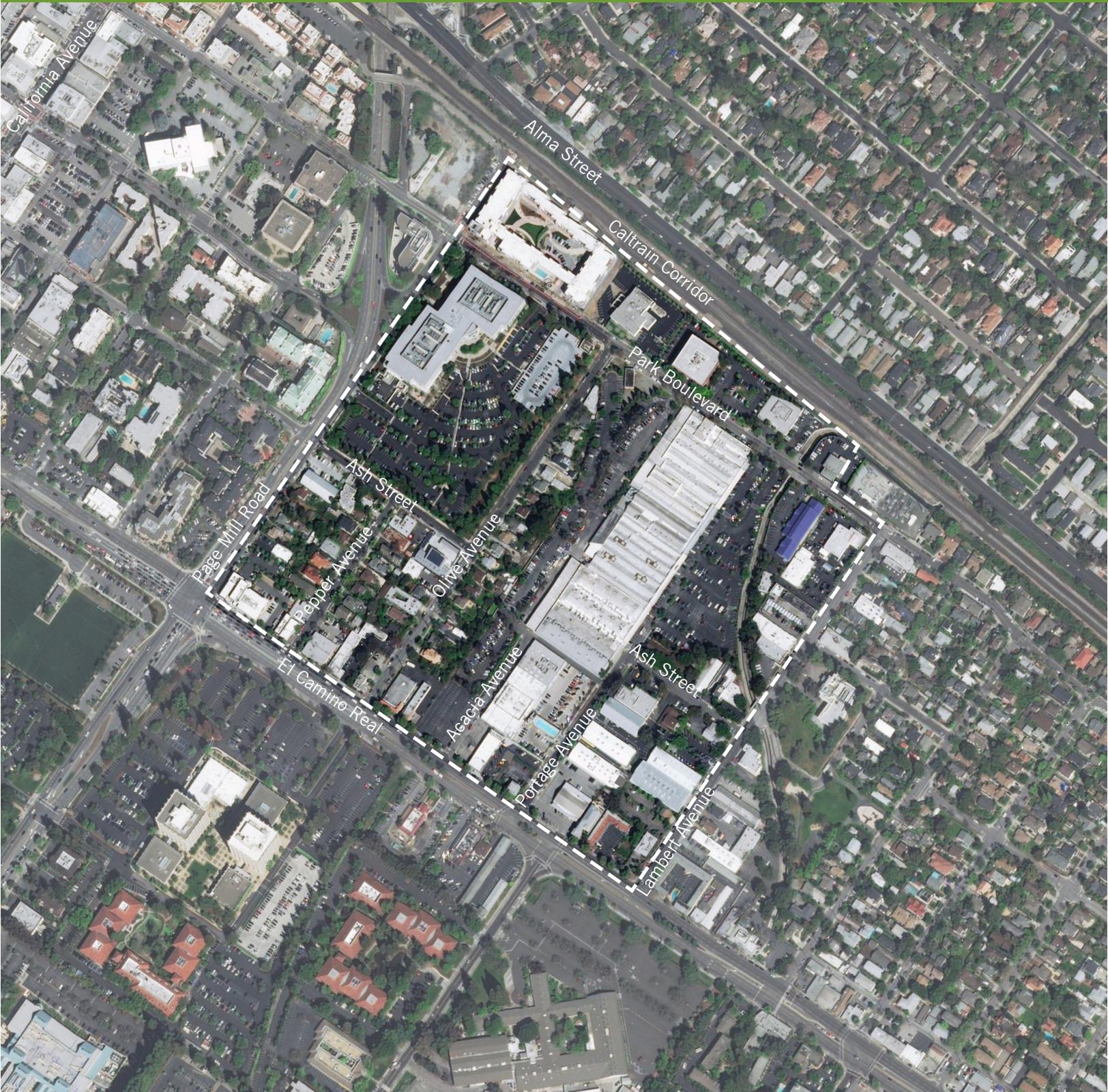


# NORTH VENTURA COORDINATED AREA PLAN

## WORKING GROUP BOOKLET





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# 01 Project Background: Regulatory Framework

## WHAT IS A COORDINATED AREA PLAN (CAP)?

The process for implementing a coordinated area plan is set forth in Palo Alto Municipal Code (PAMC) Title 19, Chapter 19.10.

Coordinated Area Plans (CAPs) are similar to “precise plans” or “specific plans” (terminology used in other jurisdictions and State law) and provide both policy and regulations for development within a specific area. Consistent with PAMC requirements, the final deliverables expected as part of the CAP process include the following components:

- Plan Objectives and Plan Goals
- Site Context and Policies
- Site Plan and Land Uses
- Development Standards and Criteria
- Architectural and Site Design Objectives and Standards
- Transportation Connections and Improvements
- Capital Improvements and Implementation Measures

A financial feasibility analysis of site alternatives will be an important part of the planning process, as will a transportation study, urban design studies, and community engagement strategy.

