

Community Workshop 2 Summary Memorandum

MARCH 2026



SAN ANTONIO ROAD
AREA PLAN

CITY OF SAN ANTONIO
PLANNING DEPARTMENT
RALO
ALTO

CONTENTS

- COMMUNITY ENGAGEMENT - PHASE 2 3**
- Overview 3
- Workshop #2 Format 3
- Related Engagement 5
- Workshop Feedback 6
- Key Themes 6
- Discussion Notes by Topic..... 6
- Large Group Discussion: Plan Vision + Design Strategy..... 6
- Small Group Discussion: Land Use Alternatives - North Fabian Sub Area 7
- Small Group Discussion: Land Use Alternatives - CTI (Commercial St., Transport St., Industrial Ave.) Sub Area 8
- Small Group Discussion: Mobility Strategies + Mobility Alternatives: San Antonio Road 9

- APPENDIX 10**
- Posters + Handouts 10
- Small Group Table Personas 22



COMMUNITY ENGAGEMENT - PHASE 2

Overview

The San Antonio Road Area Plan (Area Plan) is a City-led initiative to reimagine land use, mobility, and community amenities for the 275-acre project area that includes a 2-mile section of San Antonio Road, one of the region’s key transportation corridors. Phase One of the Area Plan, “Existing Conditions Assessment”, included a variety of engagement activities, that culminated in the project’s first community workshop and online survey. In Phase Two of the project (the current phase), the focus is to build on the findings from Phase One and develop land use and mobility alternatives for community feedback. As part of this effort, the second community workshop was held on March 5, 2026, which covered the following topics:

- Recap of work done to date and Area Plan goals,
- Vision for the Plan Area,
- Overall design strategy for the Plan Area,
- Land use alternatives for two key areas of change: North Fabian and the CTI subareas, and
- Mobility priorities and alternatives for San Antonio Road



Figure A. Workshop flyer

This memorandum provides a summary and key takeaways from Community Workshop #2.

Workshop #2 Format

Community Workshop #2 was held as an in-person event from 6 to 8 pm on Thursday, March 5, 2026, at the Oshman Family Jewish Community Center (JCC) in Palo Alto. A total of 44 people participated in the workshop (not counting the project team, City staff, and Valley Transit Authority (VTA) representatives). Most attendees live in Palo Alto, many in the Plan Area.

The room was arranged to accommodate a sign-in table, refreshments, a booth with informational materials set up by the VTA, and six tables for group discussions, oriented around a lectern and two screens displaying a PowerPoint presentation. The room also had an “open house” space displaying eleven posters with key information that allowed participants to take a closer look at the materials before and after the presentation, and to refer to them while having informal conversations with the project team.



Figure B: Open house with posters.



Attendees seated themselves at the tables to view the presentation and engage in group discussion. Each table was assigned a “persona” to encourage attendees to provide responses to the discussion questions not simply from their perspective, but also assuming that of the table persona.

To support the discussion, handouts were provided at each table that included key information covered in the slides, as well as feedback forms, a summary flyer of upcoming engagement events, and a link to access the ongoing Phase Two survey.

Each table was assigned a facilitator from the project team to support the discussion, answer questions, and take notes using sticky notes and flip-charts. Some members of the project team “floated” around the room to answer specific questions.

The workshop included a PowerPoint presentation by the project team organized into a series of topics, with time for discussion after each topic. The presentation summarized the technical work and analysis carried out for evaluating land use and mobility alternatives for different “subareas” within the Plan Area. The inherent trade-offs among the various alternatives were described to provide the necessary context for attendees to respond to the discussion questions.

The discussions were categorized as “large group” and “small group”, depending on the content presented and feedback solicited. Broadly, the “large group” discussions were facilitated as question-and-answer sessions, and the “small group” discussions involved each table group engaging in robust discussion for ten to fifteen minutes and providing feedback on the alternatives presented. The small group discussion incorporated the role-playing activity using the table persona, to have participants explore how the proposed alternatives impact the character and how that may differ from their own responses.

The presentation and discussion lasted approximately two hours. For a short while afterwards, the project team was available for informal follow-up discussions with individual attendees, as part of the open house. Additional details on the table discussion feedback and workshop materials are provided in the Appendix of this memorandum.



Figure C: Small group table discussions facilitated by the project team.

Related Engagement

Similar to the previous phase, Phase Two also has an online survey, running from late February to late March 2026. Both the workshop and survey follow similar themes and questions for feedback. Prior to the workshop, the project team received feedback from two meetings with the project’s Community Advisory Group (CAG) and discussions with the Technical Advisory Group (TAG) members.

In addition, Phase Two has meetings with various City Boards, Commissions, and Committees; leading up to a study session with City Council in early April 2026, that will confirm the vision for the Plan Area and provide direction for developing the “preferred land use and mobility alternative”. The preferred alternative will be presented to City Council in early May and will, in turn, inform Phase Three of the project, “Analysis and Policy Recommendations.” More information can be found on the project website: www.paloalto.gov/SanAntonioAreaPlan.

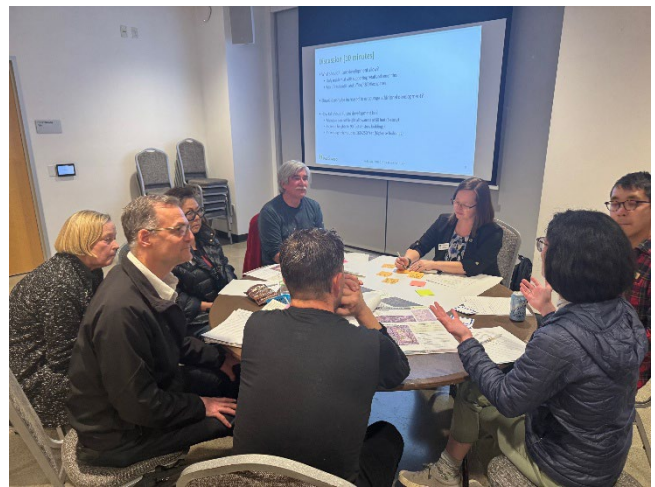


Figure D. Workshop photos



Workshop Feedback

For each discussion topic, feedback was collected in the form of feedback forms as well as notes documented by table facilitators. The following is a summary of the recorded notes aligned with the questions posed at each discussion. This includes comments made by participants from their individual points of view as well as when assuming the role of their assigned table persona. Please note that the notes were simply transcribed but not edited in any way.

