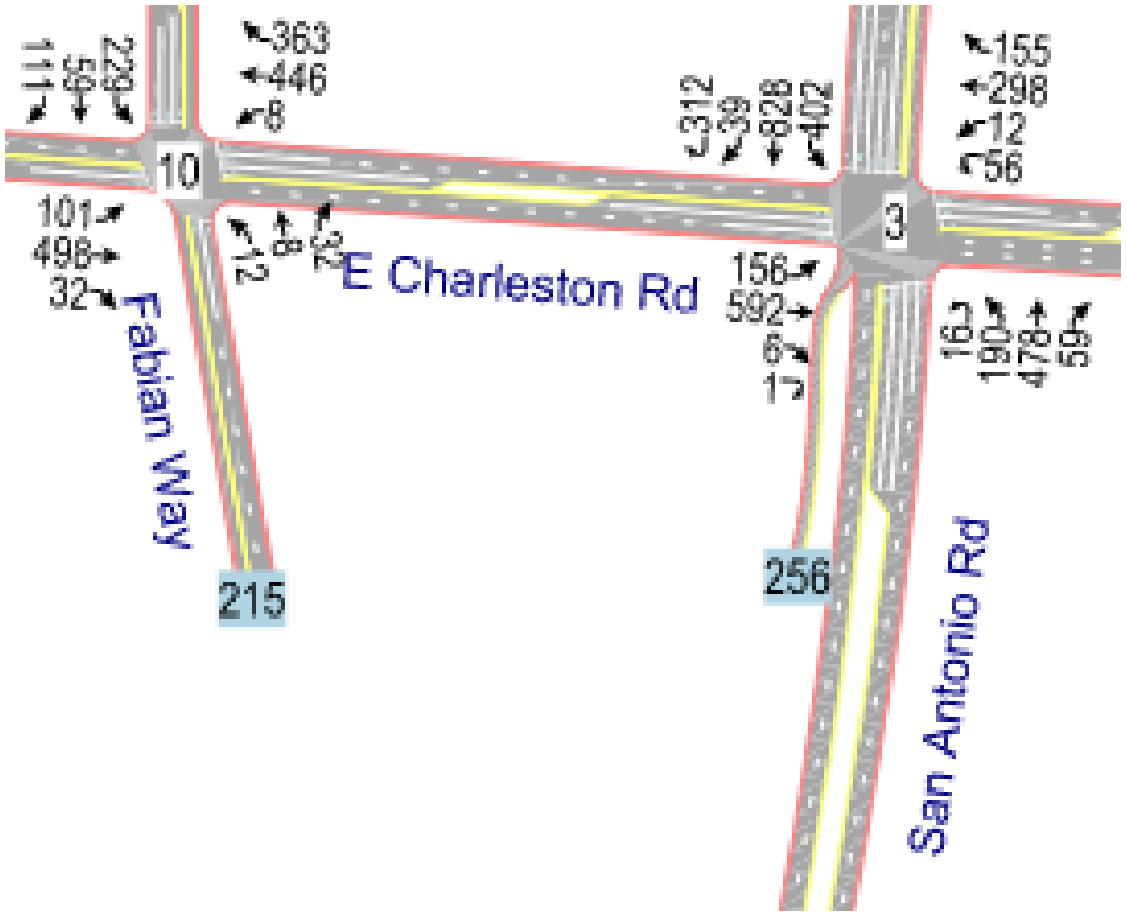
Alt MCH-B1 Proposed Section	10 ft Class IV Separated Bike Lane	10 ft Right Turn Lane	10 ft North Bound Lane	10 ft South Bound Lane	10 ft South Bound Lane	10 ft Class IV Separated Bike Lane
Existing Section	15 ft Shared Bike Right Turn Lane	10 ft North Bound Lane	10 ft Turning Lane	10 ft South Bound Lane	10 ft South Bound Lane	5 ft Bike Lane

Traffic Volumes for E. Charleston to Fabian Way

AM Peak Hour



PM Peak Hour



Mobility Improvements

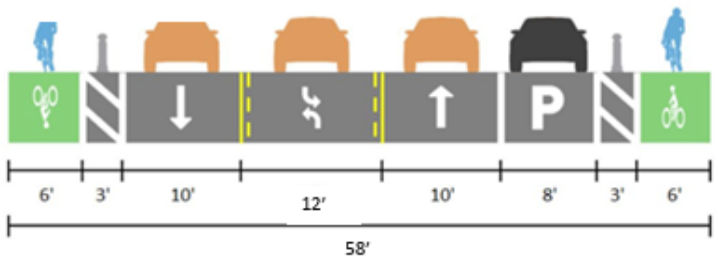
Fabian Way

CITY OF PALO ALTO

SAN ANTONIO ROAD AREA PLAN

Fabian Way

- Address Fabian Way planned improvements
- Address potential future needs with residential land use at Maxar Site
- Address pick-up drop-off at JCC and private schools
- Address potential to add traffic signal at Federation Way and/or other locations



Fabian Way looking east, towards US 101

Potential new intersections

Potential new traffic signal

Protected intersection