## EXISTING CAP

The South of Forest Area (SOFA) CAP is the City’s only existing CAP. This plan was completed in two parts. The first phase was completed in March 2000 and addressed the redevelopment potential of approximately 50 acres adjacent to downtown Palo Alto. Redevelopment opportunities in this area were triggered in large part by the relocation of the Palo Alto Medical Foundation from the SOFA to El Camino Real.

The second phase of the SOFA plan focused on nine blocks (approximately 19 acres) within this area that were experiencing significant redevelopment in the early 2000s. Adopted in 2003, the SOFA II plan took three years to complete and both the planning process and the outcome are viewed favorably.

Portions of the SOFA planning process will serve as a precedent for future CAPs, including the North Ventura Coordinated Area Plan (NVCAP) described here.

## NORTH VENTURA CAP

In 2008, the City designated a Priority Development Area (PDA) as part of a program established by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) to prioritize areas for transportation funding throughout the region. The Palo Alto PDA contains approximately 95 acres and is located roughly between El Camino Real and Alma Street, and College Avenue and Lambert Avenues.

The California Avenue/North Ventura area was selected as a PDA based on excellent access to transit, the proximity of the existing California Avenue Business District, and the availability of underutilized parcels of land.

Palo Alto’s 2030 Comprehensive Plan adopted in November 2017 calls for the preparation of a CAP for the North Ventura area within this PDA. This area includes the large site currently occupied by Fry’s Electronics and a portion of the Matadero Creek. Together with the surrounding parcels, this site holds great potential for a walkable neighborhood with multifamily housing, ground floor retail, a public park, creek improvements and an interconnected street grid. It should guide the development of the California Avenue area as a well-designed mixed use district with diverse land uses and a network of pedestrian-oriented streets.

## FUNDING

The Valley Transportation Authority (VTA) has awarded Priority Development Area (PDA) grant funding in the amount of \$638,000 to the City of Palo Alto for preparation of a CAP for the northern part of the Ventura neighborhood. In compliance with the grant requirement, the 11.47% local funding match requirement will be achieved with \$112,000 in private funds provided by the Sobrato Organization. The Sobrato Organization has also agreed to provide an additional \$138,000 to fund the environmental review process.

## **COMPREHENSIVE PLAN POLICIES & PROGRAMS**

**Policy L-1.7:** Use coordinated area plans to guide development, such as to create or enhance cohesive neighborhoods in areas of Palo Alto where significant change is foreseeable. Address both land use and transportation, define the desired character and urban design traits of the area, identify opportunities for public open space, parks and recreational opportunities, address connectivity to and compatibility with adjacent residential areas; and include broad community involvement in the planning process.

**Program L4.10.1:** Prepare a coordinated area plan for the North Ventura area and surrounding California Avenue area. The plan should describe a vision for the future of the North Ventura area as a walkable neighborhood with multifamily housing, ground floor retail, a public park, creek improvements and an interconnected street grid. It should guide the development of the California Avenue area as a well-designed mixed use district with diverse land uses and a network of pedestrian-oriented streets.

# 01 Project Background: Goals and Objectives

The City Council approved the following objectives and goals to guide the NVCAP on March 5, 2018.

## PROJECT GOALS

1. **Housing and Land Use:** Add to the City's supply of multifamily housing, including market rate, affordable, "missing middle," and senior housing in a walkable, mixed-use, transit-accessible neighborhood, with retail and commercial services, open space, and possibly arts and entertainment uses.
2. **Transit, Pedestrian and Bicycle Connections:** Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain station, Park Boulevard and El Camino Real.
3. **Connected Street Grid:** Create a connected street grid, filling in sidewalk gaps and street connections to California Avenue, the Caltrain Station, and El Camino Real where appropriate.
4. **Community Facilities and Infrastructure:** Carefully align and integrate development of new community facilities and infrastructure with private development, recognizing both the community's needs and that such investments can increase the cost of housing.
5. **Balance of Community Interests:** Balance community-wide objectives with the interests of neighborhood residents and minimize displacement of existing residents.
6. **Urban Design, Design Guidelines and Neighborhood Fabric:** Develop human-scale urban design strategies, and design guidelines that strengthen and support the neighborhood fabric. Infill development will respect the scale and character of the surrounding residential neighborhood.
7. **Sustainability and the Environment:** Protect and enhance the environment, while addressing the principles of sustainability.