Key Themes

High-level themes from the workshop feedback are summarized below. Additional notes are included in the following section.

- Support for mixed-use development, community-serving retail and amenities
- Support for outdoor space
- Support for walkability, creating destinations for existing and new neighborhoods
- Support for housing in general; support for affordable housing, senior housing
- Support for office if it provides community benefits, support for office as a buffer along highway
- Support for additional height if it translates to community benefits
- Support for mobility improvements; improved transit and connections to Caltrain
- Concern about pedestrian-bike safety, traffic congestion, parking

Discussion Notes by Topic

Large Group Discussion: Plan Vision + Design Strategy

Do the vision statement and project goals reflect the community's direction? Are there any ideas or concepts missing from the vision and goals?

- There are tensions between multiple goals—mobility, housing, walkability, safety, retail, and traffic.
- Mobility
 - Concerns:
 - More traffic and slow flow
 - Safety for all users
 - Increase in volume of users from new development
 - Separation of users
- Maintaining emergency services
 - Walkability: prioritizing opening more pathways and crossings
 - Access to different parts of the plan area: Bayland, Fabian
 - Interchange redevelopment coordination
- Land Use

- Desire for community serving retail and restaurants
- The importance of creating “destinations,” (examples of European and Japanese street experiences) to walk to
 - Consider housing without cars/ vehicles
 - State/ county guidance for affordable housing

Small Group Discussion: Land Use Alternatives - North Fabian Sub Area

Q.1: What should future development allow? Only residential uses (with supporting retail and amenities), or a mix of residential and office/R&D/flex spaces?

- Walkable mix of uses and housing
 - Retail; Daycares, Small grocery store, Coffee shops, Medical, dental, clothing
 - Office
 - Shorter blocks
 - Active street front with residential above
 - Balance of live work
 - Maxar: mixed use with parking and office in the ground floor and residential above
 - Need low to moderate income housing units this will help to reduce traffic
- Open parks, not gated, shade, small parks and a large park, more creative green space throughout
 - Vancouver
 - Balance building height with green space
 - One Larger high rise could create more open space
 - Ped Bridges across San Antonio
- Pedestrian bike pathways (need to make walkers feel safe)
- How restrictive can we be with uses?

Q.2: Should density be increased to encourage additional development? How tall should future development be - a) Maintain current height allowances at 60 feet (5-story buildings); b) Increase heights to 90 feet (8-story buildings); c) Increase heights up to 160-250 feet (high-rise buildings).

- Taller / high rise are ok on a portion of the area ***
 - More affordable housing, would taller buildings create more units
 - Step down height limits near housing
 - West of Fabian at the Adobe creek area should not have towers may want pedestrian crossings
- Low rise near residential – tapered down to existing residential
 - Midrise housing



- Concern: w/ focus on mostly housing could create traffic
- Road to rise up to create area for bikes
- Several group members agree with residential with supporting retail and amenities
- Senior housing is needed
- Townhomes would limit amount of housing
- Senior housing continuous care
- Open to high-rise near freeway
- Group generally supported of residential + retail + Amenities
- Some support for increasing height to 90 ft
- Concerns with FEMA and building on the flood plain

Small Group Discussion: Land Use Alternatives - CTI (Commercial St., Transport St., Industrial Ave.) Sub Area

Q.1: What land uses should be allowed? Only residential with supporting retail and amenities, or a mix of residential and office?

- Palo Alto and Mountain view
 - Should have the same zoning for CTI Parcel so that it can be one concept and more seamless
- Parks inside not on the main street
 - Site diversity and distributed
- Art
- Concerns about losing existing businesses + Light Industrial – add / keep maker space or light industrial.
- Smaller blocks with walkways no cars
- Negotiate more community amenities in negotiating new developments
- Alta walk connection then connect to adobe creek and connect the schools without touching Charleston – adobe creel bike way
- Office and Commercial that is not being rented
- Live / work with apartment with co workspace as a community amenities – add a sense of community
- What is happening with Cubberley
- Keeping kids away from cars
- Consolidate open space For Kids to not run into Charleston – so they run in the central area

Q.2: What is your preference for outdoor spaces? Larger consolidated outdoor space or smaller distributed ones? Located along E. Charleston or in interior?

- Need retail along Charleston



Q.3: How tall should future development be? a) Maintain current height allowances at 90 feet (8-story residential, 6-story office); b) Increase heights up to 160-250 feet (high-rise buildings); c) Allow additional height for office only in certain locations within the CTI sub area.

- Split amongst the heights
 - Some High rise on 101
 - Keep residential away from 101
 - Need to understand the market for High rise residential
 - Remaining 80/90 feet of residential
 - Some want 60ft
- Bike bridge over 101 and San Antonio Rd
- Improve access to Caltrain
- Needs more than bikes

Small Group Discussion: Mobility Strategies + Mobility Alternatives: San Antonio Road

Q.1: Do the mobility strategies align with project goals for ped-bike safety? Are there any additional ideas or concepts we should consider? Do you agree with the proposed improvements for Section A that improves access to the Baylands and across San Antonio Road?

- All in agreement – Prioritize activities before 101 is redone

Q.2: Of the three alternatives for Section B of San Antonio Road, which one do you think best supports mobility goals?

- 1 easy fix , not as safe for bikes but separates ped and bike
- 2 concerns about ped + Bike in same area
- 3 ideal if starting from scratch and if money + time were not considered
- Prioritize 3,2,1

Q.3: Do you agree with improvements to Section C and enhanced access to Caltrain?

- Charleston + San Antonio Road needs to be fixed

Q.4: Are there any additional mobility ideas or concepts we should consider?

