



UNIVERSITY AVENUE STREETSCAPE

Stakeholder Working Group

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November 13, 2024

www.cityofpaloalto.org/UniversityAveStreetscape

AGENDA

- Welcome and Introductions
- Overview of Stakeholder Polling and Survey Results
- Review Streetscape Concept Plan
- Downtown Updates
- Project Timeline and Next Steps



Stakeholder and Community Polling Results

Stakeholder Working Group Polling Results (9/10/24)

- **70%** agreed with the Council approved Goals, **50%** agreed with the Council approved Vision.
- **60 %** preferred option B (Q9) “Full Scope between High and Cowper Streets and Reduced Scope between Cowper and Webster Streets with a budget of about \$43 +/- million.
- Seating and Public Gathering Spaces, Landscaping, and Bike Parking selected as **top 3** sidewalk corner elements.
- Lytton Plaza, High Street Gateway, and Centennial Alley selected as **top 3** focal gathering spaces.
- Interpretive history and technology exhibits, History walk, and Gateway elements identified as **top 3** ways to highlight Palo Alto as “Birthplace of Silicon Valley.”
- **75%** said special events should be held between Ramona and Waverley Streets.
- **42%** selected frequency of special events as between two and five times a year, **25%** selected between six and ten times a year.

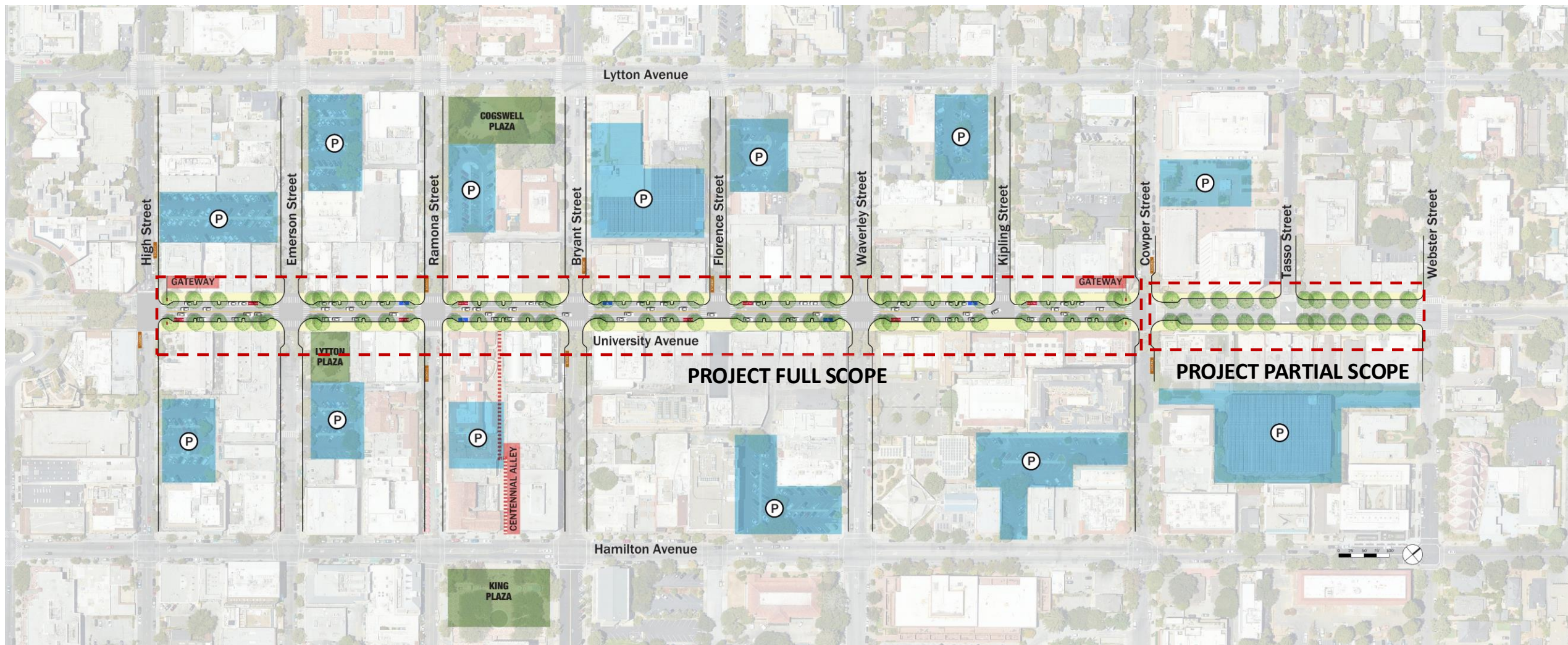
Results Community Survey

As of November 7, 2024, 156 responses to the online survey. Of those, about 21% identified themselves as Palo Alto residents. A summary of responses below.

