

City/School Transportation Safety Committee Meeting #2

March 26, 2026

Presenter:
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Principal Planner

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SAN ANTONIO ROAD
AREA PLAN



Agenda

- **Project Update**
- **Mobility Alternatives**
 - **San Antonio Road**
 - **E. Charleston Road**



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AREA PLAN



What is an Area Plan?

An Area Plan is a planning and zoning tool for a defined area within a city or town. It establishes the vision for changing 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 features could an Area Plan include?

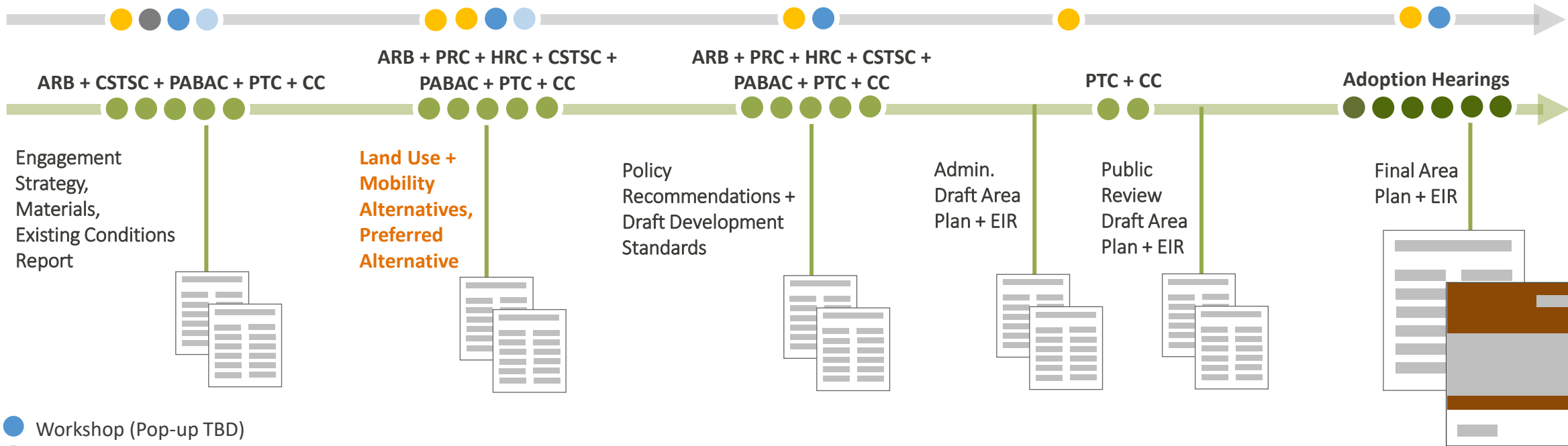
- Policies for mobility, housing, sustainability, and other topics
- Recommended public improvements and priority projects (streets, sidewalks, bike lanes, parks)
- What types of buildings can be built (land use program)
- Heights, lot coverage, floor area, setbacks (development standards)
- Development incentives, implementation strategies, and phasing

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



Mobility Alternatives



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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.