- Underpass is challenging – needs to be fixed
- Fix alma and SA for bikes



APPENDIX

Posters + Handouts

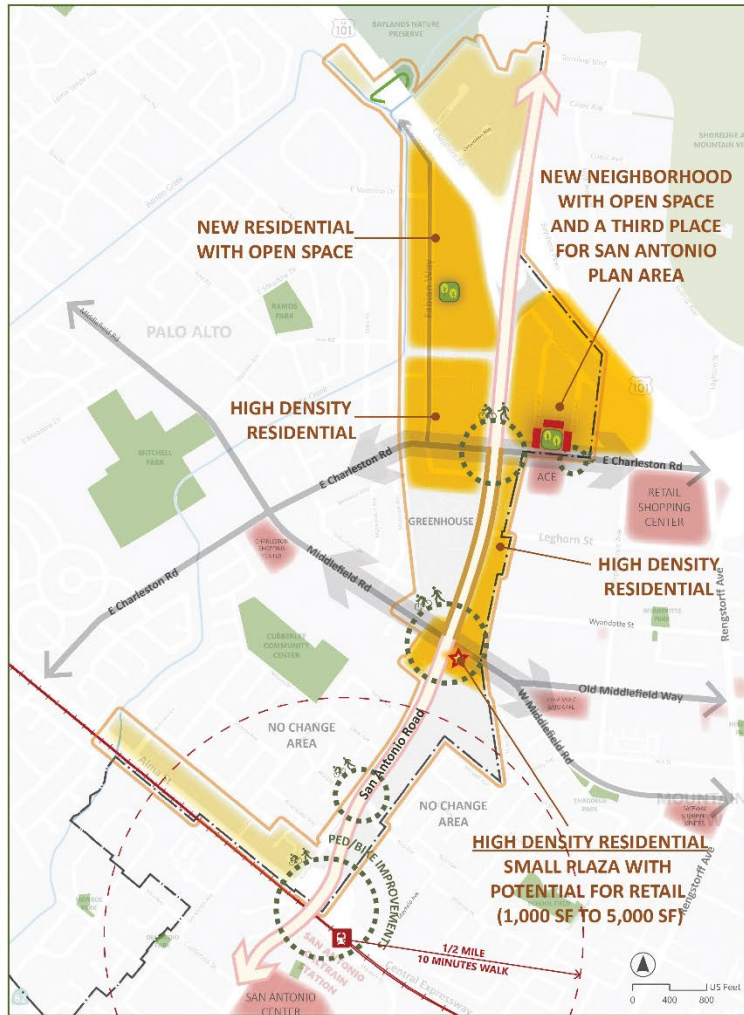
There were posters and handouts on display and on the tables during the presentation for people to take a closer look at the presentation content. The posters and handouts had the same content as the presentation so that attendees can follow along or make their own notes to understand the proposed alternatives for the Plan Area.

The posters and handouts were also an opportunity for participants to ask questions and share ideas and reflections in an informal manner and provide the opportunity for one-on-one discussions with the project team.

There were 11 posters organized in following order:

- Vision and Design Strategy (2 posters/handouts)
- Sub Area Alternatives (1 poster/handout)
- North Fabian Sub Area (1 poster/handout)
- CTI Sub Area (3 posters/handouts)
- Mobility Strategies (1 poster/handout)
- San Antonio Road Alternatives (3 posters/handouts)

VISION + DESIGN STRATEGY



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**

Vision Statement

San Antonio Road is 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.

Land Use and Outdoor Space Priorities

- Identify and focus on "areas of change" within Plan Area
- Create new mixed-use neighborhoods, and residential infill on San Antonio Road
- Prioritize outdoor space and other amenities as part of new development.
- Create smaller, pedestrian-scaled blocks to promote walkability

Mobility Priorities

- Improve pedestrian-bike safety on all streets and intersections
- Improve streetscape character through landscaping, tree canopy, shade
- Improve connections to Caltrain, schools, and other destinations
- Ensure walkability and connectivity as part of new development



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Design Strategy: Land Use

Goals

- Create new residential/mixed use neighborhoods along Fabian Way and the CTI area (Commercial St., Transport St., and Industrial Ave.)
- Add new multifamily residential along San Antonio Road and potential opportunity sites
- Preserve established residential neighborhoods and allow for incremental new development
- Evaluate redevelopment opportunities for areas around Alma St. and San Antonio Ave. and potential impacts of SB 79



Design Strategy: Outdoor Space

Goals

- Create new outdoor spaces to serve existing and new residential neighborhoods
- Increase park access, aiming for all Plan Area residents to be within a 10-minute walk of an outdoor space
- Improve ped-bike connections between parks and neighborhoods, public buildings, retail and other amenities
- Co-locate retail and services with new open spaces to create “third places”



Access to Parks

Design Strategy: Mobility

Goals

- Improve bicycle and pedestrian facilities along San Antonio Road
- Create safety improvements at major intersections along San Antonio Road.
- Create new, walkable blocks in areas with significant redevelopment – CTI and North Fabian Way
- Create new connections, where possible, between neighborhoods and San Antonio Road
- Improve pedestrian and bicycle connections to the Caltrain station from San Antonio Road and adjacent neighborhoods