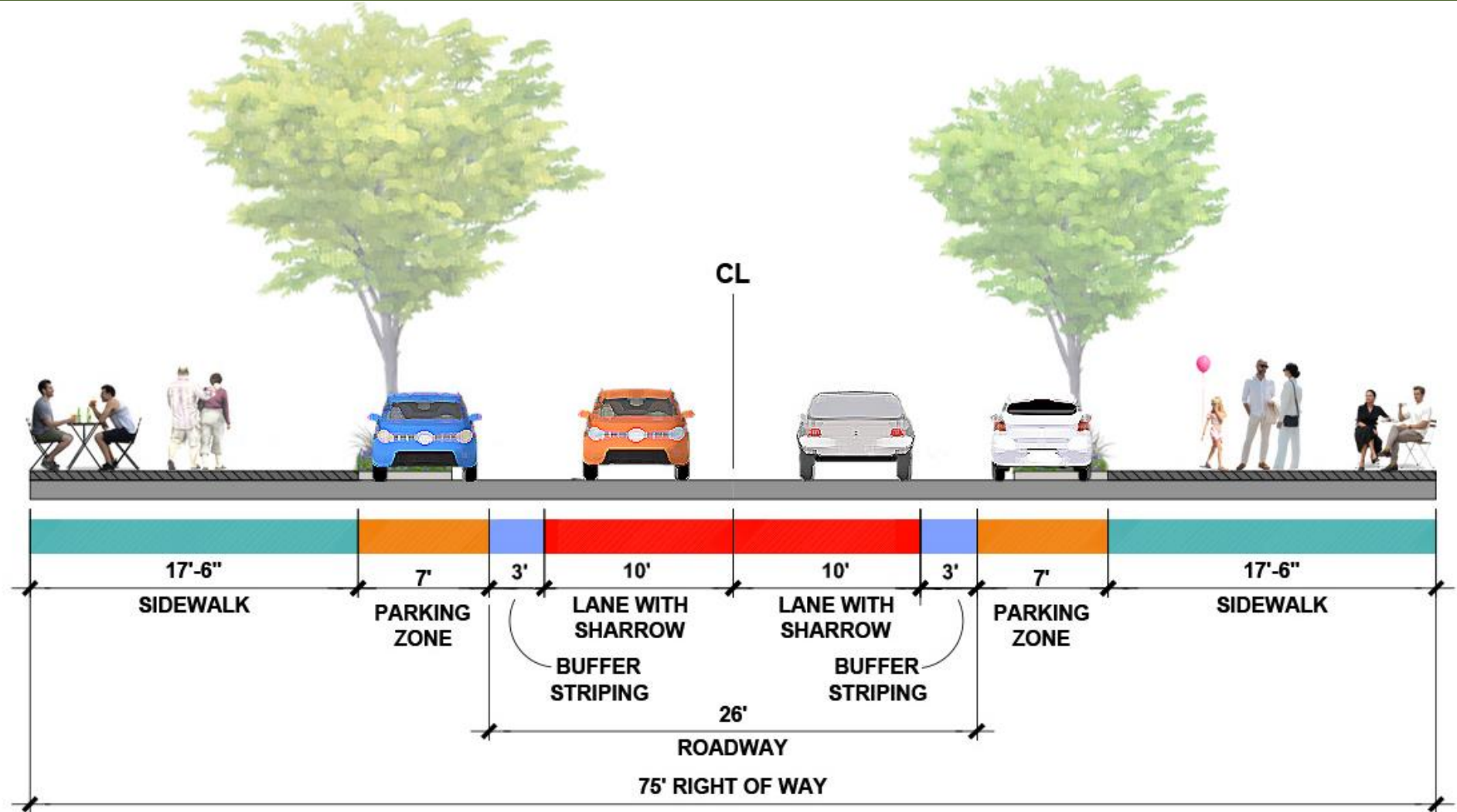
- Improving the pedestrian experience and creating outdoor opportunities for dining and retail identified as the **top two** priorities for this project.
- Landscaping, Bike Parking, and Seating and Public Gathering Spaces identified as **top three** elements for extended sidewalk corners.
- Lytton Plaza, Historic Ramona Street, and Centennial Alley identified as **top three** locations for focal gathering spaces
- Murals, Special Events, and History Walk identified as **top three** elements to best highlight Palo Alto as the Birthplace of Silicon Valley

