

# City Council Meeting #1

October 6, 2025

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**PALO  
ALTO**

SAN ANTONIO ROAD  
AREA PLAN



# Overview

- **Key Findings**
- **Next Steps**
- **Discussion**



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AREA PLAN



# What is an Area Plan?

An Area Plan is a comprehensive planning and zoning tool for a defined area within a community. It establishes the vision and guiding principles for the area with community input; and provides guidance for future development by establishing land uses, implementation policies and projects, and development standards. It is separate from, but must be consistent with, the City's adopted Comprehensive Plan.

## What will the San Antonio Area Plan have?

- Land use program (derived from land use alternatives)
- Development standards to inform future zoning updates
- Policies for mobility, housing, sustainability, and other topics
- Recommended public realm improvements and priority projects
- Development incentives, implementation strategies, and phasing

# What is the San Antonio Road Area Plan?

A City-led initiative to create a 20-year vision with active community input

## 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.

## IMPROVE MOBILITY AND SAFETY

Enhance streets, sidewalks, bike lanes, and transit connections for easier and safer travel for all users.

## SUPPORT SUSTAINABILITY

Promote development with fewer, shorter commutes, integrate green infrastructure, increase tree canopy, and build resilience to climate change.

## ENHANCE ECONOMIC VITALITY

Attract new businesses, strengthen Palo Alto's economy, and preserve valued local businesses.

# Project Area

- The Area Plan covers 275.3 acres along Palo Alto's border with Mountain View.
- The project area covers most of the Bayshore Alma San Antonio (BASA) Priority Development Area (PDA) boundary.
- Includes 1.8-mile length of San Antonio Road with major intersections at US-101, East Charleston, Middlefield and Alma/Central Expressway.
- Southern part of the Plan Area is within a half-mile of San Antonio Caltrain station.
- Mix of industrial, office, service commercial and residential uses. Adjacent neighborhoods in both Palo Alto and Mountain View are residential.



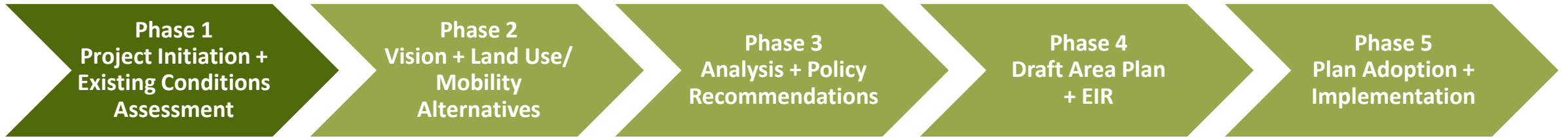
# Project Timeline

2025

2026

2027

2028



ARB + CSTSC + PABAC + PTC + CC

ARB + PRC + PABAC+PTC+CC

ARB + PRC + PABAC+PTC+CC

PTC+CC

Adoption Hearings

Engagement Strategy, Materials, Existing Conditions Report

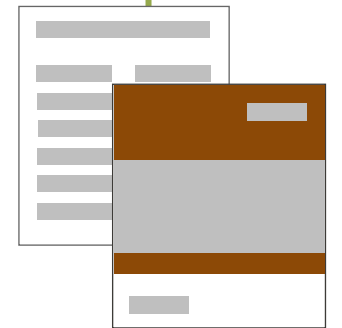
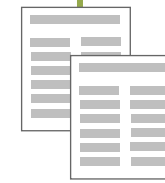
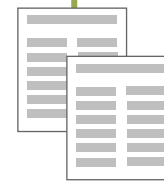
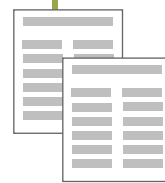
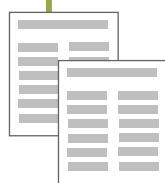
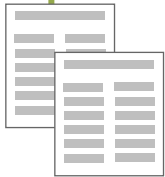
Land Use + Mobility Alternatives, Preferred Alternative