## PROJECT OBJECTIVES

1. **Data Driven Approach:** Employ a data-driven approach that considers community desires, market conditions and forecasts, financial feasibility, existing uses and development patterns, development capacity, traffic and travel patterns, historic/cultural and natural resources, need for community facilities (e.g., schools), and other relevant data to inform plan policies.
2. **Comprehensive User Friendly Document and Implementation:** Create a comprehensive but user-friendly document that identifies the distribution, location and extent of land uses, planning policies, development regulations and design guidelines to enable development and needed infrastructure investments in the project area.
3. **Guide and Strategy for Staff and Decision Makers:** Provide a guide and strategy for staff and decision-makers to bridge the gap between the goals and policies of the Comprehensive Plan and individual development projects in order to streamline future land use and transportation decisions.
4. **Meaningful Community Engagement:** Enable a process with meaningful opportunities for community engagement, within the defined timeline, and an outcome (the CAP document) that reflects the community's priorities.
5. **Economic Feasibility:** A determination of the economic and fiscal feasibility of the plan with specific analysis of market place factors and incentives and disincentives, as well as a cost-benefit analysis of public infrastructure investments and projected economic benefits to the City and community.
6. **Environmental:** A plan that is protective of public health and a process that complies with the requirements of the California Environmental Quality Act.

## CONSULTANT ROLE

A consultant team has been selected to assist in the preparation of the NVCAP document, help facilitate community working group meetings, and to provide expertise in the following areas: urban design, community outreach and facilitation, economic/fiscal analysis, transportation planning and analysis, and environmental analysis. The consultant team includes the following members:

### Master Planner and Urban Design Lead:

Perkins + Will

### Transportation Planner:

Arup

### Economics/Real Estate:

Strategic Economics

### Community Engagement:

Plan to Place

### Civil Engineering:

BKF

### Environmental Planner:

David Power and Associates

## ENVIRONMENTAL REVIEW

The NVCAP that results from this process will be reviewed under the California Environmental Quality Act (CEQA) prior to adoption by the City Council. Pending project-specific technical analyses, the City anticipates that an Addendum to the Comprehensive Plan Final Environmental Impact Report (2017) would be the appropriate level of environmental review for the NVCAP. The NVCAP may also require review under the National Environmental Policy Act (NEPA) should any potential issues be found, due to the federal source of grant funding.

## TIMELINE

The NVCAP planning process is expected to take approximately 18 to 24 months. Community Working Groups will convene and consultant briefing and research will begin in October 2018. The resulting plan is expected to be substantially complete by 2019 and adopted by City Council in 2020.

## Project Initiation

### OCTOBER - DECEMBER 2018

- Background Conditions Study
- Working Group Meetings

## Community Engagement & Analysis

### JANUARY - APRIL 2019

- Community Engagement
- Visioning and Alternative Evaluation Workshops
- Development of Alternatives
- Comparison of Alternatives

## Draft CAP

### MAY - DECEMBER 2019

- Preferred Plan and Program
- Coordinated Area Plan Report
- Economic Analysis
- Draft and Final EIR

## Final CAP

### JANUARY - APRIL 2020

- PTC and City Council Hearings & Adoption

*\* All milestones and dates are subject to modification*

*\* Regular check-ins with City Council throughout the process*

## 02 Community Engagement: Working Group

### WORKING GROUP ROLE

The NVCAP Working Group (WG) will play a crucial advisory role to Palo Alto Planning and Community Environment (PCE) Department staff, the Planning and Transportation Commission (PTC), and the City Council during the North Ventura Coordinated Area Plan (NVCAP) planning process. As a conduit for the community sentiments, the WG is encouraged to consider and present the interests of the community, participate in open communication among various stakeholders, and help advance the planning process cooperatively.

Consistent with PAMC Section 19.10.030, the WG, comprised of residents, business owners, property owners, and community representatives will meet regularly to provide valuable insight from their constituencies on a wide variety of key considerations related to existing conditions, project vision, and policy developments related to the NVCAP.

It is anticipated that the group will meet monthly or every other month from October 2018 through December 2019. WG meetings will be open to the public and subject to the Brown Act.

### WORKING GROUP COMPOSITION

The WG is made up of fourteen (14) individuals and two alternates. The group's composition is intended to represent a diversity of interests and expertise, including homeowners and renters, people of different ages and cultural backgrounds. The WG includes:

- Residents living within the planning area boundaries or the greater North Ventura neighborhood;
- Business owners and local employees working or owning a business within the planning area boundaries or nearby (mix of small and larger businesses);
- Property owners (large and small properties);
- City residents with expertise in urban design, housing development, environmental planning, transportation, or land economics;
- Planning and Transportation Commission (PTC) Member;
- Architectural Review Board (ARB) Member; and
- Parks and Recreation Commission Member.