PROPOSED STREETSCAPE CONCEPT

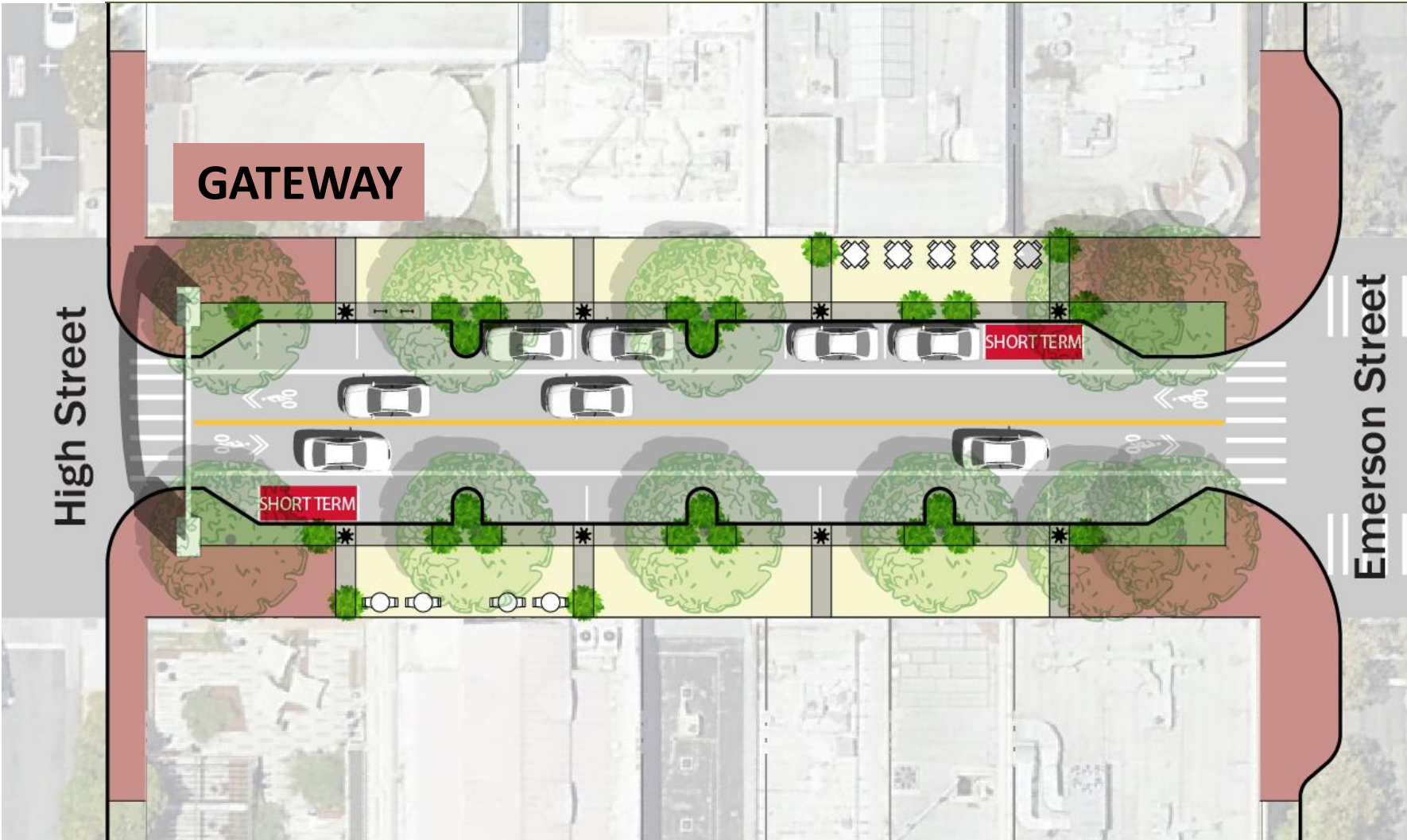
PROPOSED STREETSCAPE CONCEPT



CONCEPT PLAN: Typical Section between High and Cowper Streets

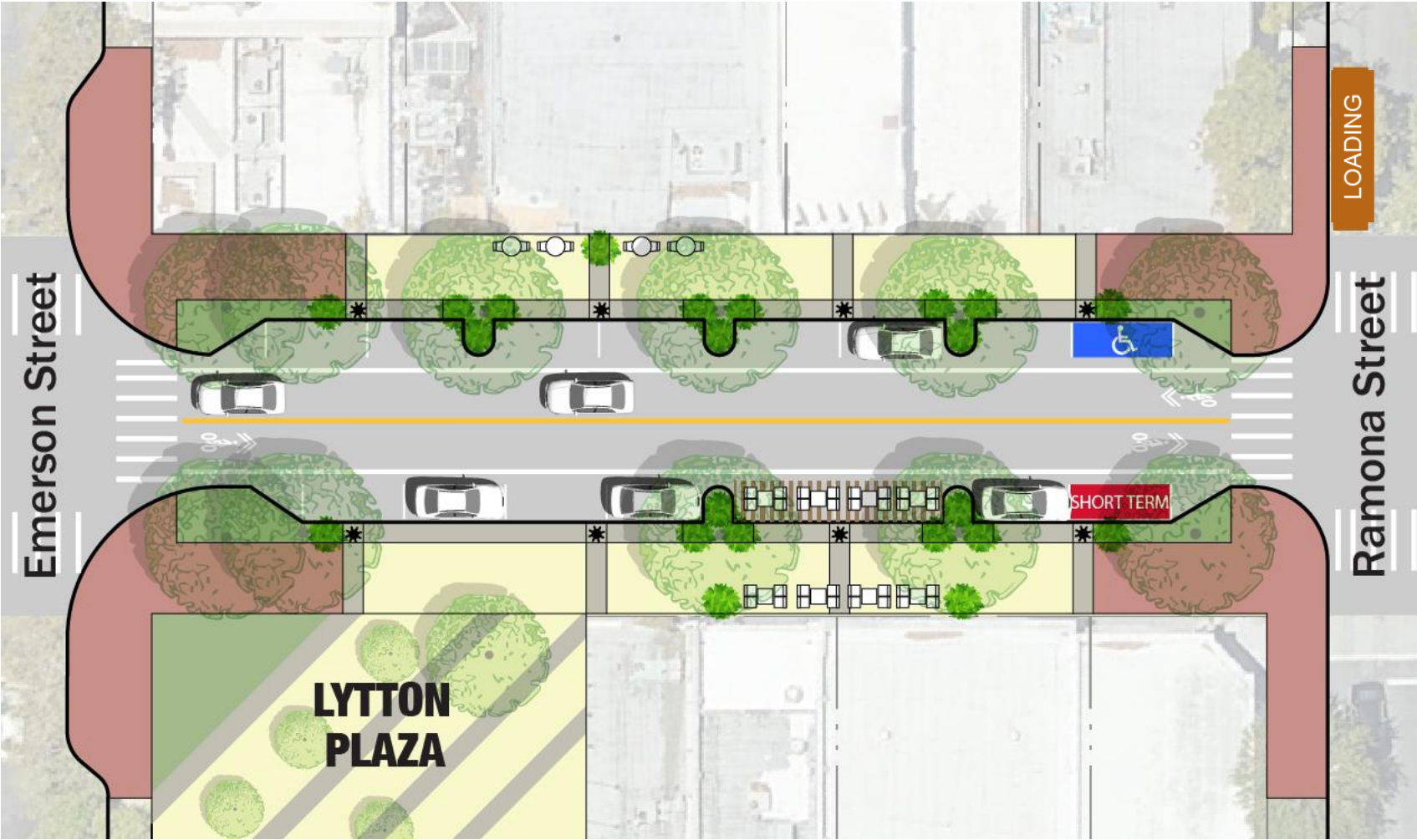