Policy Recommendations + Draft Development Standards

Admin. Draft Area Plan + EIR

Public Review Draft Area Plan + EIR

Final Area Plan + EIR

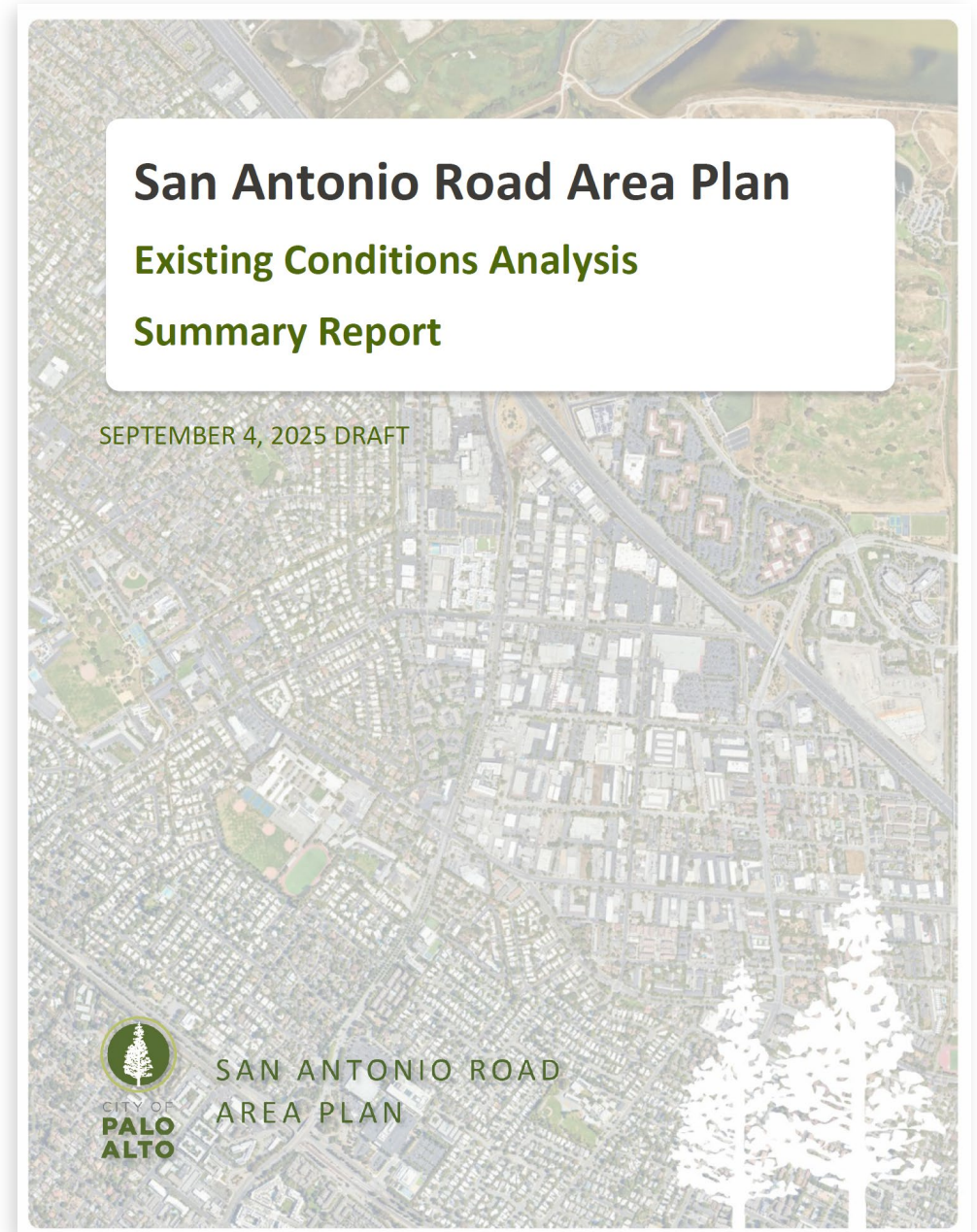


- Workshop (Pop-up TBD)
- Online Survey
- Walk Audit
- CAG+TAG Meetings
- Council, Commissions, Boards

# Existing Conditions Analysis

## Nine Analysis Memos by topic + Summary

1. Land use and zoning
2. Housing, growth and displacement risk
3. Transportation and mobility
4. Market and economic analysis
5. Hazards, public safety, and historic resources
6. Parks, open space, and public facilities
7. Noise and air quality
8. Infrastructure
9. Climate and resilience



# Location and Context



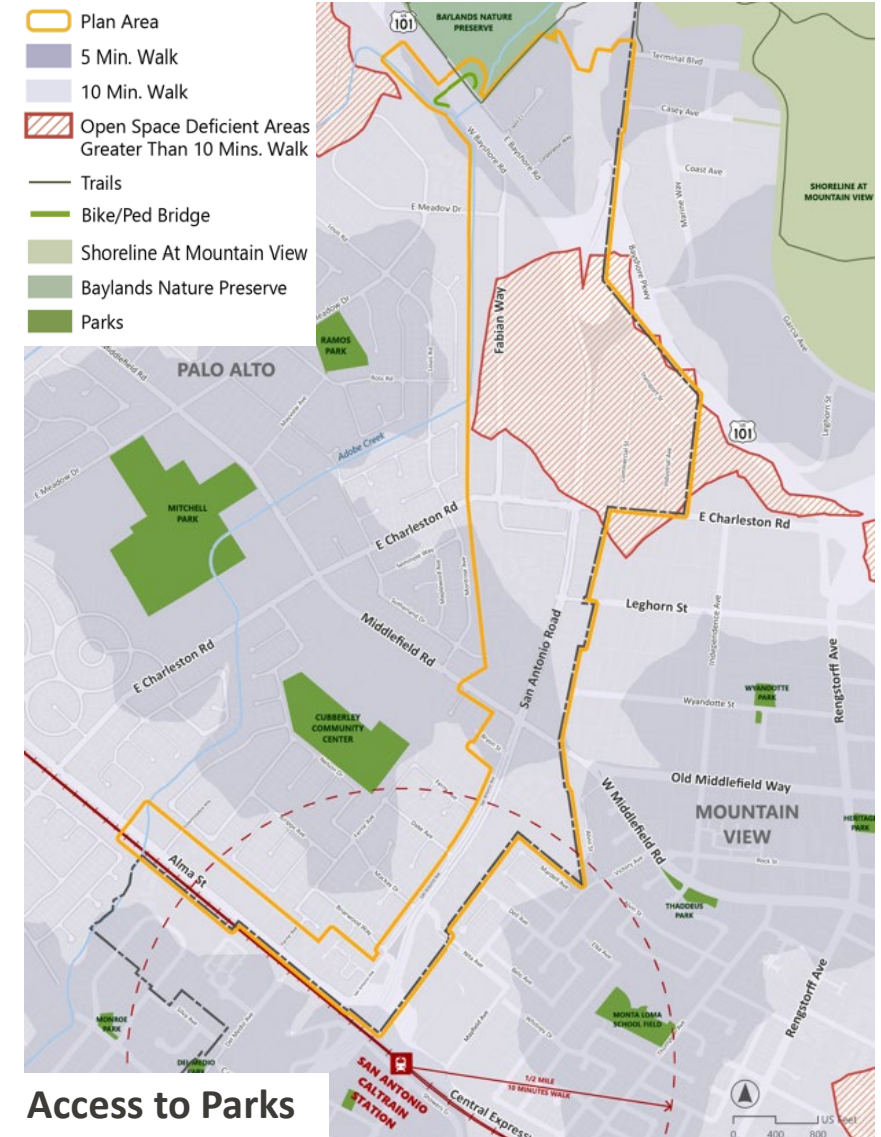
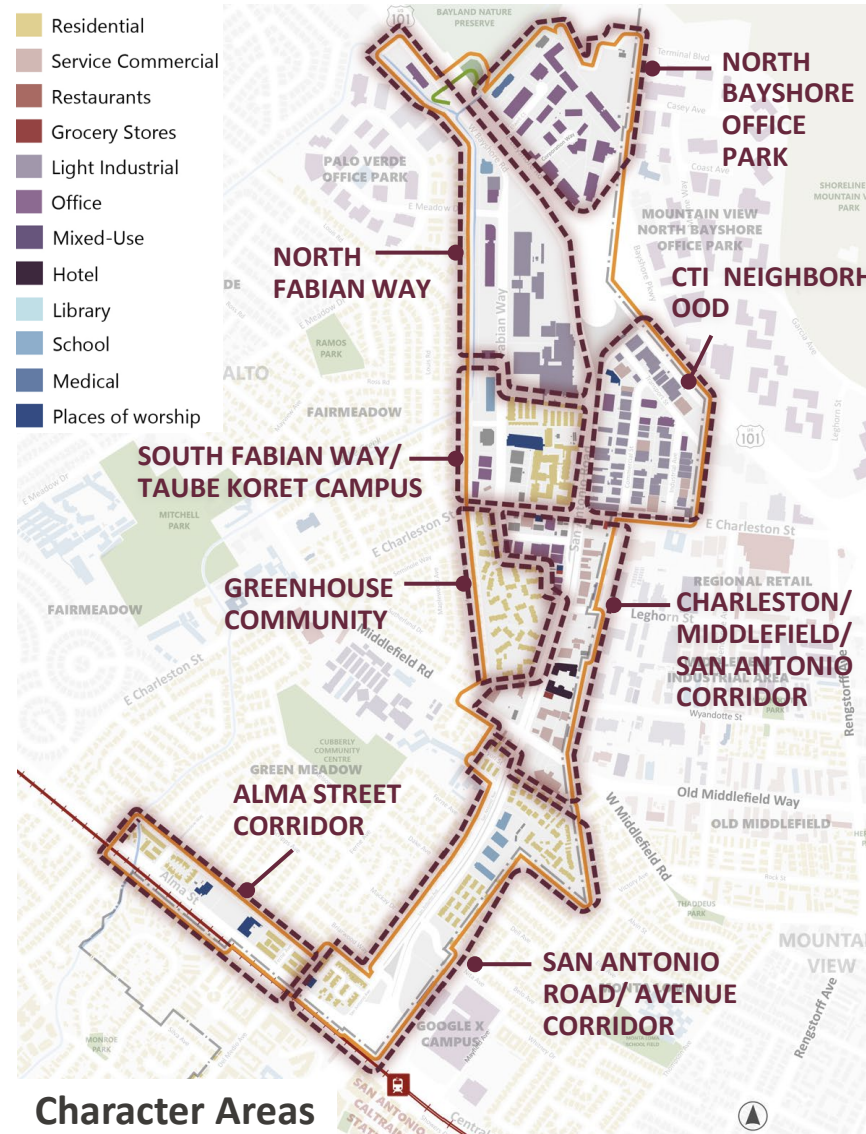
# Built Character + Open Space

