

CITY OF PALO ALTO
CITY COUNCIL
Special Meeting
Monday, June 10, 2024
Council Chambers & Hybrid
4:00 PM

Agenda Item

12. Hearing on Written Protests Against Proposed Discontinuance of a portion of El Camino Park; and Adopt a Resolution and Ordinance Approving a Ballot Measure for the Discontinuance of a portion of El Camino Park and Calling a Special Election on November 5, 2024; CEQA status - statutorily exempt per Pub. Res. Code § 21080(b)(12). Supplemental Report added, Public Comments



City Council Staff Report

From: City Manager

Report Type: ACTION ITEMS

Lead Department: Transportation

Meeting Date: June 10, 2024

Report #:2405-3041

TITLE

Hearing on Written Protests Against Proposed Discontinuance of a portion of El Camino Park; and Adopt a Resolution and Ordinance Approving a Ballot Measure for the Discontinuance of a portion of El Camino Park and Calling a Special Election on November 5, 2024; CEQA status - statutorily exempt per Pub. Res. Code § 21080(b)(12).

RECOMMENDATION

Staff recommends that the City Council:

- 1. Hear and pass upon all valid written protests received by the Clerk regarding the proposed discontinuance of a portion of El Camino Park to construct a roadway for transit vehicles;
- 2. Sustain or overrule (majority vote) the protests; and
- 3. If protests are overruled, adopt the attached ordinance and resolution calling for a special election on November 5, 2024 and submit to the voters a ballot measure of whether to discontinue the park use of approximately 0.33 acres of El Camino Park for the purpose of constructing a roadway for transit vehicles between El Camino Real and the Palo Alto Transit Center

EXECUTIVE SUMMARY

This report presents a proposal to construct a roadway for transit vehicles from the intersection of Quarry Road & El Camino Real to the Palo Alto Transit Center (PATC), through a currently passive section of El Camino Park. The proposal would facilitate direct transit movement onto and from El Camino Real, potentially reducing bus transit times by an estimated 5-8 minutes per trip. This improvement will also alleviate congestion at the University Avenue/El Camino Real interchange and University Circle by streamlining bus movements and mitigating the need for buses to navigate through densely trafficked areas.

Concurrently, the proposal includes enhancements to pedestrian and bicycle paths within El Camino Park and at the intersection of Quarry Road and El Camino Real. These enhancements

are designed to improve safety, access, and connectivity to the broader pedestrian and bicycle network, encouraging greater use of these modes of transportation. The proposal aligns with the upcoming Caltrain electrification project, which will alter train frequency and potential increases in bus and shuttle services to meet service planning needs.

The City Council is asked to review conceptual plans for this proposed transit connection and to consider taking the formal steps toward undedicating a portion of El Camino Park needed for the project's implementation. This would involve approving a ballot measure for the November 2024 election to repurpose a specified area of the park for the transit connection. This parkland undedication can also be considered within the context of other parkland dedication efforts citywide. The project is supported by various goals and policies outlined in the Palo Alto Comprehensive Plan, emphasizing the improvement of transportation infrastructure and multimodal connectivity.

The estimated construction cost for the proposed project is roughly \$4.3 million, with efforts underway to secure funding through external sources, including the Metropolitan Transportation Commission (MTC). The outcome of the electoral process and subsequent design development will dictate the project's timeline and final implementation steps.

BACKGROUND

<u>Transit and Shuttle Service at the Palo Alto Transit Center</u>

The Palo Alto Transit Center (PATC) is the mobility hub of Palo Alto and has the second highest Caltrain ridership on the corridor. SamTrans, Santa Clara Valley Transit Authority (VTA), AC Transit, and Dumbarton Express all run buses to the PATC to complement Caltrain service and connect Palo Alto to San Mateo County, Santa Clara County, and the East Bay, respectively. Additionally, Stanford's Marguerite shuttle service and other private shuttles provide last-mile connections from the PATC to campus facilities for employees and visitors.

In total, roughly 600 buses serve the transit center daily; roughly half are Marguerite shuttles. Transfers from Marguerite shuttles account for approximately 40 percent of Caltrain daily boardings at the transit center.

Bus and shuttle services use a combination of 10 bus bays and curbside space at the PATC, including in University Circle. Public transit service is restricted to the use of bus bays — bays are assigned to specific operators and lines — and shuttles use stops along the curb of University Circle. Employer and Stanford Health Care shuttles pick-up and drop-off in a parking area on the Palo Alto side of the station along Alma Street. The station area also accommodates layovers for bus and shuttle service.

Caltrain electrification is currently scheduled to begin in fall 2024. Electrification will alter train service to every 15 minutes during the peak periods in each direction and from one (1) to two

(2) trains per hour per direction during off peak periods, including weekends. Bus and shuttle services are likely to increase to align with Caltrain service.

The station is also a significant source for bicycle trips on Caltrain. Bicycle equipped passengers at the PATC are estimated to be between 750-800 per day. Palo Alto is the second highest bicycle ridership stop along the Caltrain corridor at roughly 14 percent of all bicycle boardings and alightings (descending or disembarking from the train), second only to 4th/King in San Francisco. Assuming 10 percent of daily passengers travel in the peak hour, the Palo Alto Transit Center serves roughly 75-80 Caltrain bicycle passengers/hour during the peak hour.