CONCEPT PLAN: Between High and Emerson Streets



Item	Number
Existing Parking	20
Proposed Parking	16
Existing Parklets	0

CONCEPT PLAN: Between Emerson and Ramona Streets



Item	Number
Existing Parking	18
Proposed Parking	16
Existing Parklets	1

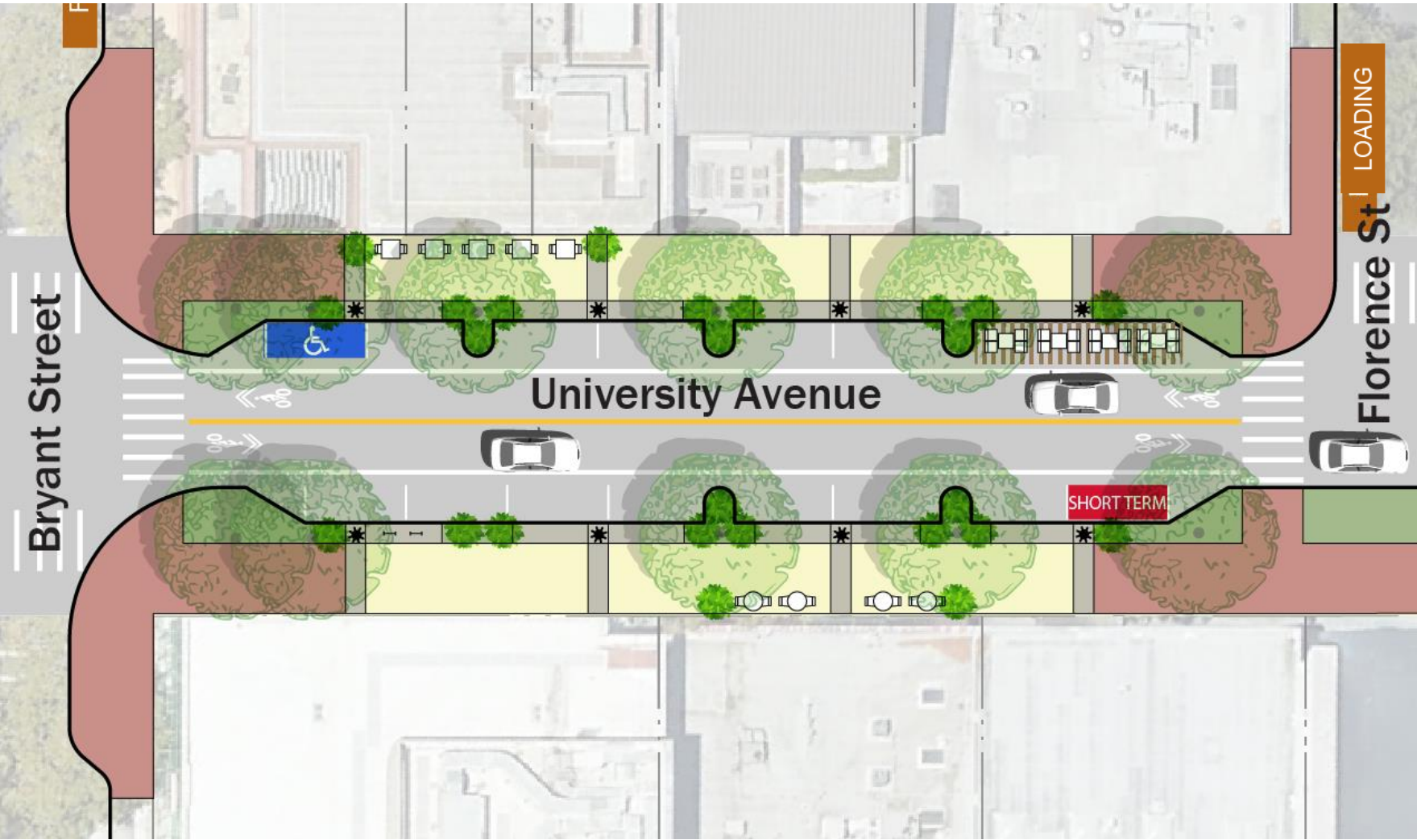


CONCEPT PLAN: Between Ramona and Bryant Streets



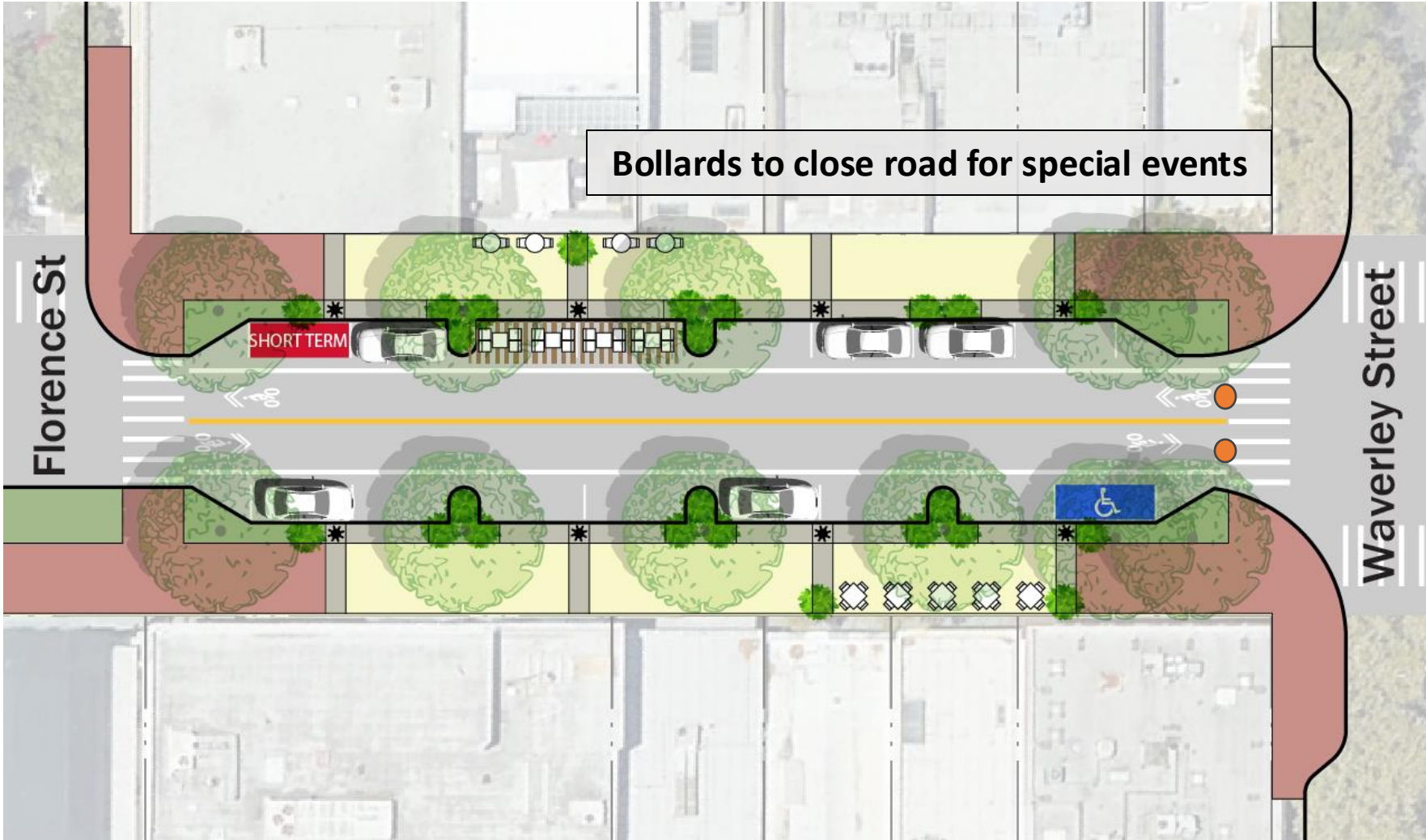
Item	Number
Existing Parking	20
Proposed Parking	16
Existing Parklets	2