## Built Character

- Diverse mix of industrial, office, service commercial, and residential uses.
- Distinct character areas based on lot sizes, building types, and built character.
- Individual lots transforming from industrial/ commercial to mixed-use.

## Open Space

- Access to neighboring parks but no existing park or community space.
- Area between Charleston and US-101 is “park-deficient”, outside 10-minute walkshed.



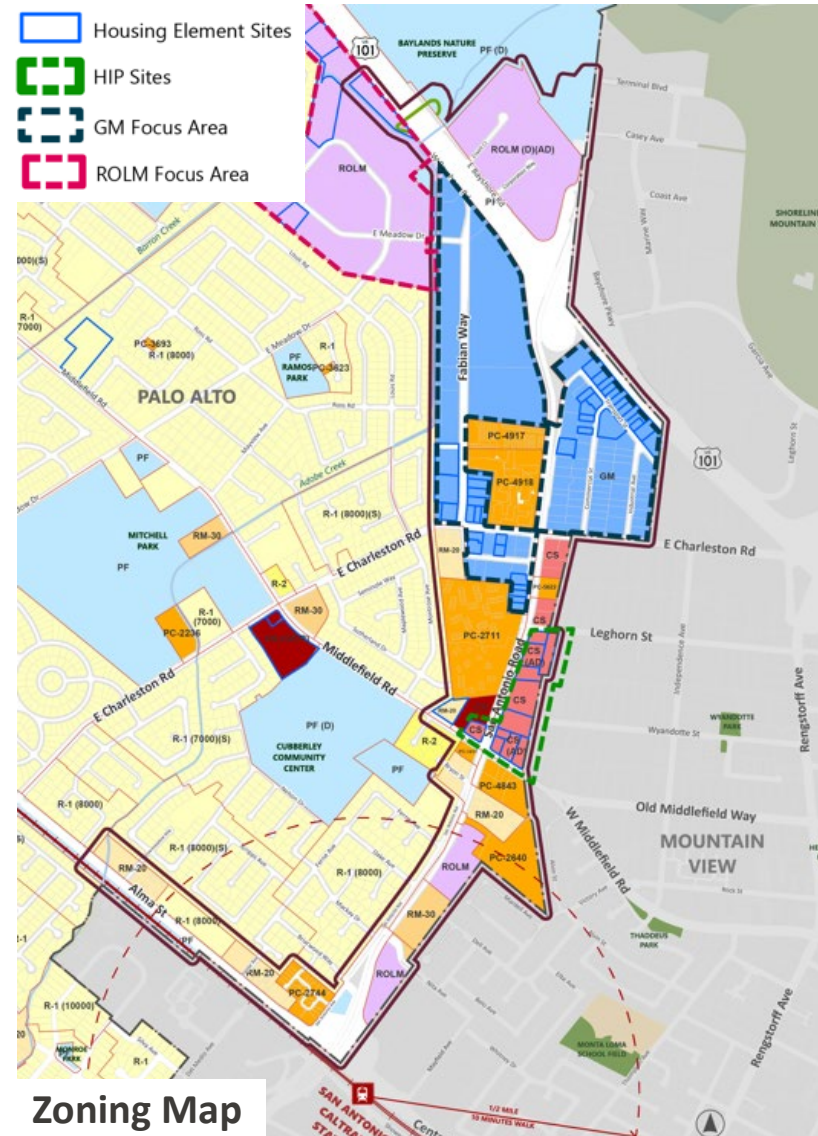
# Zoning + Development Activity

## Zoning

- 2023-2031 Housing Element identifies 53 opportunity sites in the Plan Area.
- GM and ROLM-zoned districts within Plan Area designated as Focus Areas.
- City's Housing Incentive Program (HIP) applies to part of Plan Area.