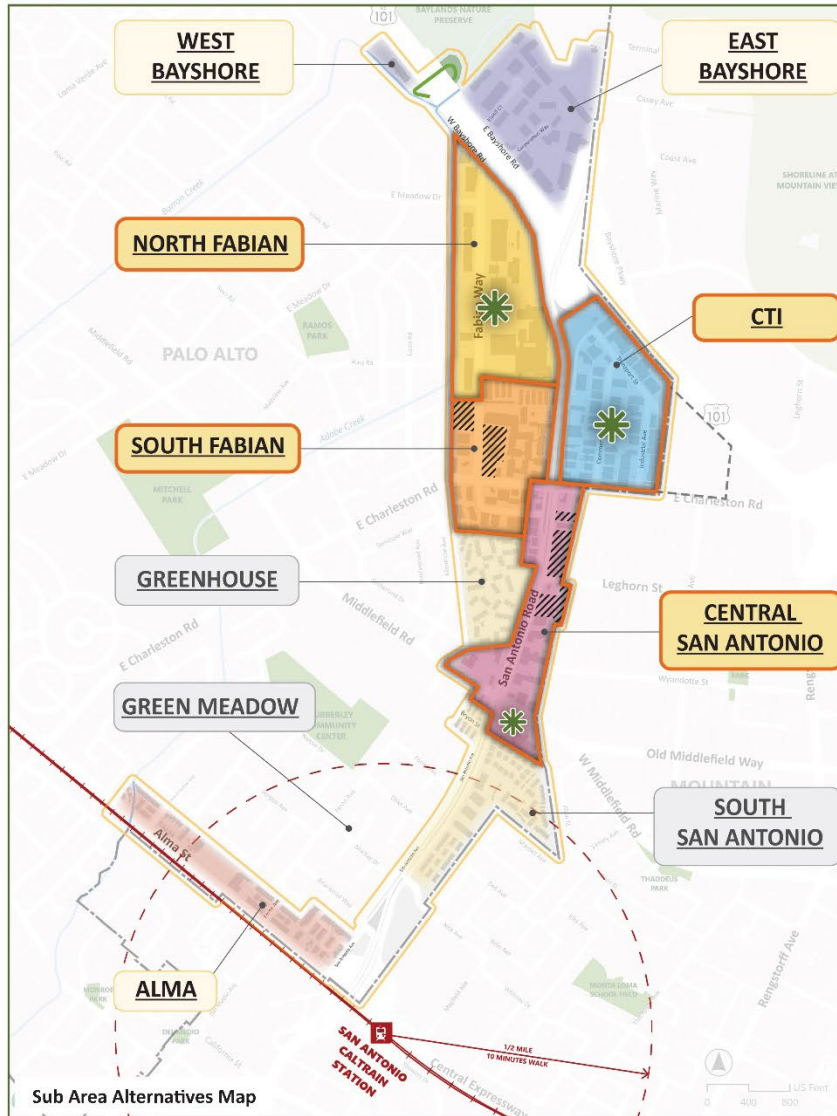


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SUB AREA ALTERNATIVES



Areas of Change

- Areas with the greatest potential for new development
- Can create new neighborhood-serving amenities like outdoor space and retail
- Sub-areas: **CTI, North Fabian, South Fabian, Central San Antonio**

Areas Of Stability

- Built out areas with low redevelopment potential
- Allowed land uses and intensities will remain the same except for within 1/2 mile of Caltrain station
- Sub-areas: **South San Antonio; Greenhouse; East Bayshore; West Bayshore**

Alternatives focus on 2 areas: CTI and North Fabian



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NORTH FABIAN SUB AREA



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Existing Character

- Large Maxar industrial facility (24.5 acres)
- Office buildings with recent conversions to private schools
- Inadequate bike facilities and traffic calming to serve new uses



Design Strategies & Priorities



Focus future redevelopment of the 24.5-acre Maxar site

- Opportunity for a mix of housing types (townhouses and apartment buildings); potential for 700 to 1,500 units
- Create walkable block structure connecting to Fabian Way
- Create publicly accessible parks and outdoor spaces
- Connect to bike path at US-101 interchange, for ped/bike access to CTI and North Bayshore

Land Use Options

- Allow only residential
- Allow a mix of residential and flex office/incubator/R&D along US-101

Height Options

- No change to allowed heights (60 feet)
- Allow increase heights to 90 feet (mid-rise buildings up to 8 stories)
- Allow heights up to 160-250 feet (high-rise buildings). Tie extra height to additional outdoor space and other amenities.

Density Options

- Maintain allowed densities (townhomes likely in today's market)
- Increase allowed densities and/or set a minimum density to encourage more housing



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CTI SUB AREA



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Existing Character

- Proximity to US-101
- Low-density office and industrial uses
- Small parcel sizes
- A property owner has aggregated parcels, but they are non-contiguous
- **7.2 acres** of Housing Element Sites
- Approx. **25.8 acres** of potential future development sites



Design Approach

The strategy for this area is to create a cohesive and complete neighborhood over time with new open spaces and neighborhood-serving retail. Just south of the CTI sub area, in Mountain View, a developer is proposing a project with 488,100 sf of office and 476 units on the shopping center site.

Design Opportunities

- Create a cohesive mixed-use neighborhood
- Create new outdoor space(s)
- Create opportunity for retail/ services/food + beverage
- Connect to Mountain View development *
- Improve ped/bike connections to San Antonio
- Improve streets and increase tree canopy

* Just south of the CTI sub area, in Mountain View, a developer is proposing a project with 488,100 sf of office and 476 units on the shopping center site.



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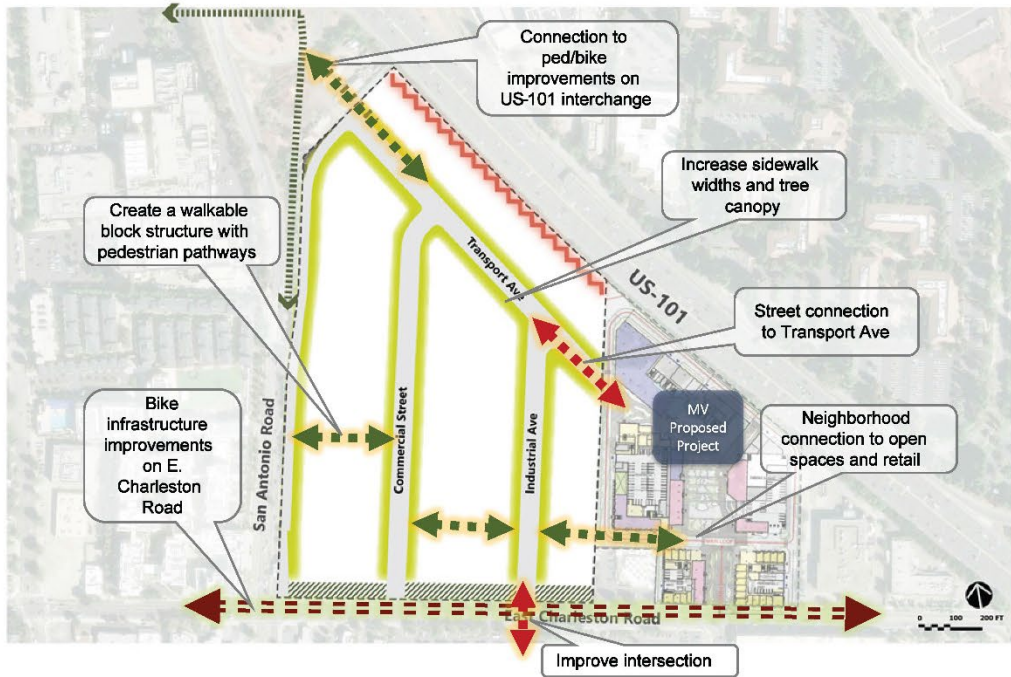


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Mobility Strategies



Outdoor Space Design

A. Plaza/Park on E. Charleston Road



B. Internal Park/Plaza



C. One Large Park



D. Linear Parks on Expanded Setbacks



Challenge of small parcel sizes with multiple owners. Larger project that consolidates lots can help provide a larger outdoor space.

Design Considerations

Location: Fronting E. Charleston Road or along an interior street?

Size: 1-3 acres parks/plaza plus pedestrian pathways?

Configuration: One larger space, or several smaller ones? How about linear greens?