CONCEPT PLAN: Between Bryant and Florence Streets



Item	Number
Existing Parking	20
Proposed Parking	16
Existing Parklets	1

CONCEPT PLAN: Between Florence and Waverley Streets



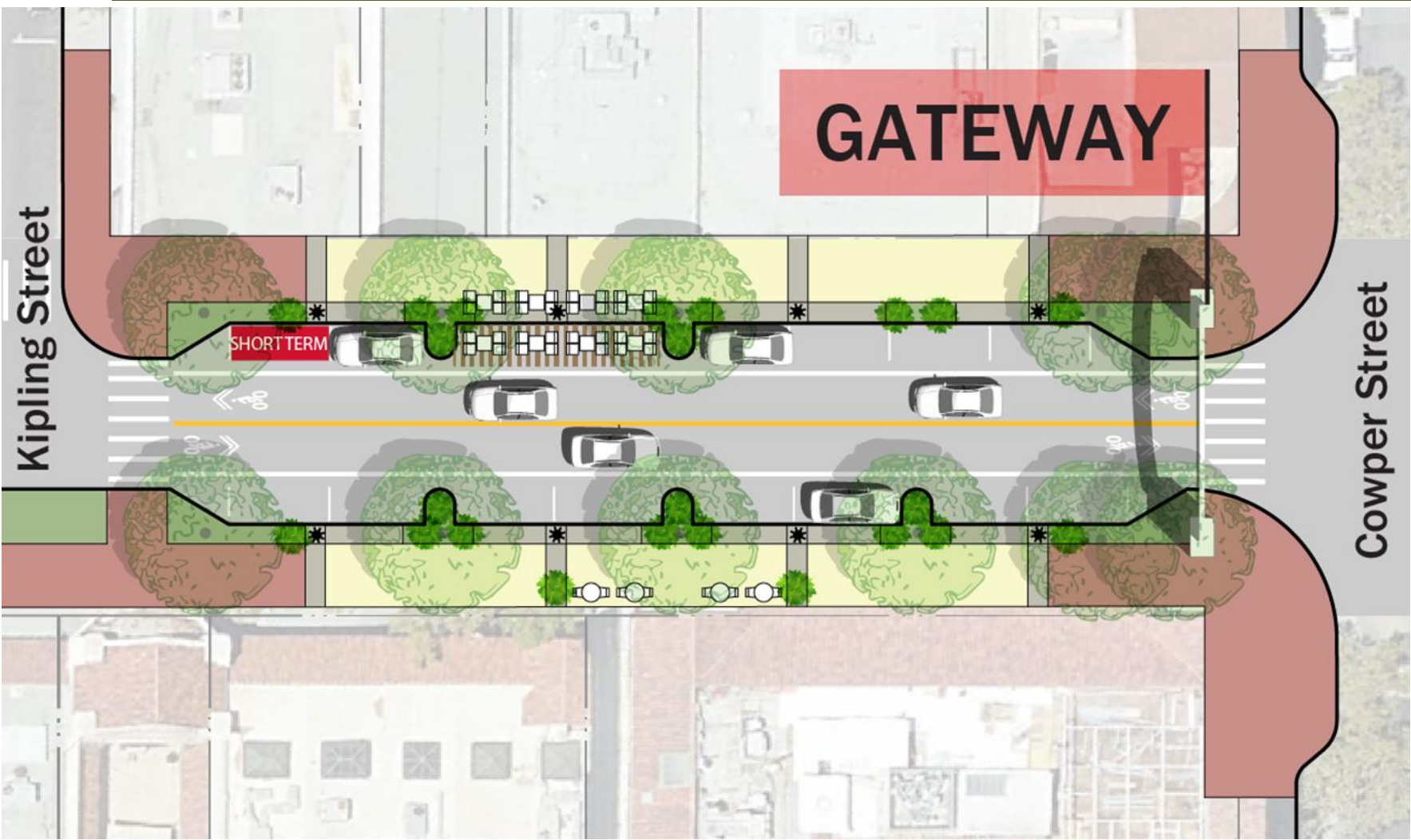
Item	Number
Existing Parking	19