San Antonio Rd Priorities

A. East of Charleston Rd

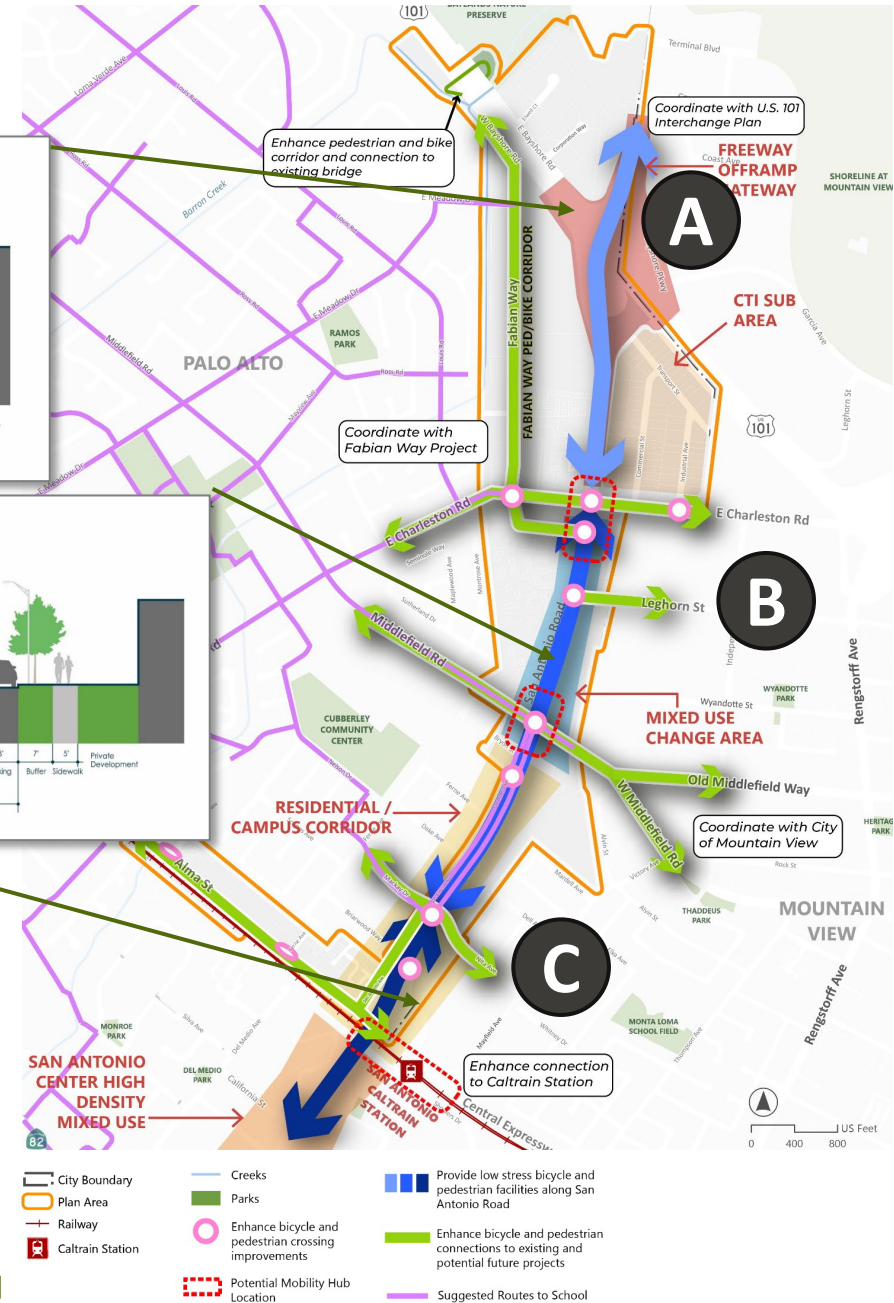
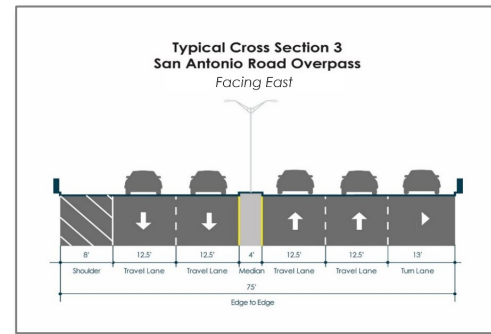
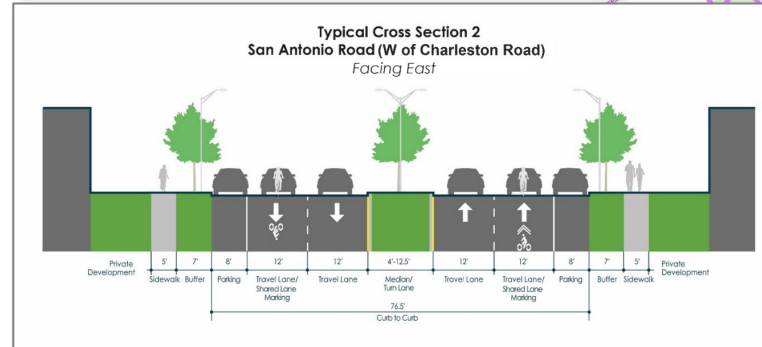
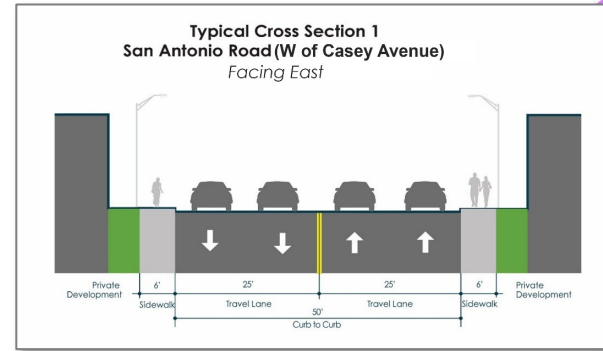
- Enhance connection to and across US-101
- Create connection through to Fabian Way
- Coordinate with VTA US-101 Interchange Project and Google
- BPTP Recommendation: Class IV - Separated Bikeways; Class I - Shared Use Path north of Bayshore Road