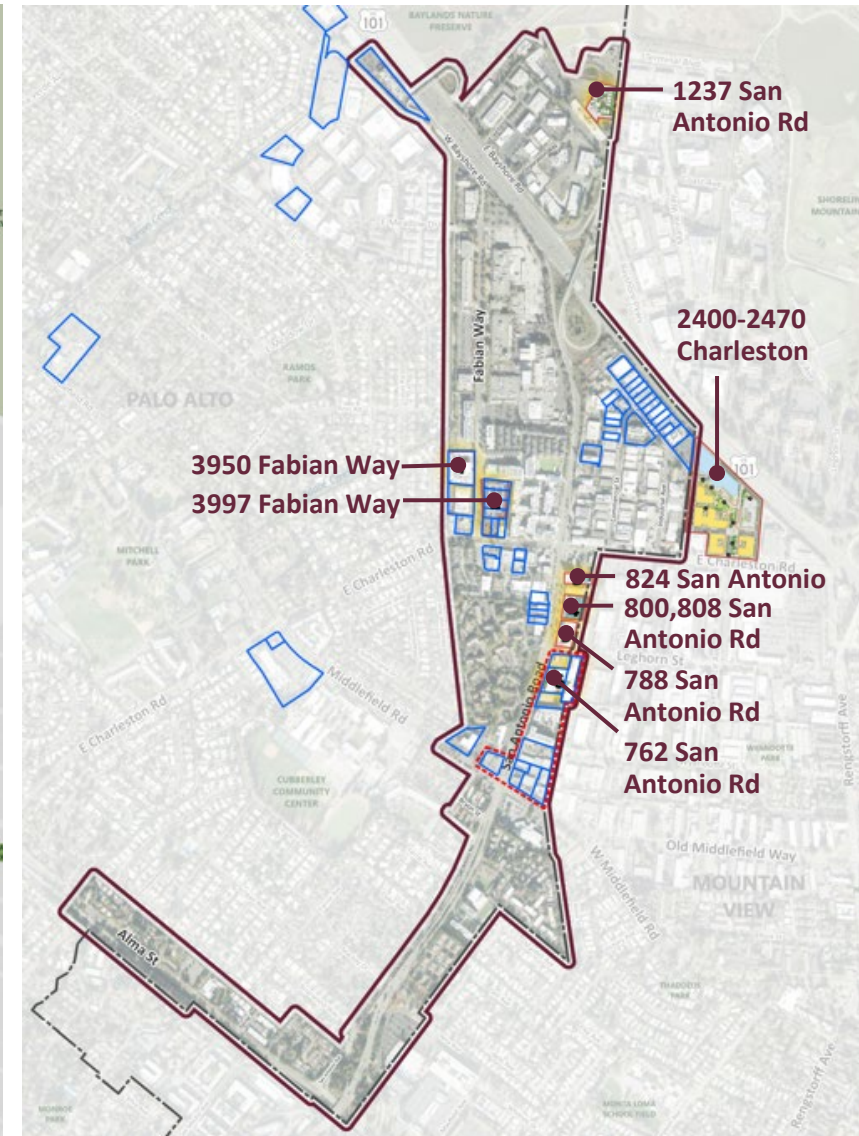
## Pipeline Projects

- Recent development proposals, typically mid-rise multifamily.
- Potential for 750 new housing units if all proposed projects get built.