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CTI - LAND USE ALTERNATIVE

A. Residential Only

- Residential with some supporting retail (no change to allowed uses)
- 5 to 8-story buildings (60-90 ft)



Trade-offs

A. Residential only (90 ft: 8-story)

What it provides:

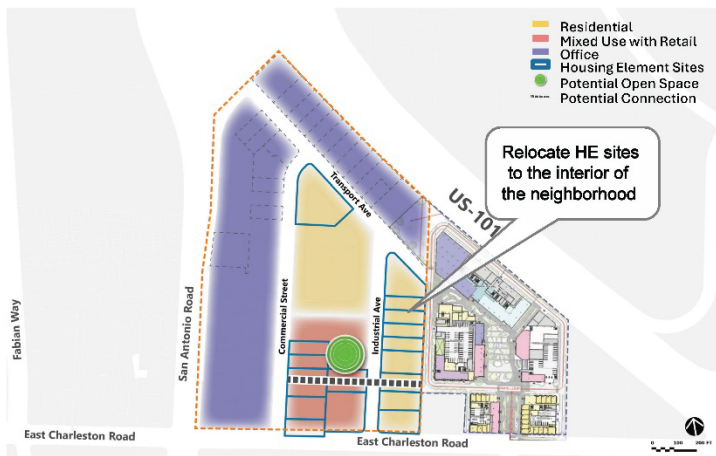
- Allows mid-rise residential buildings, feasible in current market conditions
- Could result in some retail and amenities

Things to consider:

- Potentially fewer community benefits
- HE sites remain along US-101
- Development less certain, could be slower

B. Residential and Office

- Allow office in addition to residential
- Up to 8-story residential, 6-story office (90 ft)
- *Could consider high rise: residential up to 160-250 ft; 170 ft for office proposed in Mountain View project*



Trade-Offs

B. Residential and office (90 ft: 8-story residential, 6-story office*)

What it provides:

- Higher profit from office can be used to fund parks, mobility improvements
- Office along US-101 provides a buffer for residential in the interior
- Mixed-use development will better support retail, services.
- New housing may be delivered sooner.

Things to consider:

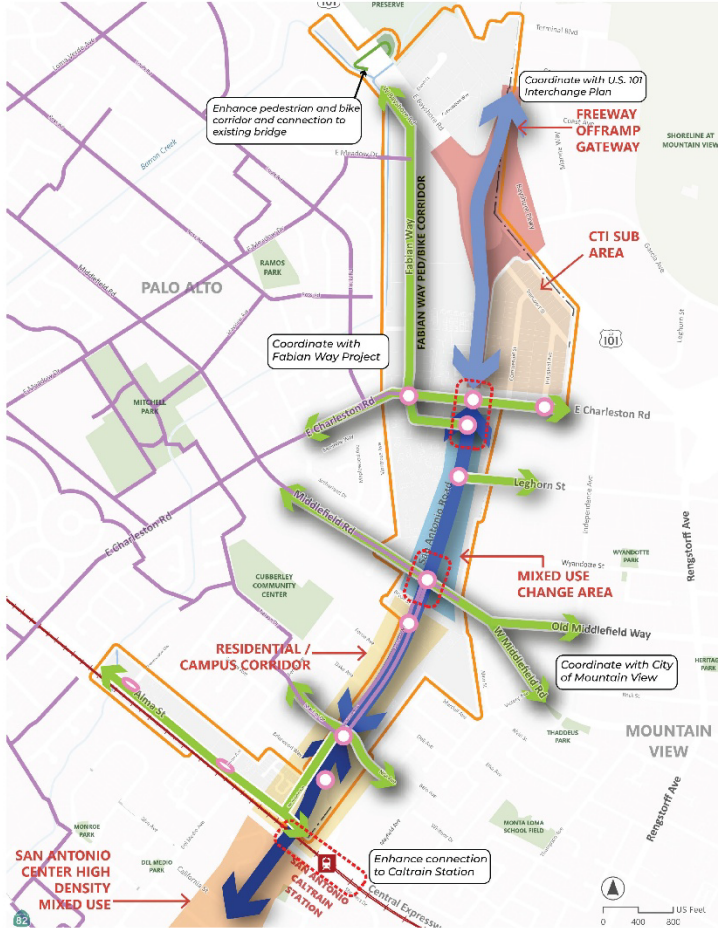
- Office use may add to traffic congestion
- HE sites would need to be relocated



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Mobility Goals

- Build on prior and current planning efforts: consider recommendations of 2026 BPTP, US-101 interchange project)
- Prioritize safe connections to schools, parks, retail and transit
- Create comfortable walking and biking experience along and across San Antonio Road
- Consider increase in vehicle and truck traffic related to new development in Mountain View and Palo Alto

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 & 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.



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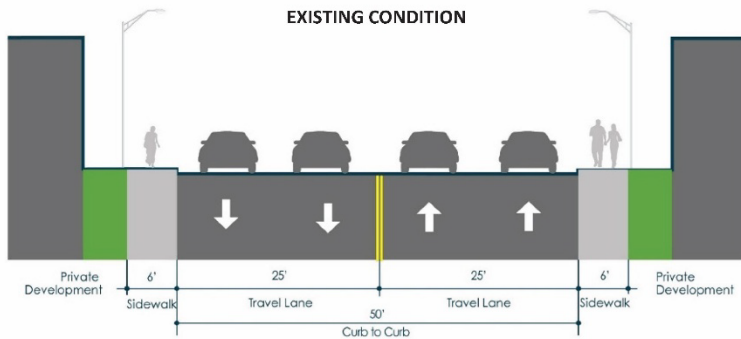


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San Antonio Road is almost 2 miles long within the Plan Area. Existing character and priorities change from one section to the next. Mobility improvements are presented for San Antonio Road as three separate sections:

- **Section A: East of Charleston Road**
- **Section B: Charleston Road to Middlefield Road** (*Area of anticipated change and redevelopment and has three alternatives*)
- **Section C: West of Middlefield Road**