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

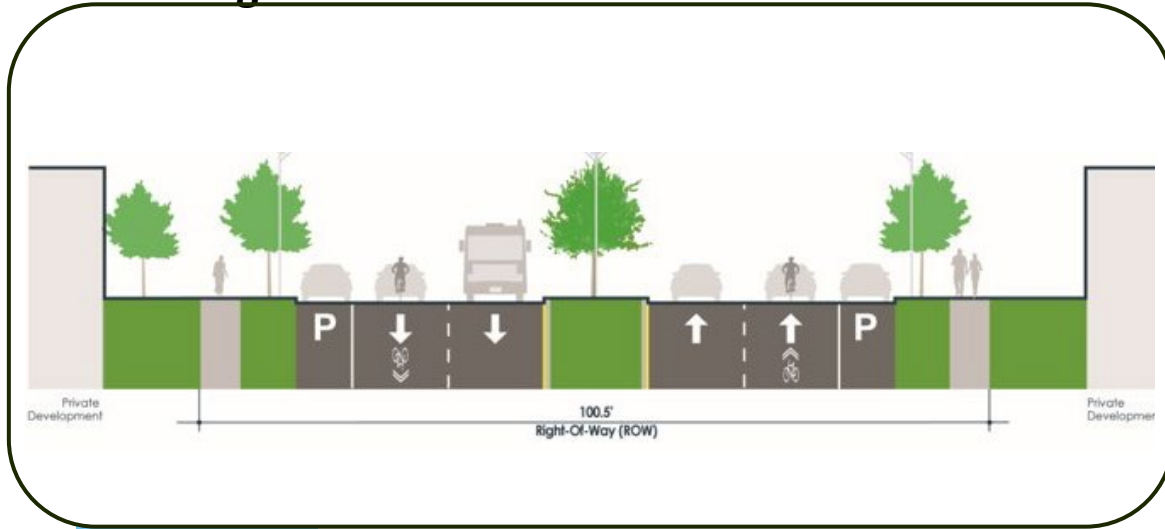
C. West of Middlefield Rd

- 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

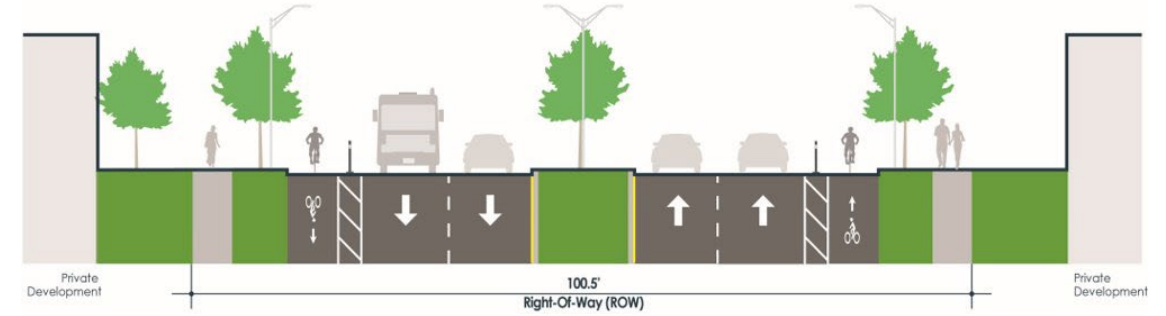


B. Charleston Rd to Middlefield Rd - Alternatives

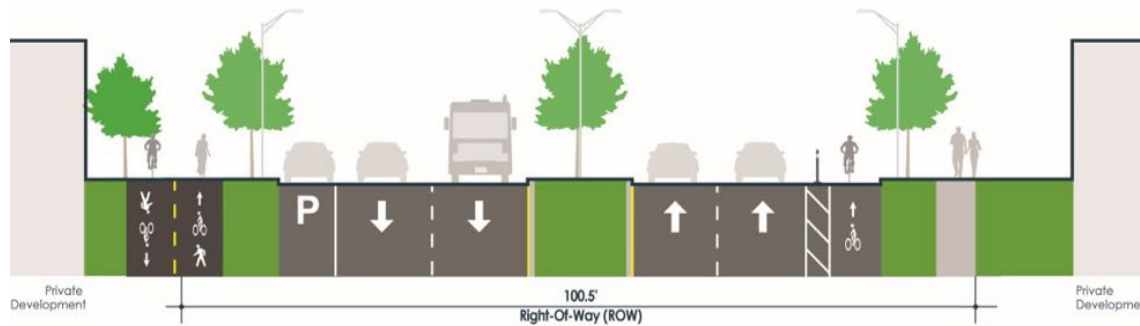
Existing Condition



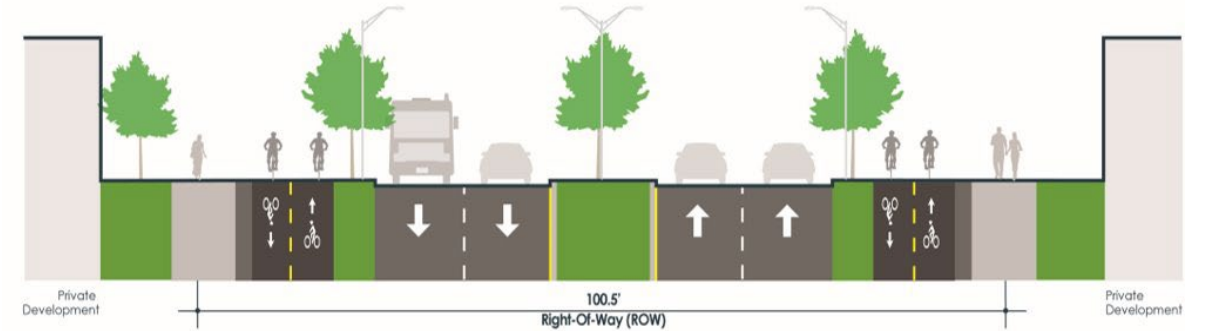
Alt MSA-1



Alt MSA-2



Alt MSA-3



San Antonio Rd Intersection Improvements

D. Charleston Rd Intersection

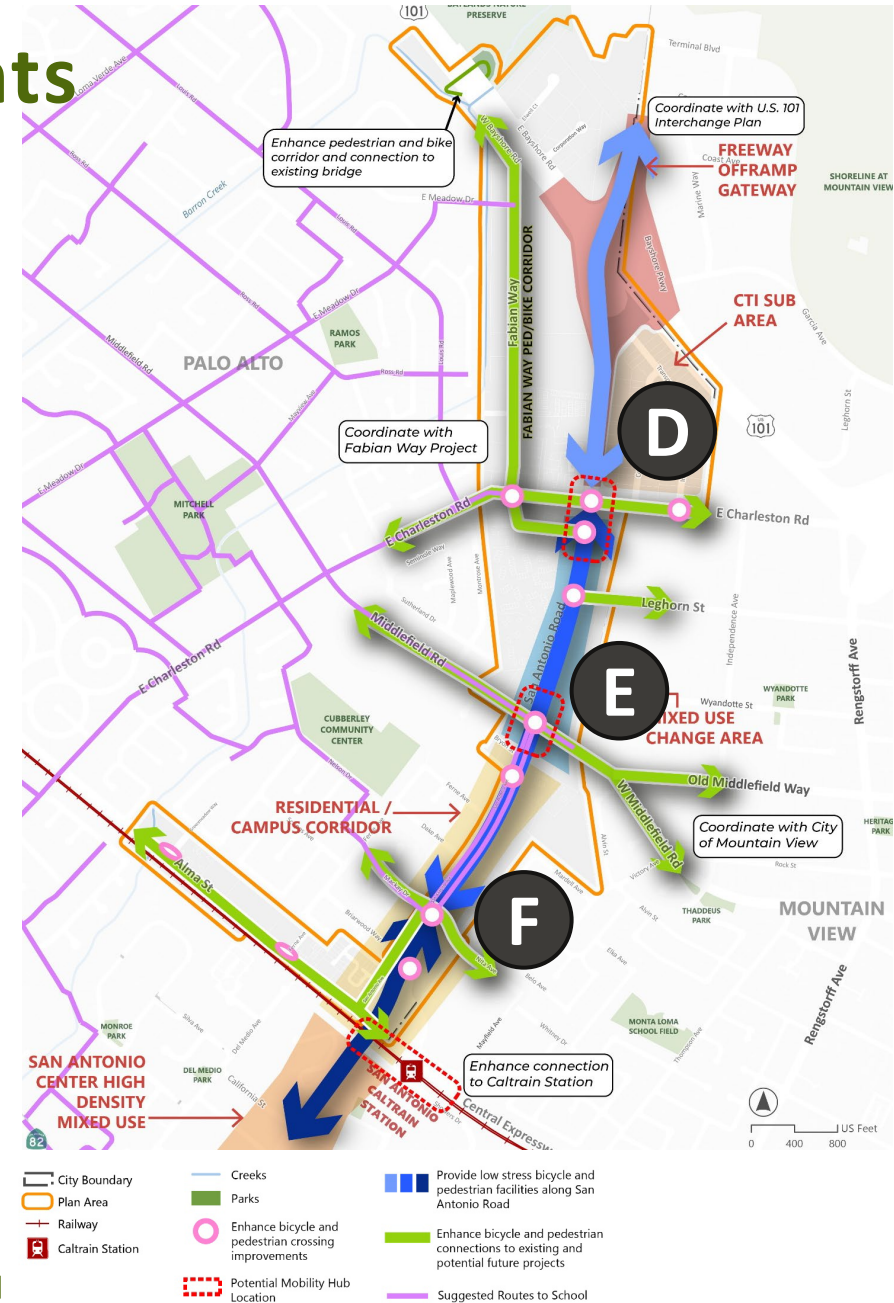
- Create protected intersection
- Remove side street with diagonal parking, extend pedestrian zone
- Modify lane geometry, consider removing dual left turn lanes to provide median refuge