### COMMITTEE MEMBERS

#### Angela Dellaporta

Ventura Resident

#### Kirsten Flynn

Business Owner & Ventura Resident

#### Terry Holzemer

Mayfield Resident

#### Alex Lew

Architectural Review Board

#### Rebecca Parker Mankey

Ventura Resident & Local Employee

#### Gail Price

Barron Park Resident

#### Keith Reckdahl

Parks & Recreation Commission

#### Heather Rosen

Ventura Resident

#### Lund Smith

Property Owner

#### Yunan Song

Ventura Resident

#### Tim Steele

Property Owner

#### Doria Summa

Planning & Transportation Commission

#### Carolyn Templeton

Barron Park Resident & Local Employee

#### Siyi Zhang

Ventura Resident

### ALTERNATES

Waldek Kaczmariski

Ventura Resident

Lakiba Pittman

Ventura Resident & Business Owner

## **COMMUNITY PROCESS**

In addition to the WG, the planning process will include a comprehensive community outreach program to provide opportunities for meaningful input through the planning process. Activities are likely to include, but not be limited to:

- Meetings with stakeholder groups to solicit input early on in the process. Stakeholders include, but are not limited to, business in the plan area, property owners, residents from adjacent neighborhoods, resident groups, and affinity/advocacy groups representing youth, affordable housing, bicycle coalition, environmental representatives, etc.
- Community workshops to provide opportunities for community members to share ideas, respond to study results and other findings, and weigh in on the vision and emerging policies of the plan. These meetings may include walking tours, formal workshops, and/or other community events.
- Study sessions with decision-makers at key milestones to check in about key findings and draft policies. At least one regular meeting during the first half of the scheduled working group tasks will be conducted as a joint meeting with the City Council, as per Section 19.10.030(b)(2)(B) of the PAMC.

The City will develop educational materials, a project website, and a mailing list that can be used by neighborhood groups and other community organizations to solicit broad community input and keep community members engaged in the process.