A. East of Charleston Road



Existing Condition

- Narrow sidewalk
- No protected bike lanes

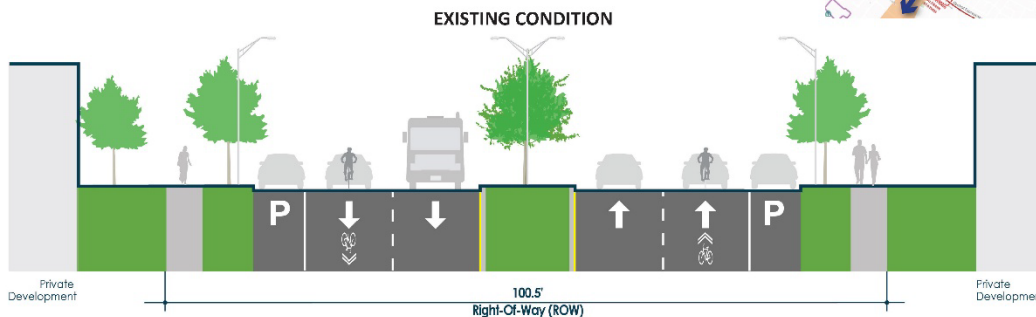
Strategies

- Ped-bike improvements to connect neighborhoods north and south of San Antonio
- Ped-bike connection to Fabian Way, coordinated with US 101 interchange project
- Improved connectivity to Baylands

B. Charleston Rd to Middlefield Rd

Existing Condition

- Anticipated new housing with several pipeline projects
- Designated as a "high-stress street" for biking, with no protected bike lanes. Truck traffic and congestion throughout the day
- 2026 BTPP recommends separated bikeways, intersection improvements



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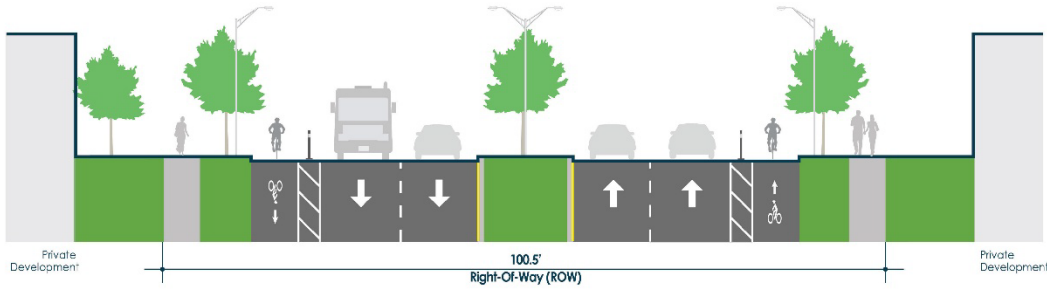


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Alternative 1 - Charleston Rd to Middlefield Rd

At-grade one-way bike lanes on north and south side

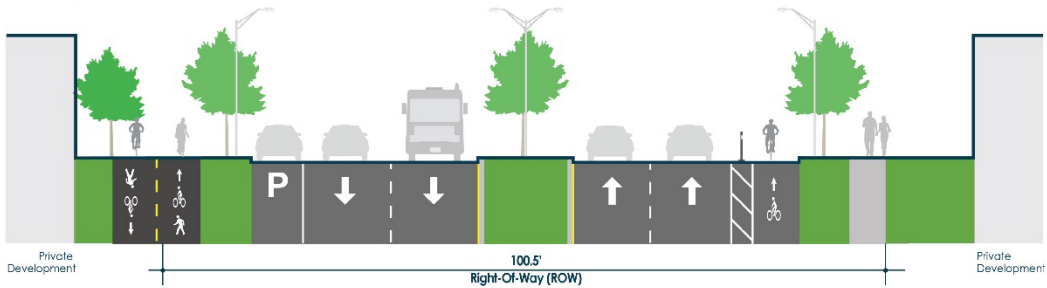
- One-way bike lane on each side, at grade
- No change to existing curbs, median or existing trees
- Parking removed from both sides



Alternative 2 - Charleston Rd to Middlefield Rd

Two-way, grade-separated shared-use path on north side, one-way at-grade bike lane on south side

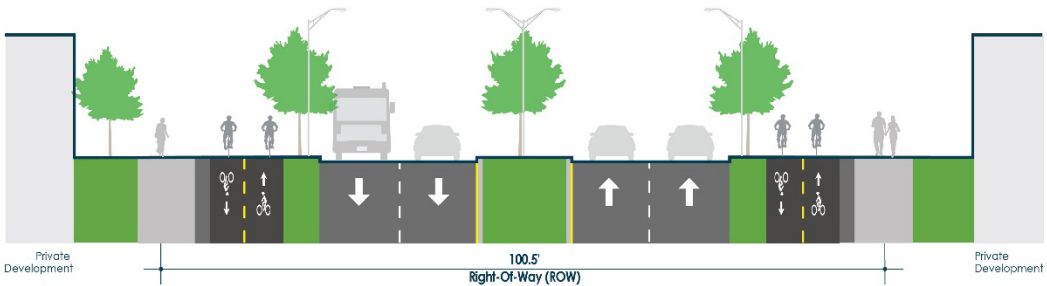
- Shared-use path with high-quality bike facility on the north side
- One-way bike lane on the south side, at grade
- No change to existing curbs, median
- Parking retained on one side



Alternative 3 - Charleston Rd to Middlefield Rd

Two-way, grade-separated bike paths and wider sidewalks on both north and south sides

- High-quality bike and pedestrian facility on both sides
- Requires moving of curbs, no change to median
- Requires relocation of significant utilities, existing trees, and infrastructure
- Removes parking on both sides



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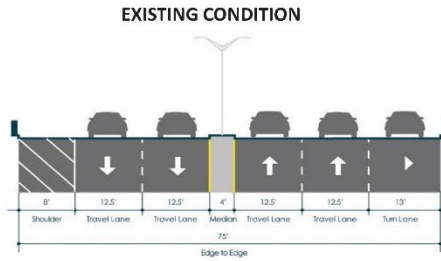
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SAN ANTONIO ROAD

C. West of Middlefield Road

Existing Condition

- No protected bike facilities on San Antonio Road overpass
- Bike-ped connections to Caltrain challenging and unsafe
- Potential for improvements on San Antonio Ave, McKay Dr, Nita Ave to provide Caltrain access



Strategies

- Create low-stress bikeways on San Antonio Avenue, Alma St
- Improve intersections at Nita Ave to connect to Mackay Dr.
- Provide mobility hub at/near Caltrain station

- Suggested Routes to School
- Enhance bicycle and pedestrian crossing improvements
- Potential Mobility Hub Location



San Antonio Avenue

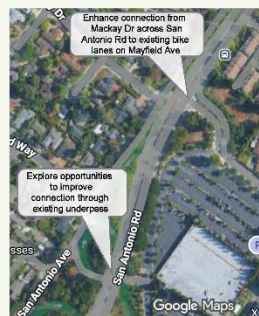
San Antonio Avenue can become a low-stress bikeway connecting to neighborhoods and Caltrain



Improving Access to Caltrain

Partner with Mountain View and Alphabet to strengthen existing connections to Caltrain

- Enhance connection from Mackay Drive across San Antonio Road to Nita Ave/ Mayfield Avenue
- Explore opportunities to improve connections through existing underpass
- Simplify San Antonio Avenue / Briarwood Way intersection



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Small Group Table Personas

There were six tables with a persona assigned to each table. Participants were encouraged to reimagine themselves as the persona to see how the proposed alternatives might impact the persona; and how that may differ from their own responses. Facilitators took notes on flipchart paper and sticky notes documented below.