- Explore grade separated crossing

E. Middlefield Rd Intersection

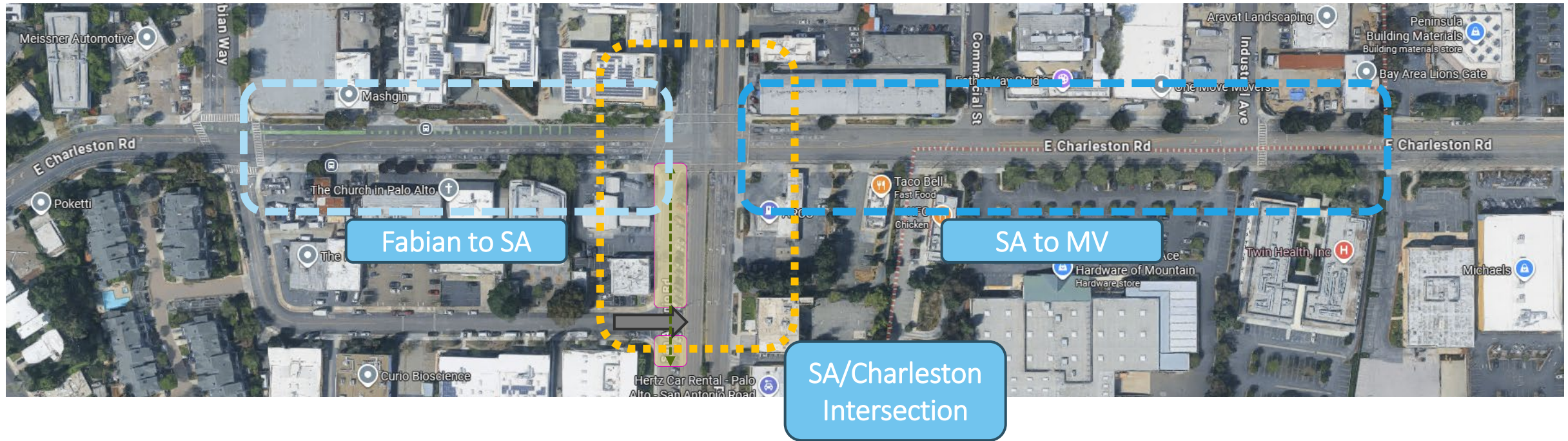
- Create protected intersection
- Consolidate existing driveway access
- Modify lane geometry,
 - remove westbound right turn lane,
 - consider removing dual left turn lanes to provide median refuge
- Explore grade separated crossing

F. Nita Ave

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



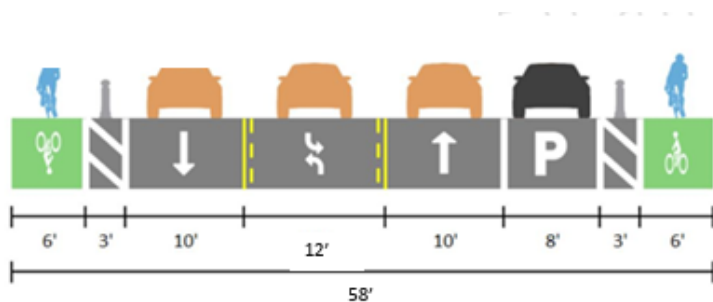
E. Charleston Road Strategy



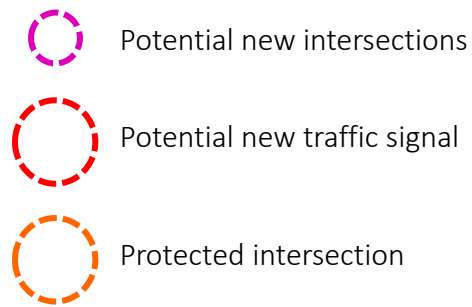
- Improve ped/bike facilities on E. Charleston Road
- Improve intersection safety
- Connect to proposed ped/bike facilities on San Antonio Road