Recognizing the significance of the Palo Alto Transit Center serving as the main gateway to both the City of Palo Alto and Stanford, Stanford is committed to working in collaboration with the City and transit partners on a long-term visioning process to study both how the transit center and Stanford's adjacent parcels (27 University, 400 Mitchell) might function better and explore new future uses that could be implemented. This will include community input as part of the public process.

Proposed Roadway Connection

As envisioned in the Palo Alto Comprehensive Plan as Program T3.10.4 (2017), the proposed roadway would create a direct transit connection between the transit center bus bays and El Camino Real at Quarry Road through a passive portion of El Camino Park (see **Attachment A**). The proposed project would allow buses that use the bus terminal to exit at Quarry Road to El Camino Real rather than to circle back through University Avenue. The bus operators have estimated savings of approximately 5-8 minutes per trip could be achieved by avoiding University Circle and directly connecting with Quarry Road at El Camino Real.

The bus route reorganization would have secondary benefits to the University Avenue and University Circle area by eliminating the need for some buses to make constrained turning movements in the corridor. Articulated buses require additional turning radii to access the transit center from University Avenue which regularly causes congestion and delays for vehicular traffic and creates additional conflict points for bicycles and pedestrians at the gateway to Downtown Palo Alto.

The project would also include multiple pedestrian and bicycle improvements within El Camino Park adjacent to or near the proposed transit connection and at the intersection of Quarry Road and El Camino Real. Specifically, the proposed project would:

 Upgrade the crossing of El Camino Real to accommodate pedestrians and cyclists on both sides of Quarry Road, which would reduce crossing time; and • Add safety and accessibility measures at the intersection of Quarry Road and El Camino Real (e.g., curb extensions and tighter turning radii, new pedestrian/bicycle ramps, pedestrian and bicycle refuge islands, and high visibility bicycle markings are currently being considered). Through the above improvements, there would be enhanced visibility of the existing multi-modal path to the transit center and its connections to the existing Class 1 multi-modal path that connects to El Camino Park and into Menlo Park, through the PATC to the Embarcadero Bike Path, and to the Stanford Perimeter Trail. These connectivity improvements would also make the active park facilities in El Camino Park more accessible for bikes, pedestrians and transit riders.

Designs for the roadway connection are in the early stages, but all feasible options are under consideration, ranging from a new connection providing full access to buses between the transit center and El Camino Real to an outbound-only transit lane. The conceptual design under consideration is illustrated in **Attachment B**. The preliminary concept design includes 12.5 foot wide inbound and outbound transit travel lanes (188 feet and 163 feet in length, respectively), with six-inch curbs, separated by a landscaped median that ranges in width between 18-33 feet that would house existing utilities.1 The utilities accommodated in the median are illustrated in **Attachment C**.

The projected area needed to implement this extension is approximately 0.24 acres, including 0.10 acres of a landscaped median that, although part of the project area, would remain in its current state. Voter approval would be requested to discontinue use for park purposes of a slightly larger area—approximately 0.33 acres total—as minor shifts in the location of the proposed project may be required as project plans are finalized, to better meet access, circulation, and other goals. The additional 0.09-acre area represents a ten-foot-wide buffer around the projected location of the improvements at the current conceptual design stage (see **Attachment D**). Following completion of project construction, the City would anticipate re-dedicating for park purposes the portion of the discontinued area that was not needed for the project. As such, these figures conservatively reflect the maximum exposure, though pending final design may have a smaller impact.

The proposed project could require the removal of approximately 15 trees, and there are an additional three trees in the project buffer area. The project could include lighting, benches, signage and low level, drought tolerant landscape planting, mulch, and additional tree planting. A conceptual landscaping plan will be developed in the next phase of the project. If any tree removal is needed, replacement per City ordinance will occur. Any lighting and planting would be harmonious and compatible with the existing conditions in El Camino Park.

Other modifications and improvements could include, but are not limited to, wayfinding

signs, additional striping and green bike lanes to help identify buffered lanes and highlight any potential conflict areas between buses, transit and bicyclists in the corridor, crosswalk striping, and refuge islands.

April 22, 2024 City Council Meeting

During the April 22, 2024 City Council meeting, staff presented the proposal and the need to undedicate a portion of El Camino Park. The meeting included a review of the concept plans and the adoption of a Resolution of Intention to undedicate the necessary parkland. The Council discussed the potential benefits, including reduced bus transit times, alleviated congestion, and improved multimodal connectivity.

Resolution of Intention:

The Council adopted a Resolution of Intention to undedicate approximately 0.33 acres of El Camino Park for the project. This resolution set a public hearing for June 10, 2024, to address any formal written protests regarding the proposed discontinuance of the parkland. The resolution also contained a finding that the proposed project is statutorily exempt from the California Environmental Quality Act (CEQA) per Pub. Res. Code § 21080(b)(12).

ANALYSIS

El Camino Park consists of approximately 10.75 acres of land and is leased by Stanford to the City under a 1915 lease that currently is set to expire in June 2042. The Park has been dedicated by the City by ordinance for recreational and conservation purposes. Palo Alto Ordinance No. 2252 (Sept. 13, 1965); Palo Alto Municipal Code § 22.08.230 & Ex. A-19.