Personas included the following:

We live in the Alma area. I drive for occasional trips but prefer using a bike to take my kid to daycare at the JCC and local parks. I take Caltrain to work.




Single parent with toddler

I live in the North Fabian area with housemates. I have a hybrid schedule and drive to work in Redwood City. I try to stay active in my social life and prefer to take transit.




Young disabled person

I live alone in the CTI neighborhood. I have been an active biker since college and enjoy rides to Baylands on the weekends. I also volunteer at local institutions. I take Caltrain to work in San Francisco.




Mid-career person with no kids

I am a longtime resident of Central San Antonio but I have been struggling with limited mobility. I want to be able to walk or take transit for daily errands, such as visiting the JCC and shopping at Crossroads.



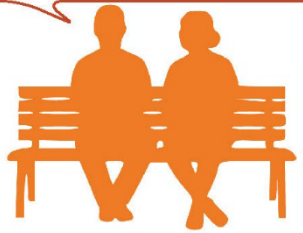
Senior citizen

We live in the CTI area. Our kids bike to the local school. I drive to work on Highway 101, and my partner takes the bus or carpools to Mountain View.



Working couple with school-age kids

We have been living in the Central San Antonio area. We prefer to walk, take transit and use carshare since we do not have a car. We enjoy volunteering locally, and visit friends and family in the area to stay active.



Retired couple

Notes for each table are as follows:



Fabian

Publicly accessible park needs to be open, not gated

Connected open spaces

Hard to walk here to JCC
- no direct access
- no walk way/sidewalks

Better access to Caltrain

Shuttle?

More accessible retail

Coffee shops ~~near~~ retail near open spaces

Mixed use, provide options, multiple daycares

Car share opportunities

Park/coffee shop

Shade in open spaces

Make Fabian open space (entirely)

Pedestrian, Bike pathways (need to make walkers feelsafe)

More affordable housing → would taller buildings create more units

Small frequent parks

Short blocks are helpful for young kids

CTI

I want trees next to the road, and plants on the other side of the sidewalk to create a natural corridor

Office - this is one of the best places in the city for office b/c of its proximity to the freeway

Why build more office? Will it be occupied?

The park could be built next to a park in the mountain view development to create a bigger park together

Would like Community bike shop here

Maybe office

Redeveloped bus to Caltrain

Want a walkable neighborhood

Open space interior, not on major road (safety)

Office if we get something good

The park should have dense trees because it is very sunny here

Flexibly designed buildings

Ped/bike off San Antonio through office block

Charleston Rd here is bad road

The park should be on the interior to protect the noise

Mobility

Mobility hub would be great

Undercrossing is cool

Alt 3 for Charleston to Middlefield

Using San Antonio Ave is good idea

Some of Charleston → Middlefield already has no parking

Wrong way cycling is a big risk w/ch → M Alt 2/3

Design 1 is cheapest (\$) & best for cyclists (ch → M)

Alternative 3 is by far the best to improve mobility and use overall

Pedestrians need to be protected from bicycles

We live in the Alma area. I drive for occasional trips but prefer using a bike to take my kid to daycare at the JCC and local parks. I take Caltrain to work.



Single parent toddler



Discussion #3/4 (Mobility Strategies)

→ Concern expressed about removing parking.
 → More VTA on San Antonio to Los Altos.

* Section A: Concern about biking in the area. Unclear about need to access area w/ bikes.
 * Section B:



Discussion #2 (CTI)

* Make office space near ~~101~~ 101 to buffer for housing units.
 * Concern about housing right next to 101.
 * Office space in less desirable areas.

* Mix of different types of housing at the site.
 ↳ town homes, apts.
 * Someone suggested smaller, multiple units.
 * Preference for interior for parks / open spaces.

* Support for San Antonio Ave to make it more bike friendly. Add bike infrastructure. More lighting.
 * Hear

Discussion #1 (Land Use Alts + North Fabian)

Land Use Alt + N. Fabian
 * One large highrise could create more open space.
 * Need Bridges across San Antonio.

Land Use Alt + N. Fabian
 Concern: w/ focus on mostly housing could create traffic.
 * ~~Deep~~ Road to rise up to create area for bikes

* Several group members agree w/ residential w/ supporting retail & amenities.
 * Senior housing is needed. ↓
 * Townhomes would limit amount of housing.

* Senior housing continuous care.
 * Open to highrises near freeway.
 * group generally supportive of residential + retail + amenities.

* Some support for increasing height to 90ft.



ES Volunteers
(Office of
Emergency Services)
Community/Neighbors

CTI
- Display easy
Business
- Can some be mustard

- Need to find conference
rooms along street
level
- Kids need grade
separation along
SATR to be safe
(4th 3rd) avoid of
adults comfortable
on Alt 2

- Open to office
Buildings
- Parks that allow
for recreation
- Interior parks: show
gravel
- Restaurants

CTI and North town
Enough population to
attract grocery store?
[like one
in the strip]
Currently Charlotte Ctr.
St. Antonio / ECR

Dangerous crossing
- Child care facilities
important
- Would like
to be included
in

- Concern about Highway
U: Sid conflict
- Enough development
for Retail
- Amish
- Impact of traffic from
New Development

- Transit in North
but housing sites
placed in the same
C Plan Area
- important to build
community in these
Redevelopment
Areas

- South Side of the
Road: Two way cycle
Track needed
- High speeds for
velocities dangerous
for cyclists
- Too many lights on
South side of SATR
- Need more grade
separated crossings

- School access
Concern via Bike
- Intersections
- Visibility

- Less Interchange
Project or Build
Connection to allow
Bike access between
① CTI
② North Palomar
③ E meadow
Bike Network
- Tap into
Network

- Where do people
live who work
in mixed use
areas

- What other uses
complement Residential
& promote walking/
Biking

We live in the CTI area. Our
kids bike to the local school. I
drive to work on Highway 101,
and my partner takes the bus
or carpools to Mountain View.