## 03 Self Guided Tour: Site Map

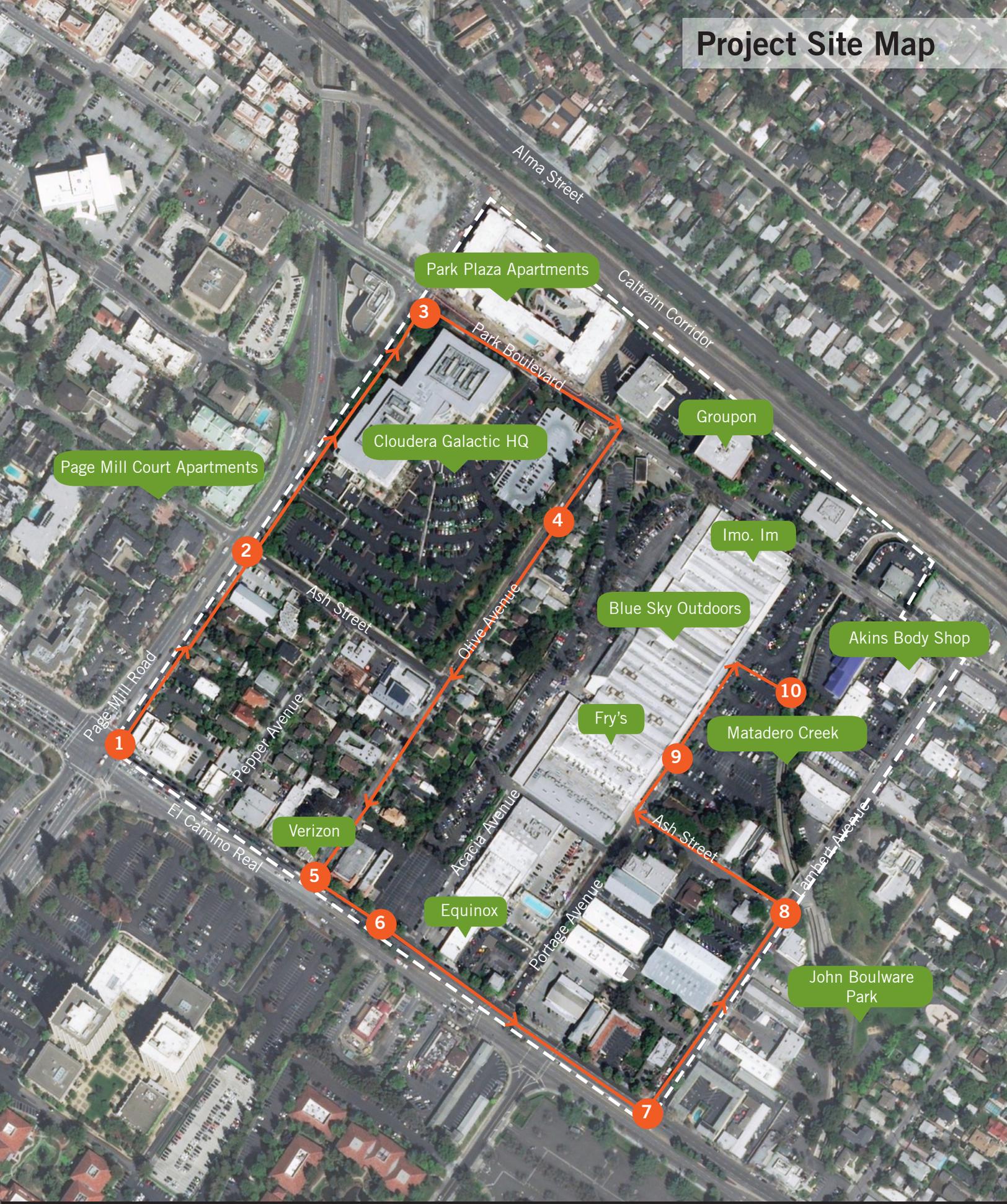
### **DEFINING THE SITE**

The NVCAP site is approximately 62 acres and is bordered by the Caltrain corridor to the northeast, Lambert Avenue to the southeast, El Camino Real to the southwest, and Page Mill Road to the northwest. The NVCAP is roughly centered on Fry's Electronics, which occupies the largest parcel within the NVCAP site. Additional parcels within the NVCAP site boundary include single-family residential, multi-family residential, service commercial, research/office, and light industrial uses.

Key connections to transit include Caltrain to the north and bus lines to the west and south operated by the San Mateo County Transportation Authority (Samtrans) and the Santa Clara Valley Transportation Authority (VTA). The NVCAP site is adjacent to the Stanford Research Park Employment District and retail centers on California Avenue and El Camino Real.

Although parcels within the NVCAP boundary are expected to redevelop over time, the NVCAP will provide comprehensive policy and regulatory guidance for land use, development standards, and design criteria.

# Project Site Map



Page Mill Court Apartments

Park Plaza Apartments

Cloudera Galactic HQ

Groupon

Imo. Im

Blue Sky Outdoors

Akins Body Shop

Fry's

Matadero Creek

Verizon

Equinox

John Boulware Park



--- SITE BOUNDARY

## WALKING TOUR

We invite you to share with us how you experience the North Ventura neighborhood and give feedback on what elements of the site you enjoy and your vision for what aspects could be improved. We anticipate the walking tour to take approximately one hour.

- 1 **Page Mill Road and El Camino Real:** As a potential gateway to the site, what public realm improvements would you like to see? This might include wider sidewalks, street trees, signage, improved pedestrian crossings etc.
- 2 **Page Mill Road and Ash Street:** For the surface parking lot at the corner of Ash Street and Page Mill Road, do you have any suggestions for improvements or other uses that you would like to see here?  
  
Notice the Page Mill Court Apartments across the street (outside project boundary); do you have any observations about the development scale in view of planning context applicable to NVCAP site?
- 3 **Page Mill Road and Park Boulevard:** What are your observations about the plaza at the southeast corner of Page Mill Road and Park Plaza? Do you have any suggestions for how the plaza use may be further enhanced? How does the experience of this street and open space compare the street and entry plaza across Page Mill Road?  
  
Notice the Park Plaza Apartments across Park Boulevard; how does the building and the ground floor retail impact the street? What other public benefits would you like to see with new development?  
  
**Park Boulevard:** What would you consider as successful ped-bike components of Park Boulevard? What improvements would you like to see?
- 4 **Olive Avenue:** How would you describe the experience of the street as it moves along various frontages from small business, to surface parking lot, to single-family residential? Are there ways to further improve the pedestrian experience along the street?
- 5 **Olive Avenue and El Camino Real:** Notice how Olive Avenue meets El Camino Real; could there be improvements made to this intersection? This might include wider sidewalks, street trees, signage, improved pedestrian crossings etc.
- 6 **El Camino Real:** Notice the surface parking lot; are there improvements or other uses you would like to see here?
- 7 **El Camino Real and Lambert Avenue:** How would you describe your experience as you've walked along El Camino Real from Olive Avenue to Lambert Avenue? How might this experience be improved? This might include wider sidewalks, street trees, signage, improved pedestrian crossings etc.
- 8 **Lambert Avenue and Ash Street:** Notice the small plaza and culverted creek at the southeast corner of Lambert Avenue and Ash Street? Are there any creek and open space improvements that could be considered as part of the CAP?
- 9 **Ash Avenue and Portage Avenue:** What do you like about the Fry's Electronics building? Are there other uses that you would like to see here? Do you have suggestions for improvement or uses for the adjoining surface parking lot?
- 10 **Matadero Creek:** How would you like to see the condition of and access to the creek improved?

## 04 Pocket Guide to Planning: Key Terms and Concepts

Please see the Palo Alto Comprehensive Plan and Municipal Code for additional definitions.

**ABAG:** Association of Bay Area Governments

**Affordable Housing:** Affordable housing can be defined many different ways by different communities or agencies. However, it is generally determined to be housing allocated by the government for individuals or families who meet specific annual income limits. In Palo Alto, these income limits are set by Santa Clara County and are updated annually to reflect changing costs of living in the area.

**Bike Boulevards:** Bike Boulevards go beyond traditional bike lanes to truly prioritize non-motorized transit. This includes significant traffic calming efforts such as speed humps and street plantings.