The proposed project would develop a strip of the underused, passive portion of El Camino Park to provide a direct transit connection to the transit center, where bike and pedestrian access are currently occurring. This area of the park does not have playing fields but does provide circulation throughout that serves the park. The project improves multi-modal movement to and through the park. The proposed transit connection would enhance the use and enjoyment of El Camino Park and the recreational amenities provided to the residents of Palo Alto and the surrounding communities.

Additional Bicycle/Pedestrian Visibility and Bicycle Connectivity

High visibility bicycle and pedestrian crossings included in this project will enhance bicycle and pedestrian visibility and bicycle connectivity at the existing El Camino Real intersection connecting the PATC and Quarry Road. The existing bike path from the PATC to the Quarry Road /ECR intersection provides critical east-west access for bicyclists and pedestrians between the Palo Alto Transit Center, Downtown, the Stanford Shopping Center, and the Stanford Medical Center. This intersection is also a gateway for cyclists traveling north and south on the multi-use paths along both sides of El Camino Real, including the City's path to Menlo Park on the east

side and the Stanford Perimeter Trail on the west side. Access to these important paths that allow cyclists to travel car-free in all directions would be enhanced by El Camino Real intersection upgrade that includes green bike lane markings and signage.

The proposed roadway connection aims to enhance the Palo Alto area through various improvements and modifications. The potential impacts and considerations include:

- Enhanced pedestrian and bicycle paths within El Camino Park and at the intersection of
 Quarry Road and El Camino Real, aiming to improve safety, access, and connectivity. The
 proposed project includes high visibility crossings and green bike lane markings to facilitate
 east-west and north-south travel for cyclists and pedestrians, connecting key areas such as
 the Palo Alto Transit Center, Downtown, the Stanford Shopping Center, and the Stanford
 Medical Center.
- Potential to augment the park's recreational facilities by improving connections to existing
 paths, thereby integrating the park more effectively into the regional pedestrian and bicycle
 network.
- A direct transit connection between the transit center bus bays and El Camino Real could streamline bus traffic, potentially reducing congestion and emissions in the vicinity of the park and improving the overall circulation environment for pedestrians and cyclists.
- Activation of underused areas of the park through thoughtful design, which could enhance safety and usability of the space.
- Improved functionality of the Palo Alto Transit Center by facilitating more efficient bus and shuttle service operations, which could benefit public transportation users accessing the park and surrounding areas.

Challenges and considerations for the project include:

- Removal of trees and changes to green spaces, which will require thoughtful strategies to address.
- Funding and budget considerations, as the estimated construction cost is roughly \$4.3 million, with efforts to secure funding through external sources.
- Caltrans review and approval of this project will be necessary, which will not occur until after voter approval of the ballot measure in November 2024.

Discontinuance of Parkland Use

Consideration of the required El Camino Park undedication for the proposal can be considered within the city's actions related to adding parkland to the City's existing parks inventory. The Parks and Recreation Commission has established an ad hoc committee and has been working with staff to identify appropriate locations to dedicate city-owned property as parkland. The recent unanimous decision by the City Council on March 4 to dedicate the 0.2-acre Tower Well site as parkland, characterized by its historical water tower and naturalistic elements, is the most recent example of new parkland dedication. The recent dedication, along with ongoing

evaluations for further parkland dedications, were considered and discussed by the Stanford Ad Hoc Committee.

The project was presented to the Parks and Recreation Commission (PRC) meeting at their March 2024 meeting. The PRC had the following questions related to the proposed project:

- Will the trees to be removed be replaced?
- Will the Olympic Grove Redwood Trees be impacted?
- What vegetation currently exists within the project area?
- Will the project look at cumulative impacts of other transportation projects in the area?
- Would there be adverse impacts to the fields due to the buses such as vibration?

Some members of the PRC noted that the project will create a roughly 1.0 acre of El Camino Park that is separated from the rest of the park by the new access road making that area unusable. They requested that an additional acre of land be dedicated by Stanford to compensate for this area being separated from the rest of the park.

Other comments were related to reducing lighting, ensuring new plantings are native species, and increase in air pollution exposure to field users, especially children. Overall, the commission's feedback highlighted a balance between recognizing the project's benefits and addressing environmental and community concerns.

Article VIII of the Palo Alto City Charter governs dedicated parklands and states as follows:

- All lands owned or controlled by the city which are or will be used for park, playground, recreation or conservation purposes shall be dedicated for such purposes by ordinance.
- No land heretofore or hereafter dedicated for such purposes shall be sold or otherwise disposed of, nor shall its use be abandoned or discontinued except pursuant to majority vote of the electorate. Any election and related procedures under Article VIII shall conform to the provisions set forth in general law as it existed January 1, 1965, except that the council may call such election by majority vote.
- No substantial building, construction, reconstruction or development upon or with respect to any lands so dedicated shall be made except pursuant to ordinance subject to referendum.