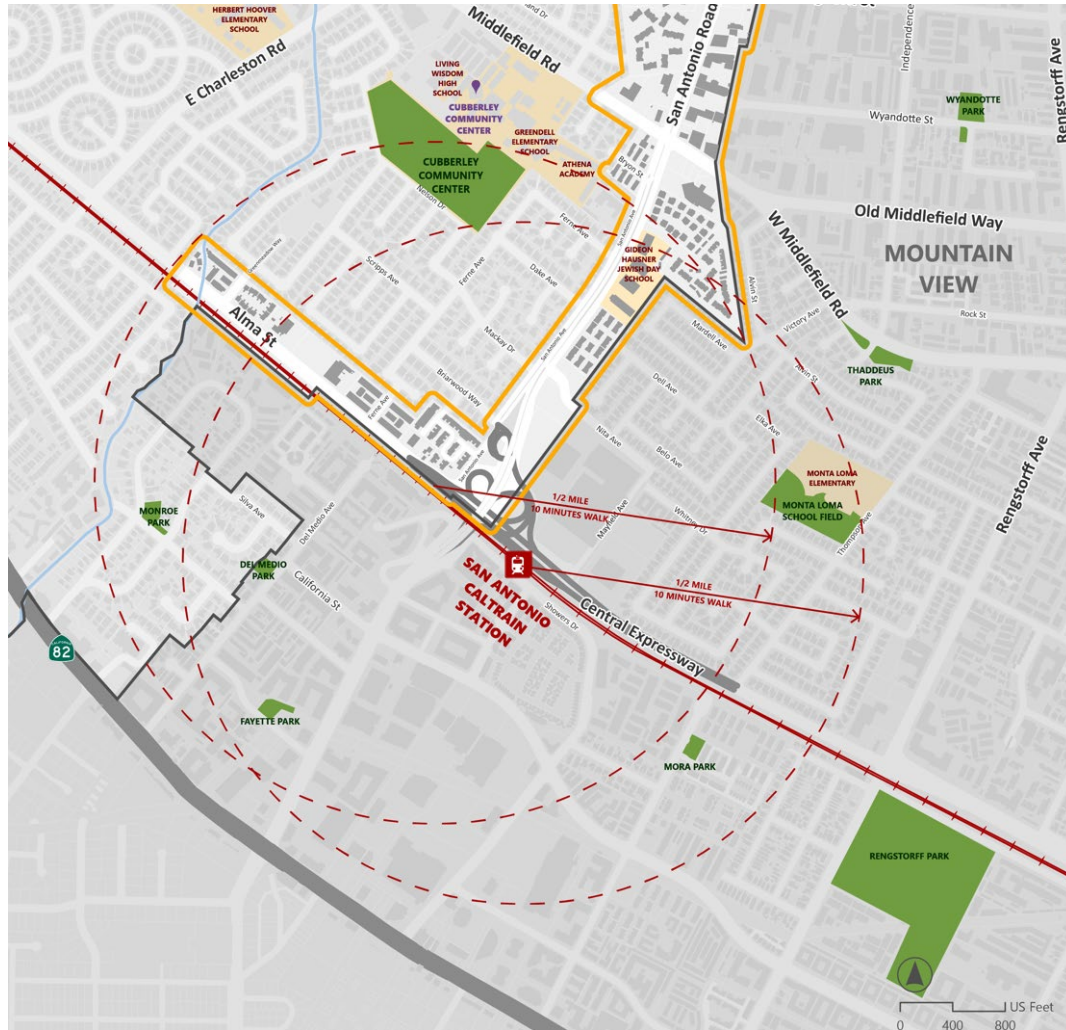


Zoning Map

SAN ANTONIO ROAD AREA PLAN



# Impact of SB 79



## Tier 1 Overview

- ½ Mile from Caltrain Entrance
  - Allows up to 65 ft in Height
  - Densities of 100 du/a
- ¼ Mile from Caltrain Entrance
  - Allows up to 75 ft in Height
  - Densities of 120 du/a

# Existing Housing, Jobs, and Future Potential

## Existing Housing

- 802 housing units (about 3% of City’s housing stock), most dating from the 1970s.
- Building types include 2-3 story multifamily rentals and condos, and 2-story townhouses.
- 30% of Plan Area housing is deed-restricted (252 units, including 80 senior housing units) and Byron Street areas has “naturally occurring affordable housing.”
- 40% of Plan Area residents are renters.

## Existing Jobs and Businesses

- Limited retail within Plan Area but variety of retail and service amenities within half-mile and one-mile radius.
- Has 4.3% of City jobs, but 40% of all manufacturing jobs, concentrated in small office and light industrial spaces in Commercial St/Transport St/Industrial Ave area.