Working couple with
school-age kids

NORTH FABIAN

Live in the E Chum around Fabian.
- High Rise
- Towers are 6-7 stories
- there is a little Ball that can increase in height & add to the open space then connect to

Types of stores in the walkable
- Supermarket
- chain on foot
- medical offices
- clothes
- cafes

MIXED USE
- Retail @ the GROUND.
- w/ more low rise for open space.
- more midrise housing

West of Fabian Adobe creek area
Should not have towers may want bridges - not too many crossings.

Fabian the little Ball doesn't have an open space South Fabian
- Design have to specify the Retail you need w/o a car.

How Restrictive Can we get w/ set back uses & services OR will be a lawsuit.

VANCOUVER
Balance open space height + bottom
- PEOPLE who are here are not impaired
- PLEASEING to be

CTI AREA

CTI - 70yr was a light Ind next to it was single family - IDLER

High RISE in the area - not next to Low Resi.
- more open/amenities
- Concierge office
- Vacant office
- vacant

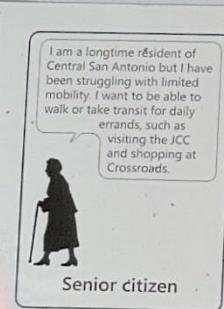
El Camino + San Antonio is not being redeveloped
- worried office site
- Live/work w/ BART w/ connect spaces
- add a sense of community

PALO ALTO + MV.
- Same zoning for CTI parcel so part it can be ONE concept - be seamless.

Need to understand the market for development of High Rise Resident

RECOMMEND more Community Mentation in New Development projects

CURBERTLY?
What is happening



TRANSPORTATION
- NEEDS more than BIKES
- Consider the hybrid & need
- Report Reque

Alta walk connection then connect to adobe creek & connect the schools w/o touching Charleston.
- PERFECT BIKELANE

Keep the kids away from HAWK cars.

Consolidate OPEN SPACE for kids to not run into Charleston.
- So they run in the central area

MOBILITY STRATEGY

Should v/t have a Bus from BAYland to ~~near~~ LOS ALTO
- More than just middlefield

- WALKING BIKELANE SEPARATED from BIKES
- Bikes divider from the car
- El Camino Real

MORE BUS Service on SAN ANTONIO Road.
- MORE frequent service

MORE Greenery for AIR Quality
- Lights
- benches*
ALT-THREE
- Clear sightlines
- NO PARKING
- Separate BIKELANE
- BUT expensive

Avoid - Charleston Fabian for walking
- In more central
El Camino Real was a example
- Charleston is hard to turn.



①

- Mixed use
- Retail
- Parks

Residential on top
 Office/Retail on bottom.

OK with high rise on Highway 101.

Motor

★ Retail must be developed in this area.
 Grocery store

Step down Height limit near houses!

② CTI

- OK with high rise on Highway 101.
- Office/Retail/Residential
- Parks (not on main street)
- We don't want children running into a busy street.
- More pocket parks & greenways.
- Want art & parks.
- Keep residential away from Highway 101.
- 80-90 feet height limit
- Shuttle to Caltrain
- Bike overpass over San Antonio.
- Smaller blocks with walkways between
- Maker's Space

③

A. Prioritize activities before 101 is remodeled.

We need both a bike & walk path.
 We love Alternative 3.
 Love bike separation.

- Please improve Charleston & San Antonio for pedestrians & bikes.
- Please improve Alma & San Antonio for pedestrians & bikes.

I live alone in the CTI neighborhood. I have been an active biker since college and enjoy rides to Baylands on the weekends. I also volunteer at local institutions.
 I take Caltrain to work in San Francisco.



Mid-career person with no kids



NORTH FABIAN



CTI

MOBILITY/TRANSPORTATION

More small retail that I can walk to.

LIVE WORK BALANCE

We need light industrial in Pt both as a tax base and to serve the community

Make parking adjacent the "door" of people who cars is unattractive

The people who design bike lanes should actually try using them

Can't Alt 3 but it's bike lane idea is inside

Consider Bryant Bike Boulevard as a good model for bike travel

This is the least worst price to cram lots of housing (assuming people can come and go)

Residential + Supporting retail only
We are out of balance w/ more jobs than homes.

Interior open space

Mixed use w/ retail @ street level

You call? Consider putting housing above light industrial

Muhly: fix concrete no drainage (2" deep) gentle grades etc etc maintenance is the key!

Suburban part same as Alt 2, good w/ no you get suburban w/ no out

ACT. 1 WITH ONLY GREEN STRIPING NOT POLYNEOS

We have a Championship in the neighborhood housing problem. Do we really have a housing problem? (Alt 1) last 2amp park

Are you ever allowed to develop in a 100 year flood plain? What about FEMA?

MIXED USE

One large space - 1st floor for retail/office use (e.g. yard space)



MUST address traffic before increasing height / wants

I hate polydecks bike lanes, especially on Chulavita Cor and bike riding towards and away from each other (don't do that!!!) transition is worse!

Traffic signals should be all adaptive signals

Remove parking from San Antonio

Put park along Green Street. I think this is safe.

90 FT

MUST make cloverleaf for 101/San Antonio to improve traffic flow

Understand about "perfect" bike lanes, but streets are narrow or hard to navigate for "seniors" REMOVE PARKING ON SAN ANTONIO

Alt for 3, but only one direction for bike
Bike and Alt don't mix. Every time I see San Antonio Alt 3 there has been some issues

Retail + Residential I'm not sure why we want office space

If you rezone, developers will build most profitable = not the housing we need.

Hgt rise along freeway - Acts as buffer - Less overall impact to community - nice view

80 FT MAX.

Mixed-use alt 6
- Residential
- Live-work
- Retail/Restaurants
- Park is always welcome

too much space waste on median
Pref Alternative 3 w/increase use of e-bikes, need to separate bike from walking/pedestrian

fully support improvements to Section C bike/walk to Cal train

Is Maxar going anywhere???

Need low to moderate income housing units this will help to reduce traffic

Don't like affluence residential - too much traffic when kids are commuting

Big BUILDINGS NEED PARKING SPACE PER BEDROOM