**Complete Streets:** Complete streets are shared by individuals using multiple modes of transportation, including pedestrians, bicyclists and motorists.

**CAP:** Coordinated Area Plans (CAPs) are similar to “precise plans” or “specific plans” (terminology used in other jurisdictions and State law) and provide both policy and regulations for development within a specific area.

**CEQA:** California Environmental Quality Act

**WG:** Working Group

**Dwelling Unit Density:** Dwelling unit density refers to the number of homes allowed per unit of land area, usually an acre. This means that areas with high dwelling unit densities may be well-suited for multi-family development, while areas with low dwelling unit densities may be better suited for single-family development.

**FAR:** Floor Area Ratio, or FAR, describes the size of a building allowed on a certain size lot. The larger the FAR, the larger the building is allowed to be in terms of square footage. Depending on other zoning requirements such as height restrictions and setbacks, buildings with high FARs tend to be taller or wider than buildings on the same size lot with lower FARs.

**Form Based Codes:** Form based codes extend beyond typical zoning to suggest not only two-dimensional planning practices, but also three-dimensional ones. This means that in addition to prescribing land uses and setbacks, they also dictate overall massing, architectural styles and more to ensure a new development’s compatibility with the surrounding area.

**Ground Floor Uses:** Ground floor uses describe street level programs in neighborhoods or new developments. Active ground floor uses, such as retail or restaurants, can create interesting streetscapes and promote walkability. Front stoops in residential developments can also help create a sense of safety.

**Mixed-Use Development:** Mixed-use developments contain more than one use. Often these include retail, commercial office and residential uses, among others.

**MTC:** Metropolitan Transportation Commission

**Municipal Code:** A municipal code is a city’s governing body of legislation. It contains laws which must be abided by at all times. Ordinances may be used to make amendments or additions to existing codes.

**NEPA:** National Environmental Policy Act

**NVCAP:** North Ventura Coordinated Area Plan

**Parking Ratios:** Parking ratios dictate the number of parking spaces required for a new development based on either the number of units or bedrooms for a residential project or the total square footage for a commercial project. Parking ratios tend to be lower near public transit.

**PAMC:** Palo Alto Municipal Code

**PCE:** Palo Alto Planning and Community Environment

**PDA:** A Priority Development Area (PDA) is a specific set of parcels identified with great potential for additional development or redevelopment. Cities generally establish PDAs to encourage the growth of development in an area such as higher density or mixed-use development. Many PDAs are also used to encourage transit-oriented development.

**Pedestrian Friendly:** Pedestrian friendly streets and communities create safe and inviting outdoor environments for individuals of all ages and abilities. Key features that contribute to pedestrian friendly places include wide sidewalks, crosswalks, street furniture, outdoor lighting, landscaping, clear signage and wayfinding, active ground floor uses and outdoor dining.

**PTC:** Planning and Transportation Commission

**PTOD:** The California Avenue Pedestrian and Transit Oriented Development (PTOD) Combining District is intended to allow higher density residential dwellings on commercial, industrial and multi-family parcels within a walkable distance of the California Avenue Caltrain station, while protecting low density residential parcels and parcels with historical resources that may also be located in or adjacent to this area.

**SOFA (CAP):** South of Forest Area Coordinated Area Plan

**TOD:** Transit oriented development is development located within close proximity (generally walking distance) of some sort of public transit.

**VTA:** Valley Transportation Authority

**Walkability:** Walkability depends on street designs, uses and access to public transit and amenities

**Zoning:** Zoning is used to ensure land use compatibility and to achieve desired densities and heights within a community. Zoning is used to implement policy. See Chapter 18 of Palo Alto's Municipal Code for details.

## 04 Pocket Guide to Planning: Relevant Plans & Documents

**Bike + Pedestrian Plan:** The Palo Alto Bicycle & Pedestrian Transportation Plan was adopted in July 2012. The Plan strives to address the unmet needs of existing and future Palo Alto bicyclists and pedestrians by identifying a network for all types of bicycle travel and recommending other key improvements – including education and encouragement programs – to make non-polluting travel a viable, everyday option for more people.

**Comprehensive Plan:** Also known as our general plan, the City's comprehensive plan set broad goals and visions for community growth and development over a number of years. Focus areas include everything from land use and transportation planning to sustainability and housing policies.

**Housing Element:** A Housing Element is a city's primary planning document to address its housing needs for the future. Through goals, policies and programs in the Housing Element, the City must demonstrate that it is able to provide housing opportunities to adequately meet its housing needs for all income levels. State law requires that all jurisdictions, including Palo Alto, adopt a Housing Element. Palo Alto's current Housing Element provides guidance for growth 2015-2023.

**Housing Work Plan:** The City of Palo Alto's Draft Housing Work Plan recommends concrete steps that can be taken during calendar years 2018 and 2019 to address issues related to housing production, affordability, and preservation in Palo Alto. Recommendations are based on a review of the City's past performance, goals for the future, and available resources, and take into consideration changes in State law.