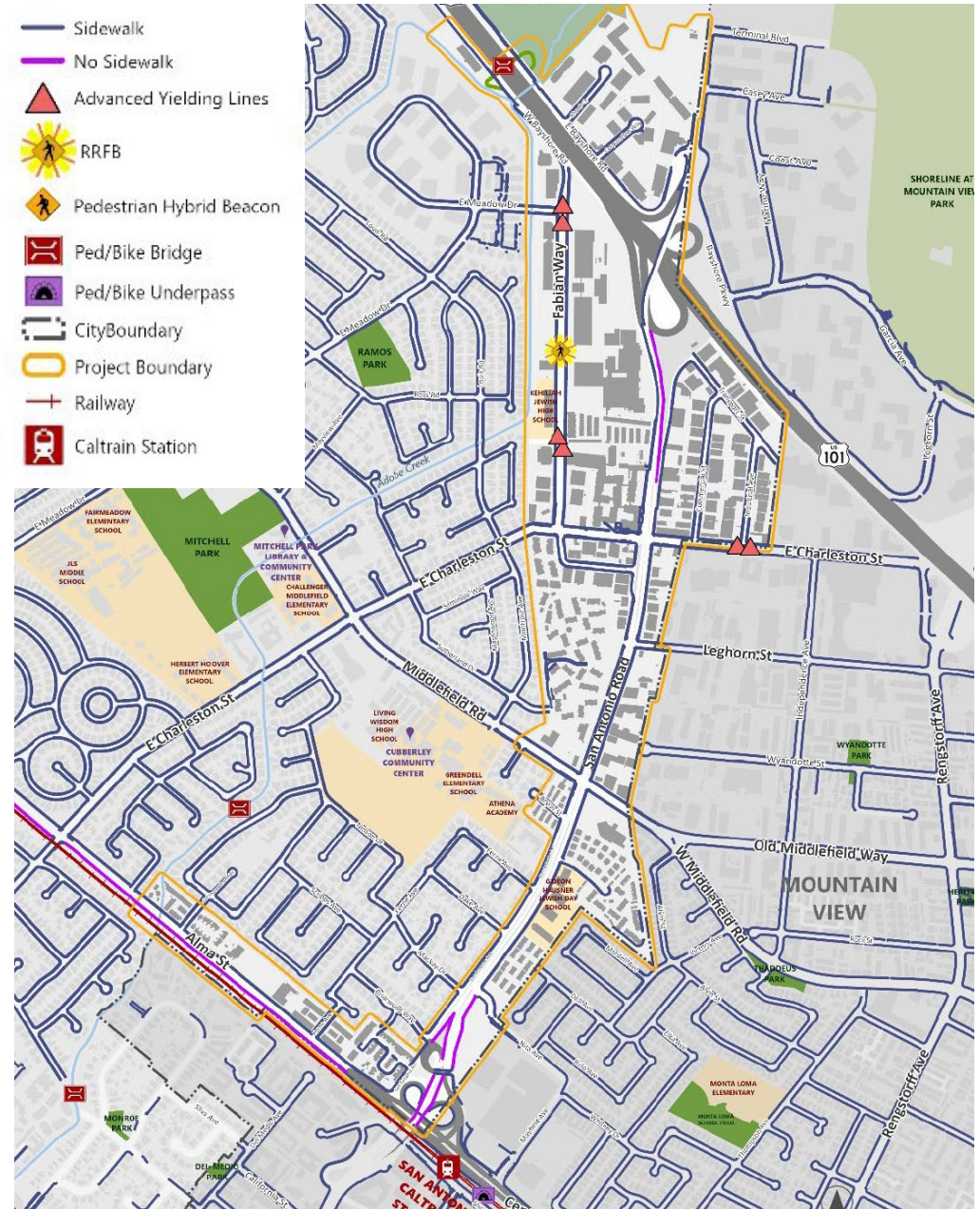
## Future Potential

- Strong housing market for both rental and ownership models.
- Most likely to attract midrise multi-family housing development.
- Opportunity for housing at a variety of income levels to meet projected regional growth.
- Potential for local-serving retail, restaurants, and services near areas of housing growth.
- Prime retail locations with high visibility and access at intersections of San Antonio with Middlefield and Charleston.

# Multimodal Connectivity

## Identified priorities include improving connectivity, pedestrian-bike safety, and station access

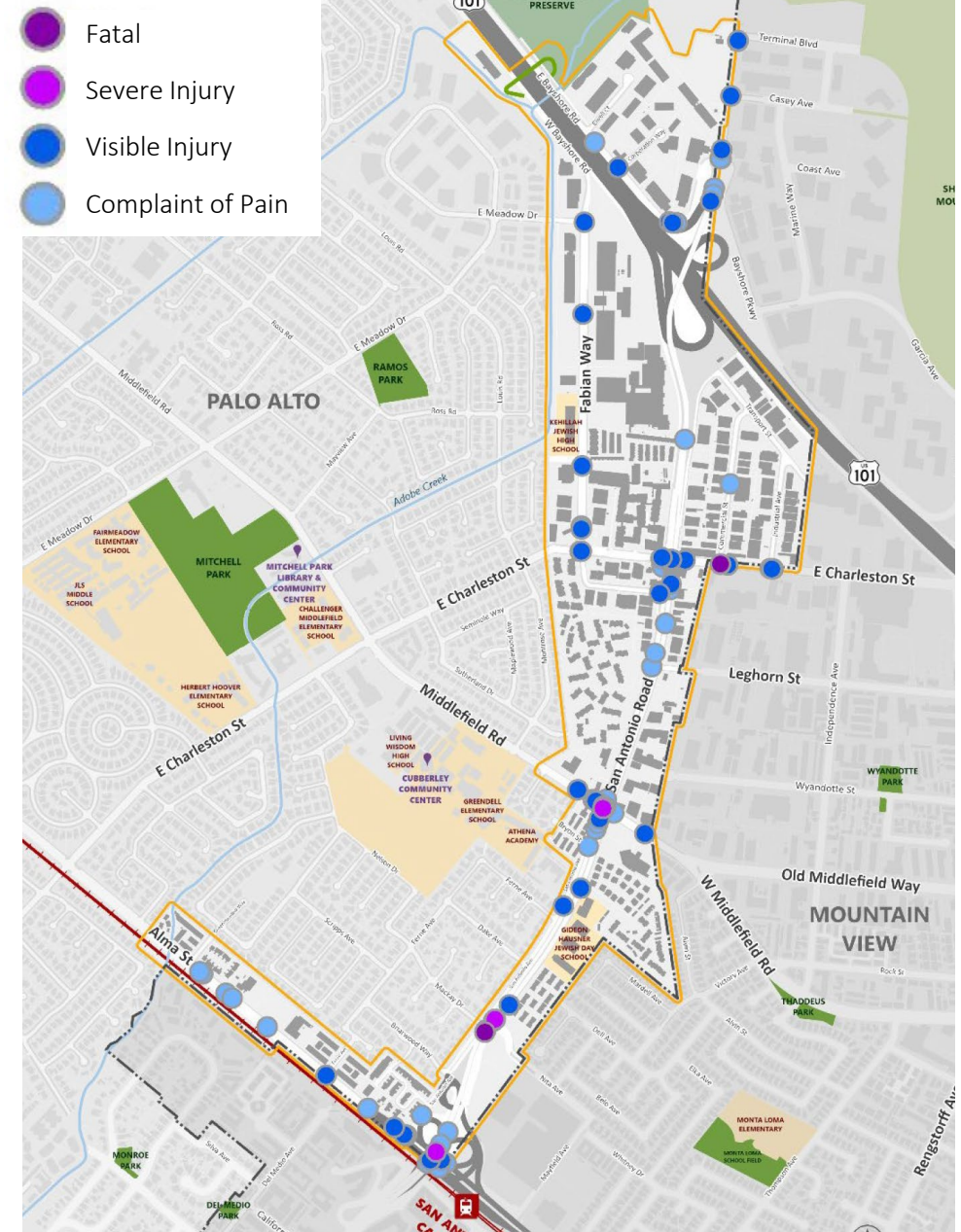
- Existing bicycle facilities along San Antonio Road limited, with only a short segment between Middlefield and Charleston.
- Bicycle Level of Traffic Stress (LTS) analysis identifies highest stress rating (LTS-4) for segments on San Antonio Road, Alma Street, and Middlefield Road.
- Gaps in the existing pedestrian network limit direct access to key destinations in adjacent neighborhoods and to Caltrain.



# Safety For All Users

## Identified safety issues need to be addressed

- A total of 143 collisions in the Plan Area over the past 10 years, including two fatal and three severe injury collisions.
- Unsafe speeds accounted for 34% of all collisions.
- The Safe Streets for All (SS4A) Safety Action Plan's High-Injury Network (HIN) corridors (prioritized for safety interventions as part of Vision Zero) includes San Antonio Road from Alma Street to Charleston Road, Middlefield Road from San Antonio Road to Lytton Avenue, and Charleston Road from San Antonio Road to Los Palos Avenue.