Fabian Way Strategy

- 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



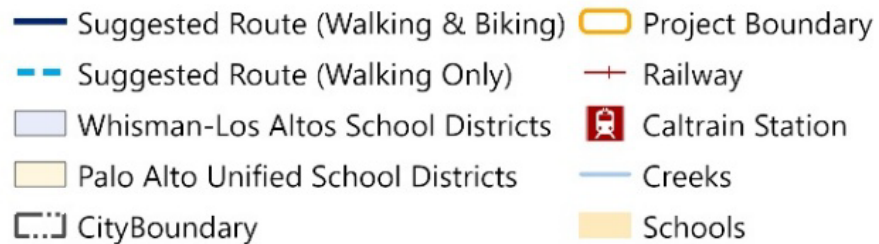
Fabian Way looking east, towards US 101



Context: School Map

Goals/Strategies

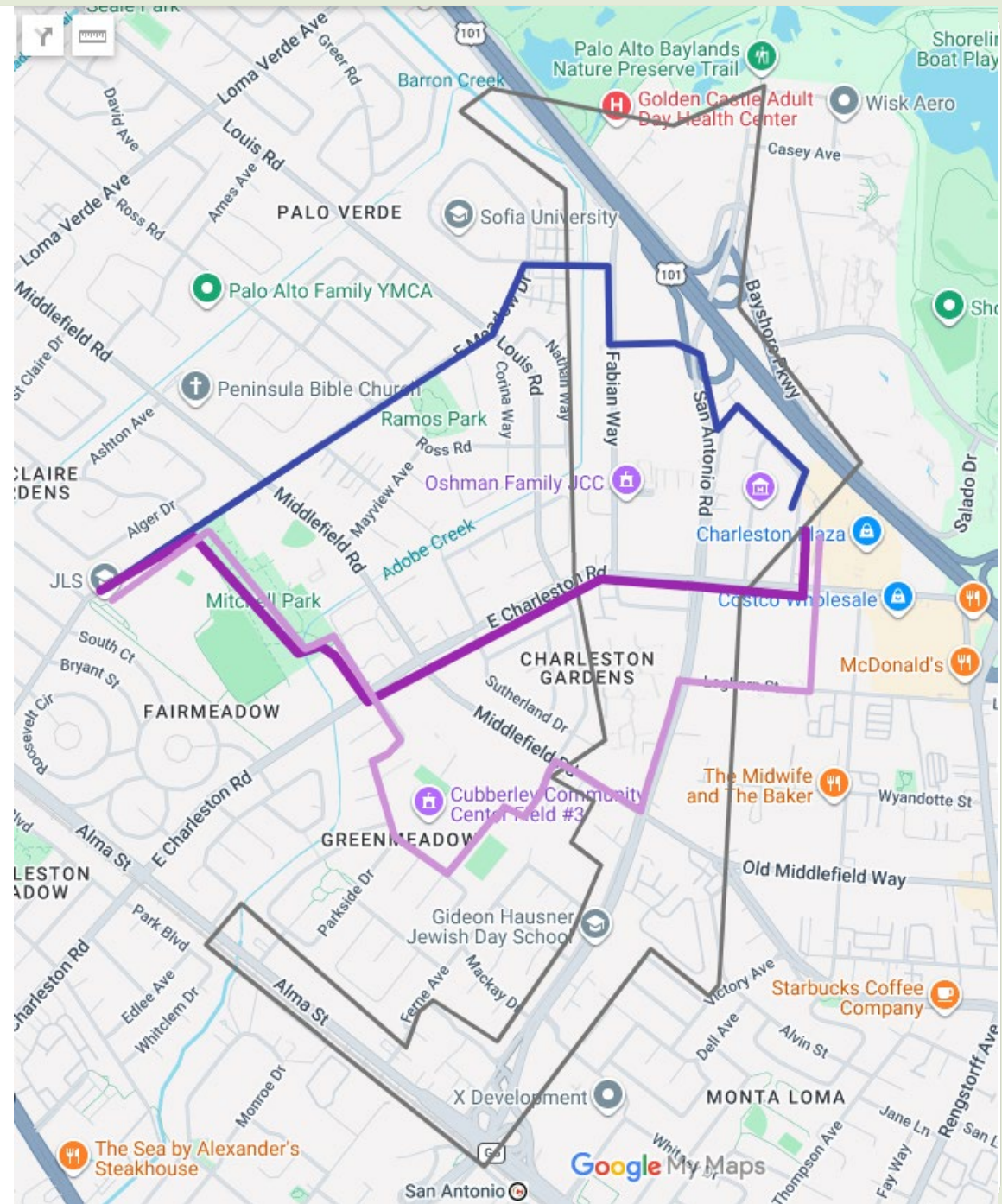
- Create a safe ped/bike connection along Charleston Rd with Intersection improvements at San Antonio Rd.
- Create a safe ped/bike route along San Antonio Rd
- Next slides explore suggested school routes under consideration from the CTI area (Commercial Street, Transport Street, Industrial Avenue)