Proposed Parking	16
Existing Parklets	1

CONCEPT PLAN: Between Waverley and Kipling Streets



Item	Number
Existing Parking	19
Proposed Parking	16
Existing Parklets	1

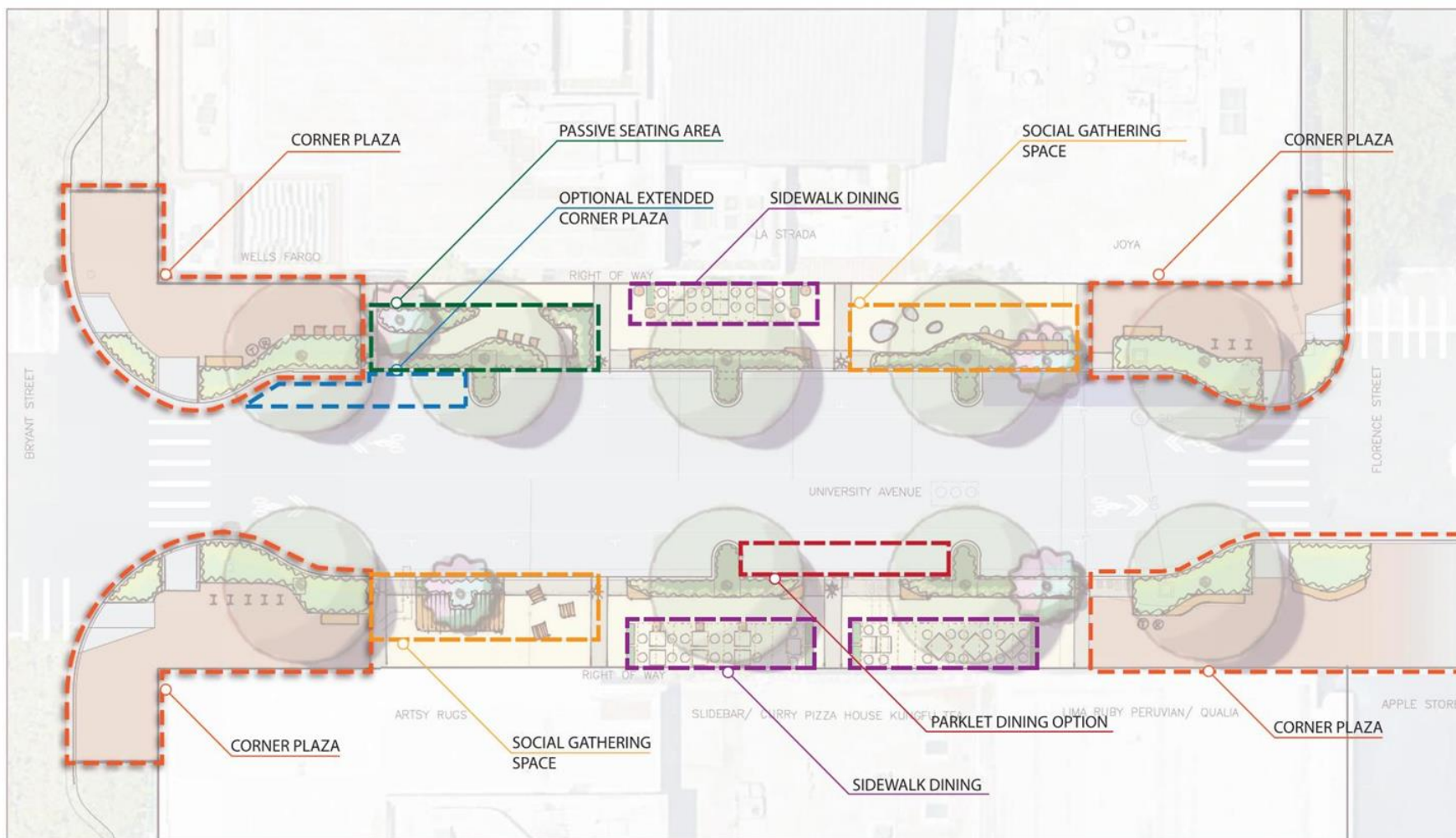
CONCEPT PLAN: Between Kipling and Cowper Streets