The proposed roadway does not qualify as a park purpose, as it will be used mostly to transit through the park rather than access the park itself. Given that El Camino Park has been dedicated by the City for recreational and conservation purposes, a majority vote of the electorate is necessary to discontinue from park use the portion of El Camino Park that would be used to facilitate transit circulation.

Voter approval would be requested to discontinue use for park purposes of approximately 0.33

acres. The preliminary design concept alternatives have estimated that up to 0.24 acres of parkland would be required to accommodate the proposed transit connection, with an additional 0.09 acres of buffer for project design that would be rededicated for park use after project construction.

If there is no desire to undedicate parkland for the project, the current state of the Palo Alto Transit Center (PATC) and the surrounding areas will remain unchanged. This means that the existing transit operations, including the flow of buses and shuttles through the University Circle and along University Avenue, will continue without the anticipated reduction in transit times. Consequently, the potential benefits of alleviating congestion and improving connectivity for pedestrians and cyclists, as outlined in the project proposal, will not be realized. The parkland will retain its current recreational and conservation designation, and no changes to the physical landscape of El Camino Park will occur as a result of the project.

Timeline

This item provides for the Palo Alto City Council to consider placing the proposed parkland discontinuance on the ballot for the November 2024 election. If the ballot measure passes, the City and Stanford will work with the transit agency stakeholders and Caltrans to further develop construction plans, seek grant funding, and apply for necessary permits.

FISCAL/RESOURCE IMPACT

The preliminary cost estimate for constructing the proposed project is estimated to be roughly \$3.55 to \$4.3 million but is dependent on ultimate design. These costs will be updated as the design is advanced and construction documents are prepared. Funding is being pursued through multiple venues, including, but not limited to MTC, and may not be identified until after the ballot measure is considered by voters.

According to the Santa Clara County Registrar of Voters, a ballot measure is estimated to be an additional \$85,341. This is estimated only based on projected registration and available information. It is subject to change upon final billing of the actual charges after the election.

STAKEHOLDER ENGAGEMENT

Stanford University has played a pivotal role in advancing the project, working in close collaboration with City of Palo Alto staff. This partnership has been instrumental in the project's development, ensuring that the proposed changes align with the broader transportation and community goals of the area. Representatives of the University, staff, and the City Councils' Stanford Ad Hoc Committee have discussed the proposed project in the broader context of long-term opportunities at the Palo Alto Transit Center and El Camino Park. A letter of intent has been discussed as a possible means to articulate joint interests on next steps. Once finalized, this letter will be advanced for City Council consideration.

In addition to Stanford's involvement, there has been active coordination with the various public transit operators that service the Palo Alto Transit Center (PATC). These operators include Caltrain, SamTrans, Santa Clara Valley Transportation Authority (VTA), AC Transit, and the Dumbarton Express, all of which are integral to the regional transit network and have a stake in the project's outcome due to its potential impact on their operations.

Furthermore, the Metropolitan Transportation Commission (MTC) has been engaged in the process, given its role in funding and planning for transportation projects across the Bay Area. The MTC's involvement is crucial for securing the necessary funding and ensuring that the project aligns with regional transportation strategies and priorities.

This project has also been recently reviewed by the Clty's PRC and by the Pedestrian and Bicycle Advisory Committee (PABAC).

The proposed Quarry Road Transit Connection Project would advance numerous Comprehensive Plan policies and programs, as follows:

- **Policy T-1.11** Encourage continued enhancement of the Caltrain stations as important transportation nodes for the city.
- Program T1.11.1 Collaborate with Stanford University, VTA, Caltrain and other agencies
 to pursue improvements to the Palo Alto Transit Center area aimed at enhancing the
 pedestrian experience and improving circulation and access for all modes, including
 direct access to El Camino Real for transit vehicles.
- Program T3.10.3 Provide safe, convenient pedestrian, bicycle and transit connections between the Stanford Shopping Center/Medical Center areas and housing along the Sand Hill Road/Quarry Road corridors to Palo Alto Transit Center, Downtown Palo Alto and other primary destinations.
- Program T3.10.4 Pursue extension of Quarry Road for transit, pedestrians and bicyclists
 to access the Palo Alto Transit Center from El Camino Real. Also study the feasibility of
 another pedestrian and bicycle underpass of Caltrain at Everett Street.
- Policy T-8.2 Coordinate with local and regional agencies and Caltrans to maintain and improve transportation infrastructure in Palo Alto, including the Multi-Modal Transit Center.

ENVIRONMENTAL REVIEW

The proposed project is exempt from the California Environmental Quality Act (CEQA). The proposed project comes within the statutory exemption for "facility extensions not to exceed four miles in length which are required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services." Pub. Res. Code § 21080(b)(12). Due to its fixed location, Caltrain qualifies as an "exclusive public mass transit guideway" service. The

proposed project would extend the existing transit center facility by approximately 210 feet, through the intersection of Quarry Road and El Camino Real, to facilitate the transfer of passengers to Caltrain, among other public transit services.