# Development Opportunities

## Opportunities

- Active development projects
  - Indicate market interest in Plan Area
  - Areas actively transitioning into residential/mixed-use
- Commercial Street/Transport Street/ Industrial Avenue (CTI) area and adjacent land in Mountain View has significant properties under single ownership
- Intersection of San Antonio Road/Middlefield Road has development potential
- If the Maxar site redevelops in the future, it can be a significant development since the large site area makes placemaking investments more feasible.

- ▭ Potential Opportunity Areas
- ▭ Potential Sites For Future Development
- ▭ Pipeline Projects
- ▭ Housing Element Sites
- ▭ Open Space Deficient Areas Greater Than 10 Min. Walk Shed



# Identified Opportunities and Challenges

## Opportunities

- Good auto access from US-101
- Proximity to Caltrain
- Diverse mix of existing uses to build on
- Recent development interest
- Zoning initiatives have increased development potential
- Opportunity to provide housing at a variety of income levels
- Coordination with the Cubberley Master Plan
- South Palo Alto Bike/Ped Connectivity project

## Challenges

- Limited pedestrian and bike facilities
- Traffic, pedestrian, and bike safety
- Inadequate access to Caltrain
- Inadequate transit service
- Traffic congestion during peak periods
- Limited existing neighborhood-serving retail and services
- No existing park or other community space
- Future development subject to market conditions and other development uncertainties
- Potential incompatibility in near term between existing and new land uses

# Public Meetings

September and October meetings and engagement events:

- **September 9:** Pedestrian and Bicycle Advisory Committee (PABAC)
- **September 10:** Planning and Transportation Commission (PTC)
- **September 18:** Architectural Review Board (ARB)
- **September 25:** City/School Transportation Safety Committee (CSTSC)
- **October 6:** City Council
- **October 16:** Pop-Up #1
- **October 23:** Community Workshop #1

Next Phase:

- Sep 2025 to Jun 2026: Land Use and Mobility Alternatives

Join us at the first workshop for the San Antonio Road Area Plan project and share your thoughts!

The San Antonio Road Area Plan is an initiative to reimagine land use, transportation, and community development along and around San Antonio Road.

This is YOUR neighborhood. YOUR streets. YOUR future. Be part of the conversation!



**Plan Area**



**Viewing Workshop**

Help us shape the Area Plan!

**OCT 23 6 PM to 8 PM**

**Cubberley Community Center Pavilion, 4000 Middlefield Road, Palo Alto, CA 94303**

Light refreshments will be served. Spanish translation will be provided. All ages are welcome. Join us!

The Area Plan project aims to:

- Create a vibrant, connected neighborhood;
- Provide new opportunities for residents, businesses, and visitors;
- Help guide responsible growth;
- Improve pedestrian and bike safety; and
- Enhance public spaces.



Scan the QR code or visit [www.paloalto.gov/SanAntonioAreaPlan](http://www.paloalto.gov/SanAntonioAreaPlan) to learn more about the project.

To RSVP and for questions email [SanAntonioAreaPlan@paloalto.gov](mailto:SanAntonioAreaPlan@paloalto.gov)



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**Questions?**  
Click the QR code to find out more

# Feedback from Commissions/Boards/CAG/TAG

## Planning and Transportation Commission

- How do you improve vehicle flow and infrastructure as well as bike/ped?
- Aim big on ped/bike infrastructure
- Work with Mountain View on ped/bike improvements
- Address the RV and unhouses situation
- How do you get the affordable units in addition to market rate?
- Are there ways to increase transit in the plan area
- Unlikely to support new office but need to know more.
- Minimum 3:1 residential to office floor area need for balance
- Worry about redevelopment in flood risk areas

## Architectural Review Board

- Project can create a new gateway to Palo Alto
- Go big here, there could be 10,000 units or more. Don't limit height.
- Plan for the next housing element in addition to this one
- Would be open to a series of small open spaces instead of a larger park
- Look at how the Maxar site may change in the long term

## City/School Transportation Safety Committee

- Consider where the children going to attend school, and the capacity at these schools
- There will need to be recommended walk/roll routes to those schools

## Survey Open

- The City launched a public survey to elicit additional feedback
- Survey runs from October 2 to October 31

# Feedback from Commissions/Boards/CAG/TAG

## Pedestrian and Bicycle Advisory Committee

- Improving connections to Caltrain for cyclists and pedestrians
- Improving cycling infrastructure preferably separated from vehicle traffic
- Reducing crossing times, adding crossings, improving safety
- Creating local-serving retail spaces that are nearby
- Mitigating increased traffic from new development and other nearby projects such as the VTA 101 interchange improvements

## Community Advisory Group

- Need more trees
- Consider future of transportation
- Concern about the RV's
- How will the growth impact schools?
- Improve access to Caltrain
- Would like to see larger open spaces
- Affordable non-profit space should be included
- How will parking be addressed?

## Technical Advisory Group

- Has fire service water been analyzed
- Incorporate Sustainability and Climate Action Plan (SCAP)
- Green stormwater requirements may make bike infrastructure more expensive
- Create more shade along ped/bike routes
- How will future infrastructure and open space be funded?

## Partner Jurisdictions

- Staff is aware of the importance of coordinating with other jurisdictions and has organized regular meetings with Mountain View staff
- Coordination with Valley Transportation Authority also underway
- Coordination with school districts (Palo Alto Unified School District, Mountain View Whisman School District, Mountain View–Los Altos Union High School District) and Caltrain forthcoming

# Requested Feedback

**Vision**  
What other opportunities and challenges within the Plan Area warrant further consideration?



# Requested Feedback

## Residential Development

The Plan Area was rezoned for the Housing Element Opportunity Sites and the Housing Incentive Program.

- The Project Team will explore further scenarios to increase residential capacity at all income levels, including modifications to existing development standards.
- The Project Team will explore incentives, such as additional office floor area, for private developers to fulfill Area Plan goals related to housing and public improvements.