**Palo Alto Municipal Code:** The municipal code covers everything from zoning to housing. Chapters 18, 19 and 20 are particularly relevant to the NVCAP project.

**Parks, Trails, Natural Open Space and Recreation Master Plan:** The Master Plan presents the vision for the future of Palo Alto's parks, trails, natural open space and recreation system, based on guiding principles, goals and concepts developed through a rigorous analysis of the existing system and a robust community engagement process. It builds on this framework with a set of

policies, projects and programs and recommendations for future renovations and capital improvements. It also includes guidance on how to prioritize future recreation, programming, environmental and maintenance investments to meet our community's changing needs and evolving demands for the next 20 years.

**SOFA:** The South of Forest Area Coordinated Area Plan (SOFA CAP) is Palo Alto's only existing CAP. This CAP provides planning policies, development regulations and design guidelines. The plan area addressed by this document includes approximately 50 acres generally bounded by Forest Avenue, Kipling Street, Addison Avenue and Alma Street. The SOFA CAP was completed in two phases.

**Urban Forestry Master Plan:** This 2015 plan looks beyond just planting street trees to address everything from canopy cover and composition to water usage and stewardship.

**Rail Corridor Study:** The Palo Alto Rail Corridor Study was initiated in 2010 as a component of the City's response to planned rail investments along the Caltrain rail corridor, specifically the California High Speed Rail project and potential modifications to Caltrain operations. The study area encompasses approximately 1,000 acres, and is bounded by Palo Alto Avenue on the north, San Antonio Road on the south, one half block east of Alma Street, and one half block west of El Camino Real. This includes much of the NVCAP site.

**El Camino Design Guidelines:** These guidelines address everything from lighting, signage and landscaping to parking and site plans for this busy traffic and retail corridor.

**South El Camino Real Design Guidelines:** These guidelines provide principles for public officials, developers, designers and the community with which to anticipate, evaluate and encourage appropriate development. The guidelines apply to new development and remodeling of building exteriors of properties along El Camino Real between Stanford Avenue and the southern city limit, including parcels within the NVCAP site.

# 04 Pocket Guide to Planning: Relevant Regulatory Changes

**Accessory Dwelling Unit Ordinance:** In response to new state policies, the Palo Alto City Council adopted a new Accessory Dwelling Unit (ADU) and Junior Accessory Dwelling Unit (JADU) ordinance on May 8, 2017. This ordinance allows ADUs and JADUs in all residentially zoned districts, including the Single Family Residential (R1) District. An ADU is a separate, self-contained small living unit with bathroom and kitchen facilities located on the same lot as a single family residence. A JADU is a unit with approximately 500 square feet of living space contained entirely within an existing single-family structure.

**Affordable Housing Overlay Ordinance:** Passed on April 9, 2018, this ordinance allows property owners and developers within the commercial zones highlighted below (including portions of the NVCAP) to apply for a zoning overlay that eases regulatory barriers to affordable housing. If approved for a specific parcel, the overlay could increase maximum building size, increase building heights, remove maximum dwelling unit densities and reduce parking ratios.

**Annual Office Limit Ordinance:** On May 21, 2018, the City Council voted to adopt an ordinance to perpetuate the existing interim regulations establishing an annual limit of 50,000 square feet of net new floor area of office and R&D uses within specified areas of the City. These areas include Downtown, the California Avenue area, and the El Camino Real Corridor (including the NVCAP site). The implementation of the annual office limit is consistent with the Comprehensive Plan's goals and objectives, including improving the jobs to housing imbalance by limiting the growth of employment-generating development.

**State Bill 35:** State Bill 35 is one of several new housing bills that became effective on January 1, 2018 and will affect the rate, type, and location of new multifamily housing projects. SB 35, the "by right" housing bill, allows housing developers to secure a streamlined (90-day) review process and significantly reduced parking for qualifying projects.



*Sites Affected by the Affordable Housing Overlay Ordinance*

## 04 Pocket Guide to Planning: Governing Bodies

The following four governing bodies will review and contribute to the content and development of the NVCAP as well as current and future development in the area. The final NVCAP document will need to be adopted by the City Council.

**City Council:** The City Council is the elected legislative body for the City of Palo Alto. The Council's current priorities include housing, transportation and the civic budget and finance. City Council appoints the ARB, PTC, PRC and HRB.

**PTC:** The Planning and Transportation Commission is composed of seven members who are current residents of the City of Palo Alto and provides advice and recommendations to the City Council on any matter pertaining to land use planning and transportation systems affecting the City.

**Parks and Recreation Commission:** The Parks and Recreation Commission is composed of seven members who are residents of the City of Palo Alto. The purpose of this Commission is to advise the City Council on matters pertaining to the activities of the Open Space and Parks Division and the Recreation and Golf Division (the two Divisions) of the Community Services Department, excluding daily administrative operations.