ATTACHMENTS

Attachment A: Transit and Multi-model Connections

Attachment B: Conceptual Site Plan

Attachment C: Utilities in the Landscaped Median

Attachment D: Project Buffer

Attachment E: Resolution of Intention to Call an Election to Submit the Question of

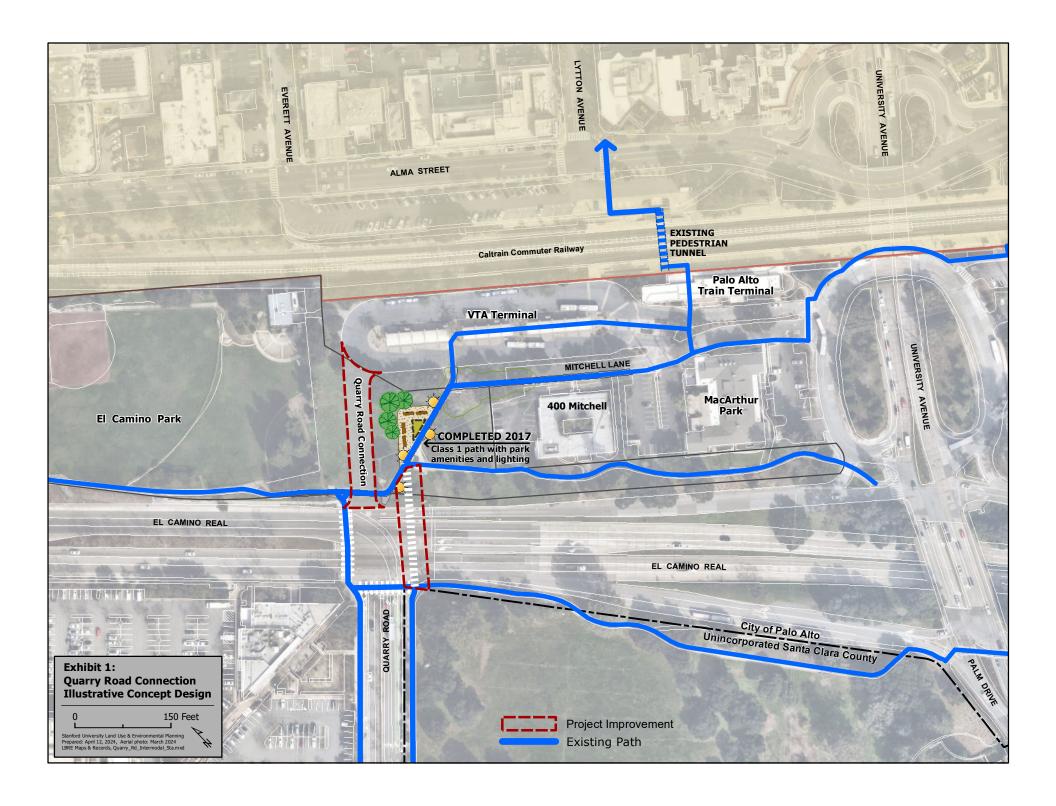
Discontinuance of a Portion of El Camino Park as Dedicated Parkland

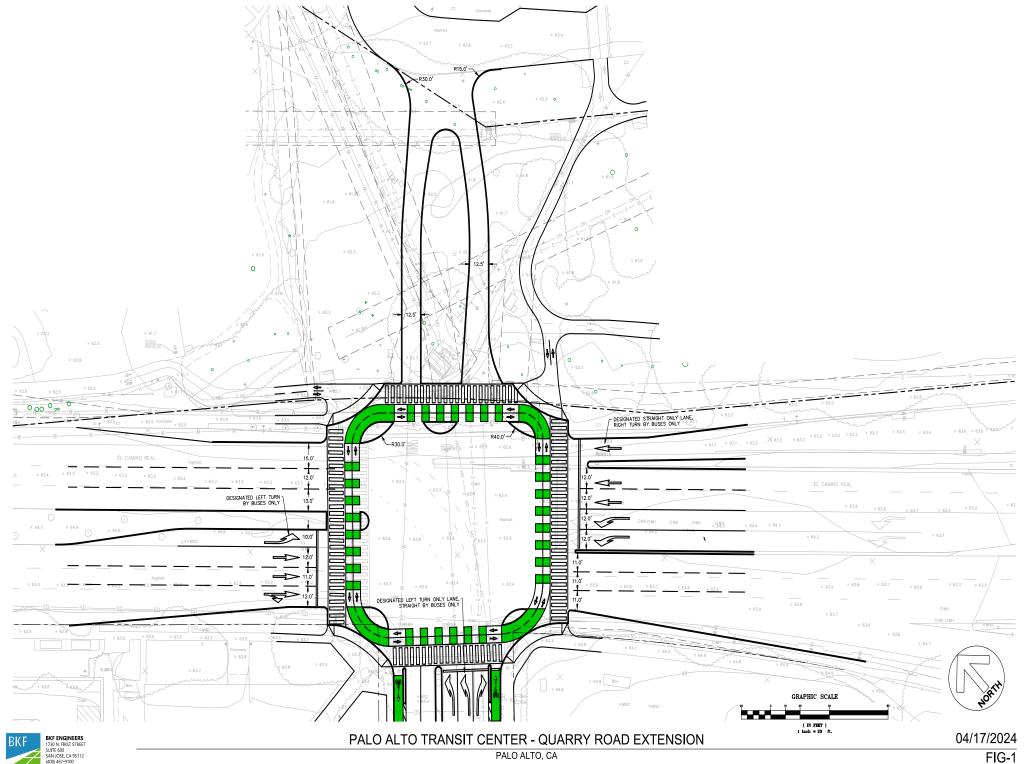
Attachment F: Ordinance Calling a Special Election for November 5, 2024 to Submit the