## Outdoor Space

Palo Alto has a wide variety of public outdoor spaces and community facilities, but the Plan Area has no parks or community spaces, particularly in the Commercial Street/Industrial Avenue area, which is more than a 10-minute walk from nearby parks.

- The Project Team will explore methods to locate new outdoor space, including parkland dedication, land acquisition, and public-private partnerships.

## Retail

As the Plan Area adds residential uses, the lack of everyday retail and services within the Plan Area, such as restaurants, cafes, grocery stores, and personal services, would need to be addressed.

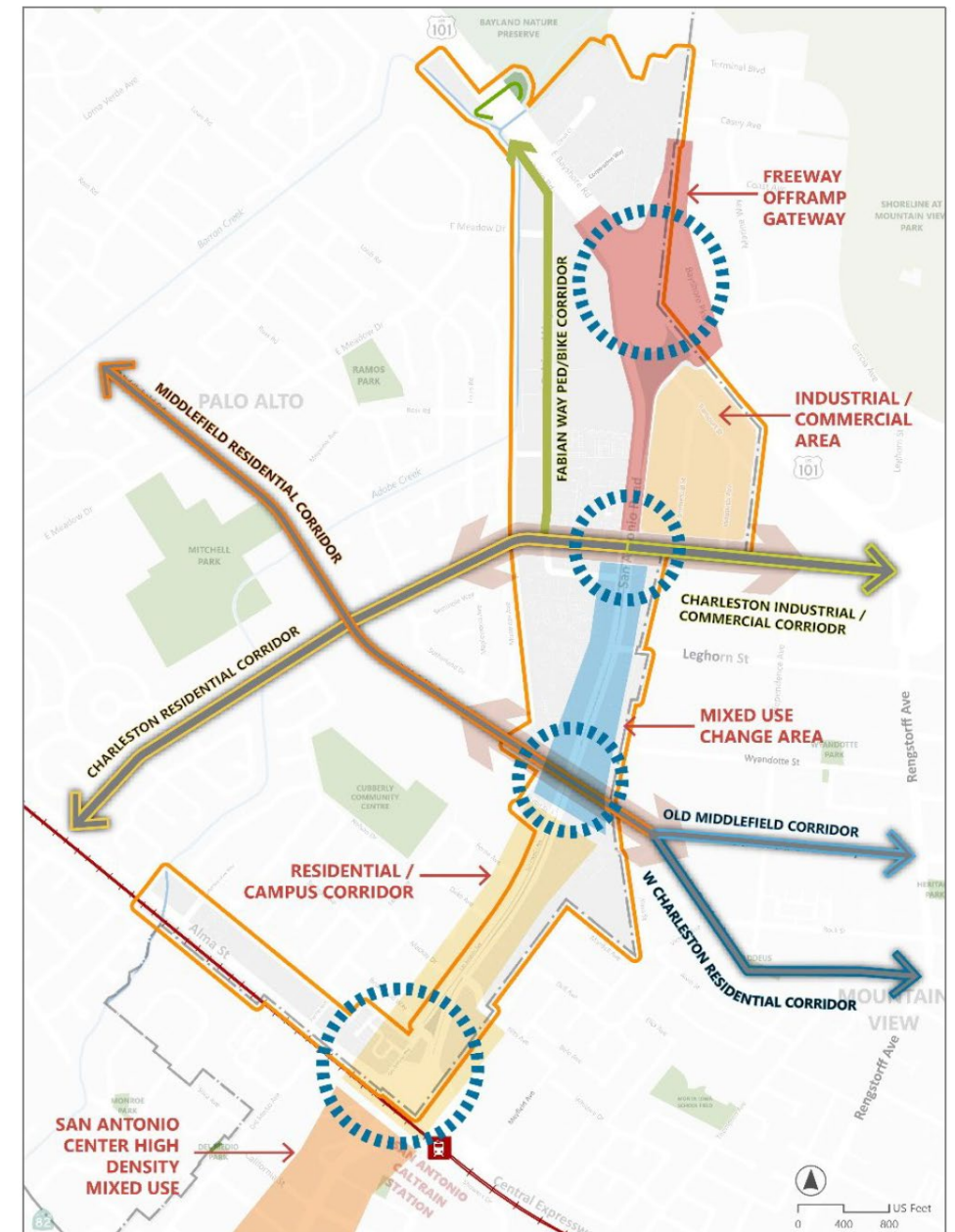
- The Project Team will explore retail models, evaluating the benefits of clustered or distributed retail, including optimal locations.

# Requested Feedback

## Mobility Priorities

The project team has identified the following key mobility priorities within the Plan Area:

- Create a safe and convenient pedestrian and bike connection along San Antonio Road to the Caltrain Station.
  - Improve pedestrian and bike facilities across San Antonio Road and along E Charleston Street and Middlefield Road to connect to community destinations and open space resources.
  - Improve bike connections across US-101 to Baylands nature preserve.
  - Enable Safe Routes to School through safety improvements.
- 
- The Project Team will explore mobility improvements for all travelers, including redesigning San Antonio Road, creating bike/ped facilities through neighborhoods, and/or utilizing special setbacks.



# Requested Feedback: Summary

- **Existing Conditions Analysis**

- **Initial Plan Considerations**

- **Housing.** The plan area will consider scenarios for increased growth including re-evaluation of housing needs allocation capacity in the plan area.
- **Office.** Alternatives will explore potential to increase office development to support community plan objectives.
- **Development Standards.** Alternatives will generally look at mid-rise construction types up to 85-95 feet range but will evaluate at least one scenario with taller buildings.
- **Transportation.** Alternatives will explore mobility improvements for all travelers, including redesigning San Antonio Road and creating bike/ped facilities through neighborhoods.
- **Open Space.** Through land acquisition or public-private partnerships, plan will seek to create new opportunities for open space.
- **Retail.** Retail will be prioritized to be aggregated and co-located with open space and housing to create community gathering “third places.”

**Thank you!**



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