**ARB:** The Architectural Review Board is composed of five members, at least three of whom are architects, landscape architects, building designers or other design professionals. The Architectural Review Board is charged with design review of all new construction, and changes and additions to commercial, industrial and multiple-family projects.

**HRB:** The Historic Resources Board is composed of seven members and reviews proposed exterior changes to commercial and multiple-family buildings on the Historic Building Inventory.

More information and past and upcoming agendas for each of these governing bodies can be found on the City's website.

- <https://www.cityofpaloalto.org/gov/depts/cou>
- <https://www.cityofpaloalto.org/gov/boards>

# 05 Links and Resources

## 1. CITY OF PALO ALTO PLANNING AND COMMUNITY ENVIRONMENT WEBPAGE

[Planning and Community Environment Department](#)

<https://www.cityofpaloalto.org/gov/depts/pln/default.asp>

## 2. NORTH VENTURA COORDINATED AREA PLAN PROJECT WEBSITE

[NVCAP](#)

[https://www.cityofpaloalto.org/gov/depts/pln/long\\_range\\_planning/area\\_plans\\_and\\_studies/plans\\_and\\_studies\\_under\\_development/north\\_ventura\\_coordinated\\_area\\_plan/default.asp](https://www.cityofpaloalto.org/gov/depts/pln/long_range_planning/area_plans_and_studies/plans_and_studies_under_development/north_ventura_coordinated_area_plan/default.asp)

## 3. COMPREHENSIVE PLAN

[2030 Comprehensive Plan](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/62915>

## 4. ZONING CODE

[Palo Alto Municipal Code](#)

<https://www.cityofpaloalto.org/gov/depts/clk/municode.asp>

## 5. CITYWIDE PLANNING DOCUMENTS AND AREA PLANS

[SOFA I](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/25608>

[SOFA II](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/3607>

[Parks Master Plan](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/64161>

[Urban Forestry Master Plan](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/36187>

[Local Hazard Mitigation Plan](#)

<http://resilience.abag.ca.gov/wp-content/documents/2010LHMP/PaloAlto-Annex-2011.pdf>

## 6. DESIGN GUIDELINES

[El Camino Real Guidelines](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/19040>

[South. El Camino Real Guidelines](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/19041>

## 7. TRANSPORTATION

[Bicycle + Pedestrian Plan](#)

<https://cityofpaloalto.org/civicax/filebank/documents/31928>

[Rail Corridor Study](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/38025>

[Grand Boulevard Palo Alto](#)

[https://www.cityofpaloalto.org/gov/depts/pln/transit/transportation\\_projects/grand\\_boulevard\\_palo\\_alto.asp](https://www.cityofpaloalto.org/gov/depts/pln/transit/transportation_projects/grand_boulevard_palo_alto.asp)

[Connecting Palo Alto](#)

<https://pagradesep.com/>

## 8. HOUSING

[Housing Element \(2015-2023\)](#)

<https://cityofpaloalto.org/civicax/filebank/documents/37935>

[Affordable Housing Overlay](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/65180>

[Housing Work Plan](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/63027>

## 9. RELATED ORDINANCES

[Annual Office Limit Ordinance \(Ordinance # 5439\)](#)

<https://www.cityofpaloalto.org/civicax/filebank/documents/51037>

[Citywide Office and R&D Development Cap \(Ordinance # 5446\)](#)

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=56923.09&BlobID=66534>

## 10. TECHNICAL RESOURCES

[BuildingEye](#)

<https://paloalto.buildingeye.com/planning>

## 11. OUTSIDE AGENCY DOCUMENTS

[Grand Boulevard Initiative](#)

<https://grandboulevard.net/>

[Caltrain General Information](#)

<http://www.caltrain.com/main>

[Caltrain Electrification](#)

<http://www.caltrain.com/projectsplans/CaltrainModernization.html>

[VTA](#)

<http://www.vta.org/>

[SamTrans](#)

<http://www.vta.org/>

[2018 Stanford General Use Permit](#)

<https://gup.stanford.edu/>

[California Planning Guide: An Introduction to Planning in](#)

[California](#) (Governor's Office of Planning Research 2005 Edition)

[http://opr.ca.gov/docs/California\\_Planning\\_Guide\\_2005.pdf](http://opr.ca.gov/docs/California_Planning_Guide_2005.pdf)

[California High Speed Rail](#)

<http://www.hsr.ca.gov/>

\*Links to all the above documents are available at the project website under the [NVCAP Resources Page](#) section at [https://www.cityofpaloalto.org/gov/depts/pln/long\\_range\\_planning/area\\_plans\\_and\\_studies/plans\\_and\\_studies\\_under\\_development/north\\_ventura\\_coordinated\\_area\\_plan.asp](https://www.cityofpaloalto.org/gov/depts/pln/long_range_planning/area_plans_and_studies/plans_and_studies_under_development/north_ventura_coordinated_area_plan.asp).



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