Question of Discontinuance of a Portion of El Camino Park as Dedicated Parkland

APPROVED BY:

Philip Kamhi, Chief Transportation Official



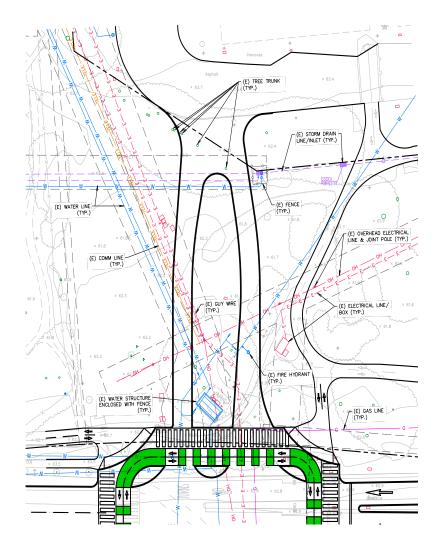


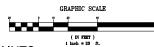




PALO ALTO TRANSIT CENTER - QUARRY ROAD EXTENSION

04/17/2024

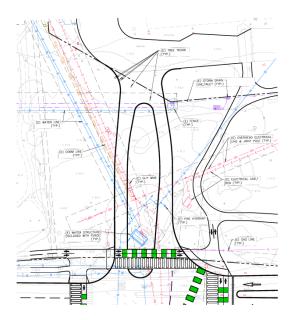






BKF ENGINEERS 1730 N. FIRST STREET SUITE 600 SAN JOSE, CA 95112 (408) 467-9100 www.bkf.com

Attachment C: Utilities in the Landscaped Median







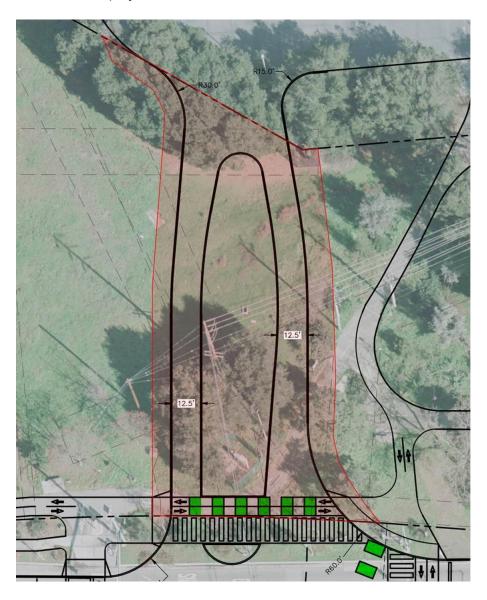
PALO ALTO TRANSIT CENTER - QUARRY ROAD EXTENSION: SITE CONSTRAINTS PALO ALTO, CA

03/14/2024 FIG-3

8 | Page March 2024

Attachment D: Project Buffer

A 10-foot-wide project buffer is illustrated in red.



9 | Page March 2024

Resolution No	
Resolution of the Council of the City of Palo Alt	tc

Calling a Special Election for November 5, 2024 for Submittal to the Qualified Electors of the City a Measure to Discontinue the Use of Approximately 0.33 Acres as Park Land at El Camino Park

RECITALS

- A. The area known as El Camino Park is owned by the Board of Trustees of the Leland Stanford Junior University (Stanford) and is leased to the City of Palo Alto (City) until June 30, 2042.
- B. Article VIII of the Palo Alto Charter provides that "All lands owned or controlled by the city which are or will be used for park, playground, recreation or conservation purposes shall be dedicated for such purposes by ordinance." Accordingly, the City adopted an ordinance dedicating El Camino Park for park, playground, recreation, or conservation purposes, as codified at Palo Alto Municipal Code (PAMC) section 22.08.230. A legal description of El Camino Park is codified as Exhibit A-19 to PAMC Title 22.
- C. Article VIII of the Charter requires that "[n]o land heretofore or hereafter dedicated for such purposes shall be sold or otherwise disposed of, nor shall its use be abandoned or discontinued except pursuant to majority vote of the electorate. Any election and related procedures under Article VIII shall conform to the provisions set forth in general law as it existed January 1, 1965, except that the council may call such election by majority vote." The Charter includes the "provisions set forth in general law" in Appendix A to the Charter of the City of Palo Alto.
- D. The City Council proposes that the voters discontinue park use for an approximately 13,960 sq. foot (or approximately 0.33 acre) segment of El Camino Park to be used to build a road connecting the adjacent Palo Alto Transit Center with El Camino Real, a state highway (the "project"). This will allow buses, shuttles, and other transit vehicles to shorten the drive time to and from the Transit Center and will encourage use of public transportation, among other benefits. The proposed project will also include multiple pedestrian and bicycle improvements adjacent to or near the proposed transit connection, including at the intersection of Quarry Road and El Camino Real.
- E. Construction of the project is contingent on state agency approval, finalization of design, and obtaining adequate funding. If built, the project will remain under the terms of the El Camino Park lease, meaning that it will be owned by Stanford and leased to the City until 2042. Unless a new agreement is reached, the project and El Camino Park will thereafter revert to Stanford.
- F. On April 22, 2024, the City Council adopted a Resolution of Intention to Call an Election to Submit the Question of Discontinuance of a Portion of El Camino Park as Dedicated Parkland and setting June 10, 2024 for a Public Hearing for Protests.
- G. In compliance with the City Charter, the City Council now desires to call and fix a special election to submit to the city electors the question of the discontinuance of the use of approximately 0.33 acres of park land at El Camino Park.
- H. A proposed ordinance attached hereto and incorporated herein by reference as Attachment "A" (the "Ordinance") would amend the Palo Alto Municipal Code to amend Exhibit A-19 to PAMC Title 22 to amend the area commonly known as El Camino Park to reduce the