Item	Number
Existing Parking	18
Proposed Parking	16
Existing Parklets	1



CONCEPT PLAN: Illustrating Various Streetscape Elements



ON-STREET PARKING SUMMARY

Number of On-Street Parking Spaces	Existing	Proposed
Total Spaces on University Ave. between High and Webster Streets	177	155 (Est.)
Spaces Occupied by Parklets	18	TBD
Available Spaces	159	TBD*
Short Term Spaces (Included in total number)	11	11
Accessible Spaces (Included in total number)	0	6

- * Per Council direction, at least one-third of on-street parking spaces shall be retained; this would determine maximum number of parking spaces taken for parklets.
- Wider sidewalks that accommodate outdoor dining and retail, combined with smaller parklet footprints in parallel parking spaces may result in fewer businesses opting to build parklets.

ON-STREET PARKING STRATEGY

Assuming the loss of up to two-thirds of on-street parking spaces within the project limits, the loss of on-street parking would be offset by parking garages and surface lots. Table below demonstrates adequate parking capacity.

Downtown Parking Garages and Lots: % of Parking Occupancy

Time Period	12 PM	3 PM	6 PM
Weekday 2017*	87%	79%	69%
October 2023 (Weekday)	56%	48%	36%

* 2017 reflects peak parking volumes in downtown.

- Ongoing Parking studies
- Automated parking and wayfinding systems
- Address short term parking needs to serve:
 - Loading
 - Rideshare
 - Delivery Services
- Provide adequate bicycle parking, in coordination with Bike and Ped Master Plan



DOWNTOWN UPDATES

INTERIM IMPROVEMENTS UPDATE

Downtown Garage Power Washing

- Garage Q (High/Alma): **Completed**
- Civic Center: **Completed**
- Garage S/L (Bryant/Lytton): **November 28 through December 1**
- Lot J (Cowper/Webster): **January 2 through January 4 & January 10 through January 11**
- Garage R (Alma/High): **January 30 through February 1**

Continued enhanced cleaning and trash pickup

Lytton Plaza cleanup

INTERIM IMPROVEMENTS UPDATE

News racks

- 62 broken/unused removed in September
- 119 boxes remain
 - Staff to contact publishers/vendors regarding restoring, replacing or removing boxes
 - Consolidate news racks on each block
 - Work anticipated to be completed in Spring 2025

Curb ramps

- Upgrade of downtown curb ramps underway

PROJECT TIMELINE AND NEXT STEPS

TENTATIVE PROJECT TIMELINE



NEXT STEPS

- Refine concept plan and budget based upon stakeholder working group and community feedback
- Present preferred concept design to **City Council in December**
- Assessment district feasibility and environmental analysis for approved design (winter 2025 - spring 2026)
- Design and construction (summer 2026 – summer 2029)

QUESTIONS/COMMENTS

Thank you!