Potential Routes to Schools

CTI to Fairmeadow Elementary School and JLS Middle School

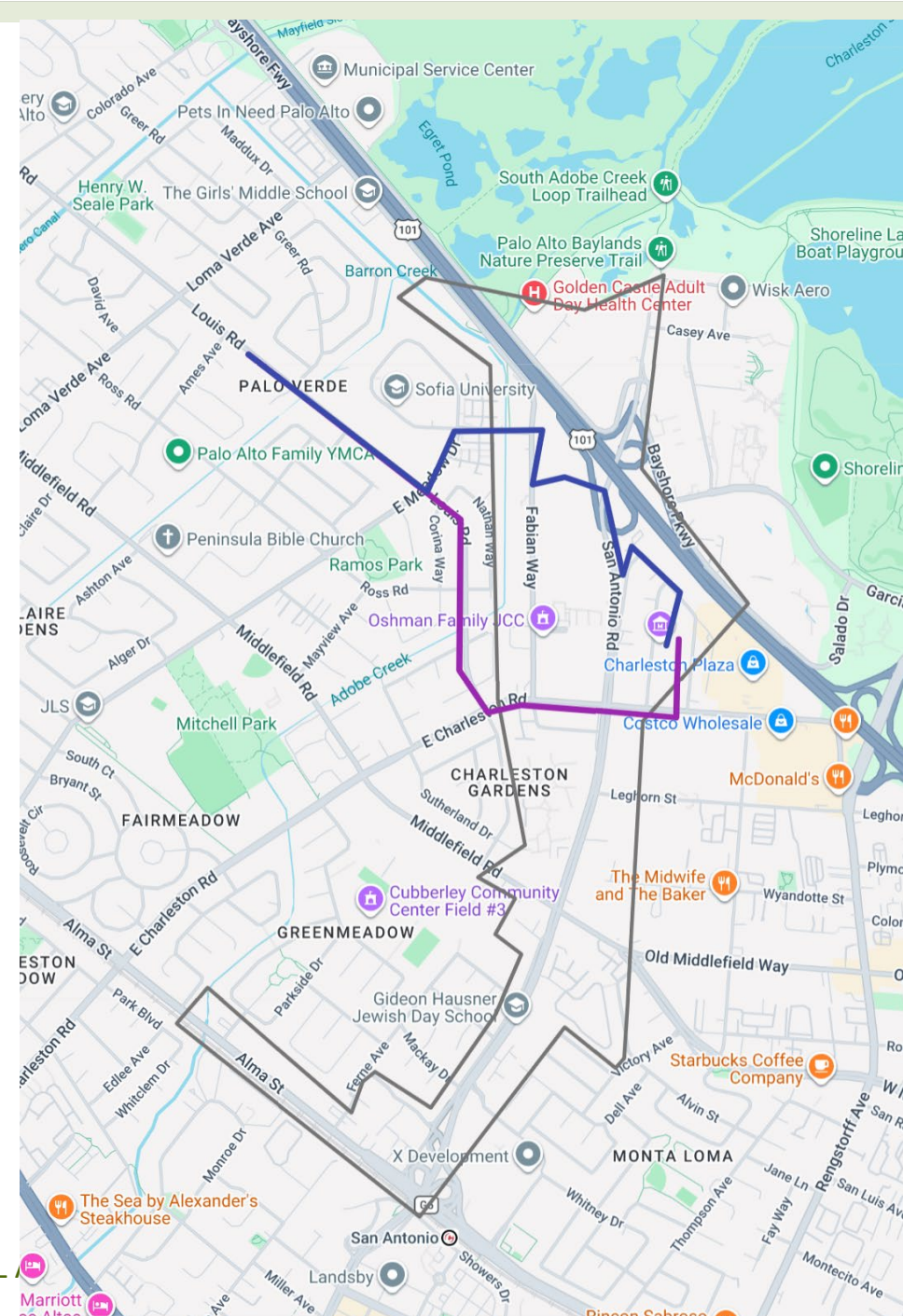
- Blue route (1.75 miles)
 - New grade-separated crossing of San Antonio, connection to Fabian Way (separated bikeway) to E Meadow
- Purple route (1.5 miles)
 - Charleston Road (new separated bikeway and existing bike lanes), through Mitchell Park to E Meadow
- Pink route (2.15 miles)
 - Across Charleston through block connection to Leghorn St (enhanced bike route), across San Antonio (separated bikeway or shared use path) to Middlefield (bike lanes), through Cubberley, to Nelson (bike blvd), across Charleston, through Mitchell Park to E Meadow



Potential Routes to Schools

CTI to Palo Verde Elementary School

- Blue route (1.4 miles)
 - New grade-separated crossing of San Antonio, connection to Fabian Way (new separated bikeway) to E Meadow (new separated bikeway, existing bike lanes) to Louis (bike blvd)
- Purple route (1.4 miles)
 - Charleston Road (new separated bikeway and existing bike lanes), to Louis (bike blvd) across E Meadow



Potential Routes to Schools

CTI to Gunn High School

- Pink route (3.25 miles)
 - New grade-separated crossing of San Antonio, connection to Fabian Way (new separated bikeway) to E Meadow (new separated bikeway), to El Camino Way (new buffered bike lane), to Los Robles (existing bike lane)
- Purple route (2.75 miles)
 - Charleston Road (new separated bikeway and existing bike lanes), to El Camino Real (separated bikeway), to Maybell (new bike blvd)
- Blue route (2.75 miles)
 - Charleston Road (new separated bikeway and existing bike lanes), to Arastradero (new separated bikeway), to Georgia (new bike blvd)



Thank you!