1

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dedicated area by approximately 0.33 acres.

- I. By its Resolution No. XXXXX the City Council called a general municipal election for November 5, 2024 ("Election").
- J. Pursuant to Elections Code Section 9222 and 10403, the City Council desires to submit the Ordinance to the voters of the City.

The City Council of the City of Palo Alto RESOLVES as follows:

SECTION 1. Findings. The City Council finds and determines that each of the findings set forth above are true and correct.

<u>SECTION 2</u>. <u>Election.</u> The City Council proposes to discontinue the park use of approximately 0.33 acres of El Camino Park as set forth in the Ordinance and to present this proposal to the voters on November 5, 2024.

<u>SECTION 3</u>. <u>Measure</u>. Pursuant to Elections Code Section 9222, the City Council hereby submits a proposition for the enactment of the Ordinance to the voters at the Election and orders the following question to be submitted to the voters at the Election:

educe traffic congestion and travel time for transit rs, shall the measure undedicating a 0.33-acre portion kisting parkland in El Camino Park for the purpose of	YES	
creating a new road primarily for transit vehicles linking the Palo Alto Transit Center with El Camino Real, be adopted?	NO	

This question requires the approval of a majority of those casting votes.

<u>SECTION 4</u>. <u>Adoption of Measure</u>. The measure to be submitted to the voters is attached to this Resolution as Attachment A and incorporated herein by this reference. The City requests that the full text of the measure, including its exhibit, shall be printed in the County's Voter Information Guide.

<u>SECTION 5</u>. <u>Notice of Election</u>. Notice of the time and place of holding the Election is hereby given, and the City Clerk is authorized, instructed and directed to give further or additional notice of the Election, in time, form and manner as required by law.

SECTION 6. Impartial Analysis. Pursuant to Elections Code Section 9280, the City Council hereby directs the City Clerk to transmit a copy of the measure to the City Attorney. The City Attorney shall prepare an impartial analysis of the measure, not to exceed 500 words in length, showing the effect of the measure on the existing law and the operation of the measure, and transmit such impartial analysis to the City Clerk on or before August 15, 2024.

SECTION 7. Ballot Arguments. Pursuant to Elections Code Section 9286 *et. seq.*, August 13, 2024 at 5:00 p.m. shall be the deadline for submission of arguments in favor of, and arguments against, any local measures on the ballot. If more than one argument for and/or against is received, the priorities established by Elections Code Section 9287 shall control.

SECTION 8. Rebuttal Arguments. The provisions of Elections Code Section 9285 shall control the submission of any rebuttal arguments. The deadline for filing rebuttal arguments shall be August 20, 2024 at 5:00 p.m.

<u>SECTION 9</u>. <u>Authorization to File Arguments</u>. Pursuant to Elections Code Section 9282(b), the City Council hereby authorizes Councilmembers XXXXX to file a written argument in favor of this measure and also to file a rebuttal argument.

SECTION 10. Consolidation Request (Cal. Elections Code § 10403). The Council of the City of Palo Alto requests the Board of Supervisors of the County of Santa Clara permit the Registrar of Voters to completely consolidate the City's General Municipal and Special Elections for November 5, 2024 and the City Council consents to such consolidation. The Council requests the Board of Supervisors of Santa Clara County to include on the ballots and sample ballots, all qualified measures submitted by the City Council to be ratified by the qualified electors of the City of Palo Alto. The Council acknowledges that the Election will be held and conducted according to procedures in the Elections Code, including Section 10418.

SECTION 11. Request for County Services. Pursuant to Section 10002 and 10520 of the Elections Code, the Council of the City of Palo Alto hereby requests the Board of Supervisors of Santa Clara County to permit the Registrar of Voters to render services to the City of Palo Alto relating to the conduct of Palo Alto's General Municipal and Special Elections which are called to be held on November 5, 2024, and shall reimburse the county for the costs incurred by the County of Santa Clara Registrar of Voters in conducting the election for the City of Palo Alto. The services shall be of the type normally performed by the Registrar of Voters in assisting the clerks of municipalities in the conduct of elections including, but not limited to, checking registrations, mailing ballots, hiring election officers and arranging for polling places, receiving absentee voter ballot applications, mailing and receiving absent voter ballots and opening and counting same, providing and distributing election supplies, and furnishing voting machines, the canvassing of the returns of the election, the furnishing of the results of such canvassing to the City Clerk, and, the performance of other election services as may be requested by the City Clerk. The City requests the County of Santa Clara Board of Supervisors permit the County of Santa Clara Registrar of Voters to prepare the City's election materials.