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Sub Area Alternatives

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

Primary Sub-Areas

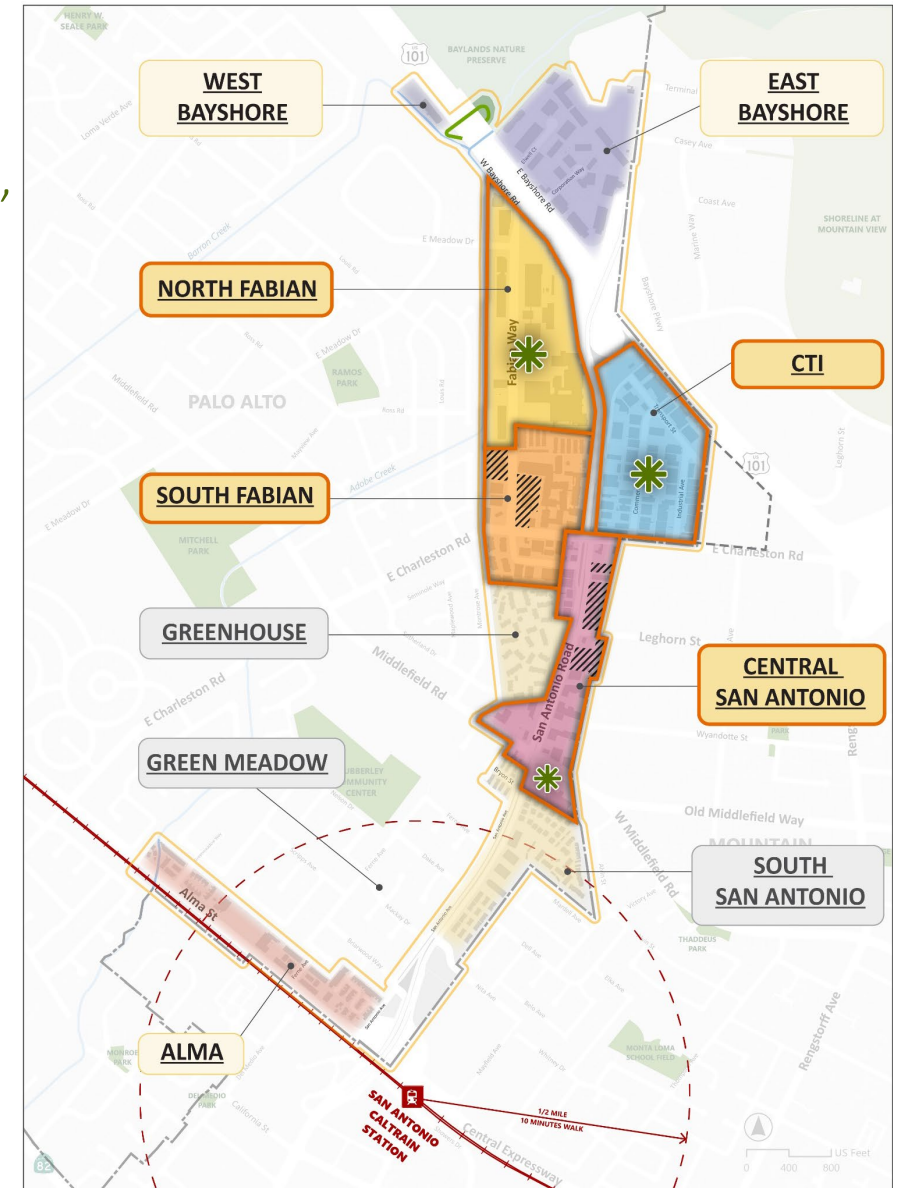
- These areas have the greatest potential for redevelopment and can contribute to creating new neighborhood-serving amenities like outdoor space and retail
- These include **Central San Antonio, South Fabian, North Fabian, and CTI**

Secondary Sub-Areas

- These areas have limited redevelopment potential in the near term
- These include **East and West Bayshore, 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. Impacts of SB 79 in these neighborhoods is likely very low, due to the existing conditions



Sub Area Alternatives Map



Plan Area Development Analysis

Total Plan Area

Existing Condition:

- **802 units** Residential
- **2,399,400 sf** Non-residential

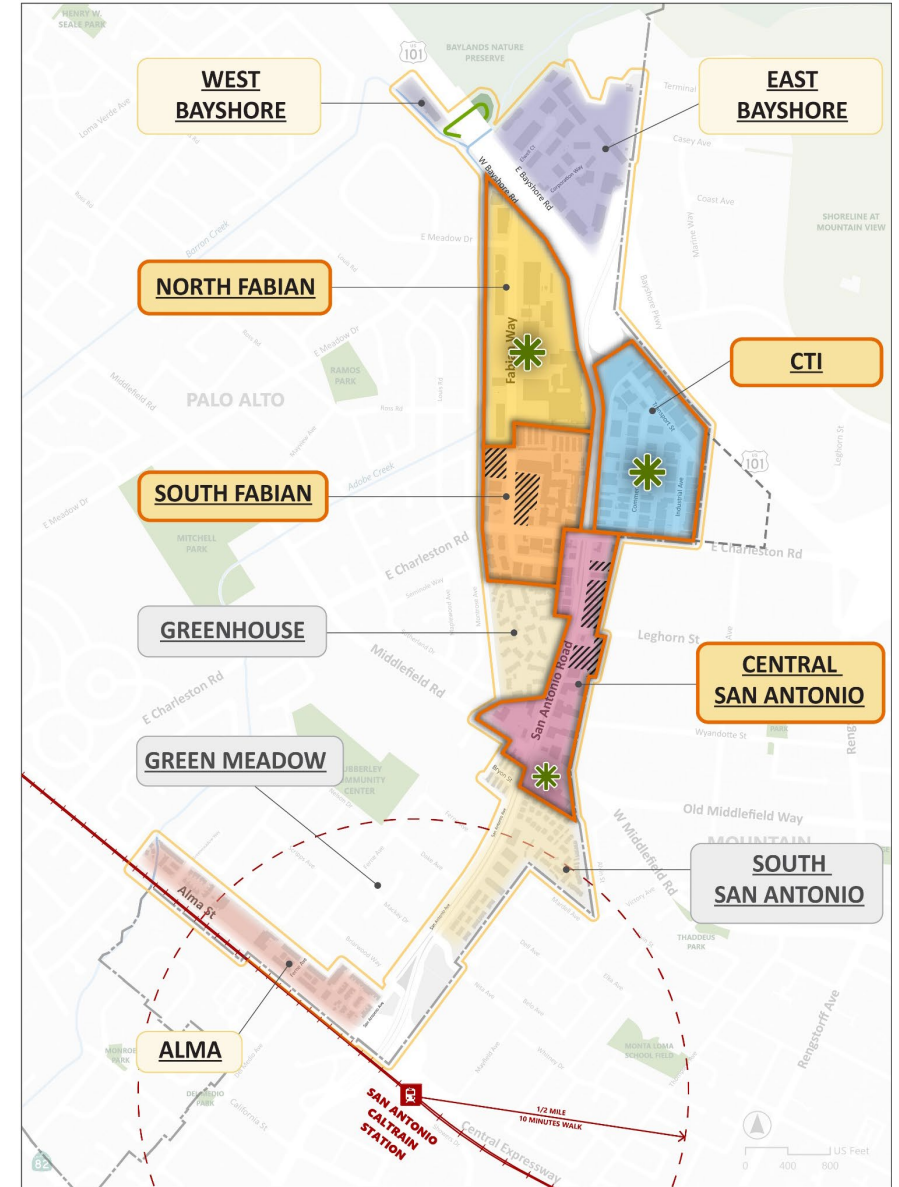
Redevelopment Potential*:

- New Residential Development up to 3,800 to 7,400 units
- New Office/R+D Development (if allowed)
+ **0 to ~900,000 sf**
- Net change in existing Office/R+D
Up to -932,600 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
- **Up to 499,000 sf** Non-residential

*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)



Sub Area Alternatives Map

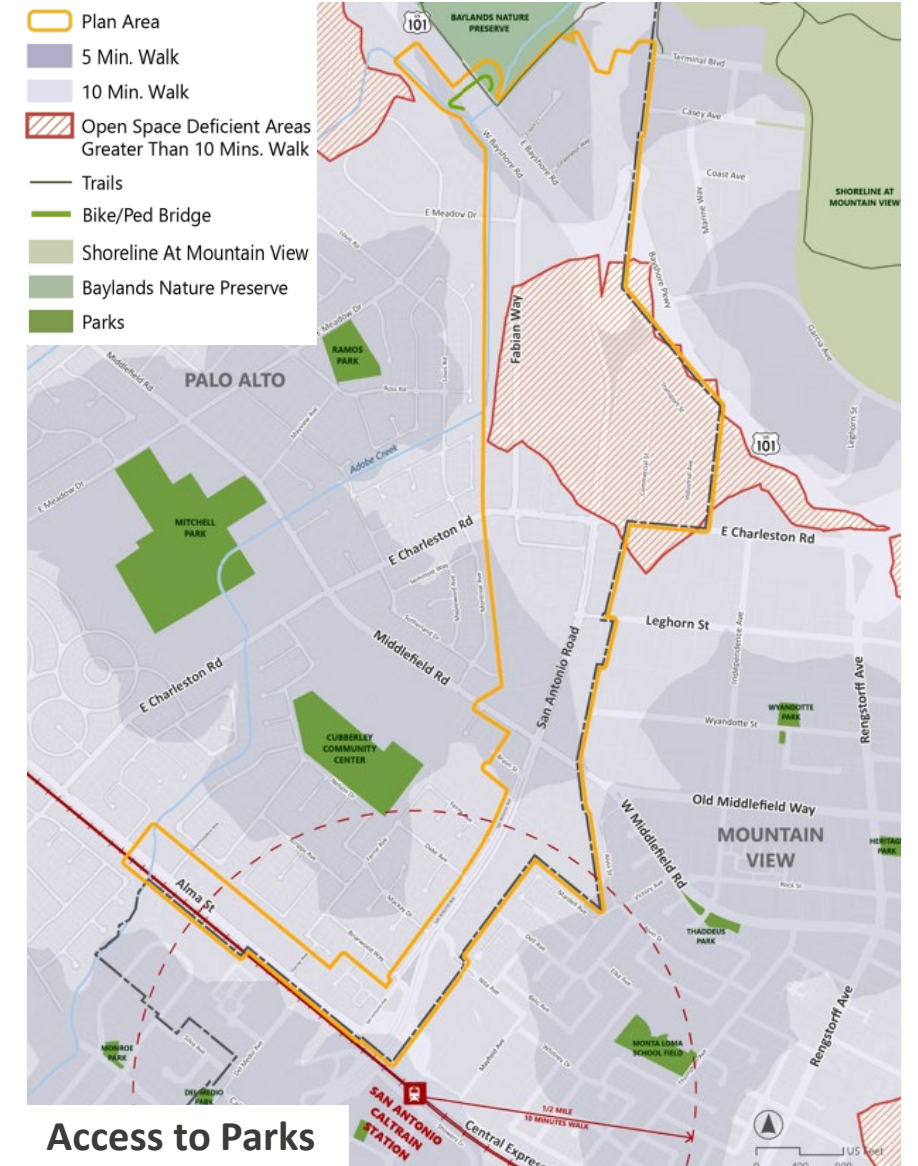
Design Strategy: Outdoor Space

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



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