SECTION 12. <u>Transmittal of Resolution</u>. The City Clerk is hereby directed to submit forthwith a certified copy of this resolution to the Santa Clara County Board of Supervisors and to the Registrar of Voters.

SECTION 13. Environmental Review. The City Council finds the proposed project as described in the Recitals in this Resolution exempt from the California Environmental Quality Act (CEQA). The proposed project comes within the statutory exemption for "facility extensions not to exceed four miles in length which are required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services." Pub. Res. Code § 21080(b)(12). Due to its fixed location, Caltrain qualifies as an "exclusive public mass transit guideway" service. The proposed project would extend the existing transit center facility by approximately 210 feet, through the intersection of Quarry Road and El Camino Real, to facilitate the transfer of passengers to Caltrain, among other public transit services.

INTRODUCED AND PASSED:	
AYES:	
NOES:	
ABSENT:	
ABSENTIONS:	
ATTEST:	APPROVED:
City Clerk	Mayor
APPROVED AS TO FORM:	City Manager
City Attorney	Director of Community Services
	Chief Transportation Official

Attachment A

** START HERE **

Ordinance No. _____

Ordinance of the Council of the City of Palo Alto Amending the Area Dedicated as El Camino Park to Discontinue the Park Use of Approximately 0.33 Acres

The People of the City of Palo Alto do ordain as follows:

SECTION 1. Exhibit A-19 of Title 22 (Parks) of the Palo Alto Municipal Code is hereby amended to read as follows (new text underlined):

EXHIBIT A-19 LEGAL DESCRIPTION EL CAMINO PARK

Beginning at the most northerly corner of that certain 1.194 acre parcel of land described in that certain sublease between the City of Palo Alto and Southern Pacific Railroad Company, dated October 2, 1939; thence S. 17° 13' 57" E. along the westerly line of said parcel 143.13 feet; thence S. 51° 41' 59" E. 421.31 feet; thence northeasterly along a tangent curve to the left, having a radius of 13.64 feet, through a central angle of 90 00' for an arc length of 21.42 feet to a point of reverse curve; thence southeasterly along a curve to the right, having a radius of 13.64 feet, through a central angle of 90° 00', for an arc length of 21.42 feet; thence S. 51° 41' 59" E. 122.41 feet; thence southerly along a tangent curve to the right, having a radius of 75 feet, through a central angle of 87° 29' 32", for an arc length of 114.53 feet, to a point of reverse curve; thence southerly along a tangent curve to the left, having a radius of 300 feet, to a point of reverse curve; thence southerly along a tangent curve to the left, having a radius of 300 feet, to a point of compound curve; thence continuing southerly along a tangent curve to the left, having a radius of 68 feet, through a central angle of 20° 03' 52" for an arc length of 23.81 feet, to a point of reverse curve; thence southwesterly, along a reverse curve to the right having a radius of 33.40 feet, through a central angle of 77° 52′ 04″, for an arc length of 45.39 feet, to a non-tangent point on the northeasterly line of El Camino Real; thence northwesterly, along said northeasterly line, the following courses and distances: N. 51° 13′ 12″ W. 566.52 feet; N. 42° 20' 20" W. 80.45 feet; along a curve to the left, having a radius of 1333 feet through a central angle of 8° 24' 00", for an arc length of 195.43 feet; N. 51° 08' W. 68.39 feet; along a tangent curve to the right, having a radius of 900 feet, through a central angle of 11° 08' 21", for an arc length of 174.97 feet; N. 39° 59' 39" W. 317.82 feet; along a tangent curve to the left, having a radius of 72 feet, through a central angle of 73° 09' 21", for an arc length of 91.93 feet; N. 45° 58′ 59" W. 436.48 feet; N. 41° 16′ 13" W. 151.00 feet; along a curve to the right, having a radius of 102 feet, through a central angle of 16° 19' 30", for an arc length of 29.06 feet, to a point of compound curve, along a curve to the right, having a radius of 12 feet, through a central angle of 90° 08' 53", for an arc length of 18.88 feet; N. 31° 10' 38" W. 85.53 feet; N. 51° 31' 10" W. 123.49 feet; N. 49° 31' 31" W. 69.11 feet to a point in the centerline of San Francisquito Creek; thence leaving said northeasterly line of El Camino Real, and running along the centerline of said creek S. 85° 56' 59" E. 164.52 feet and N. 62° 31' 01" E. 77.22 feet, to a point on the southwesterly line of the Southern Pacific right-of-way; thence southeasterly along the southwesterly line S. 51° 35' 10" E. 7.93 feet; S. 51° 41' 59" E. 797.87 feet and S. 46° 56' 10" E. 602.08 feet; thence S. 38° 18' 01" W. 60.00 feet to the point of beginning. Excepting

therefrom the following described portion of Palo Alto Avenue: Beginning at the northerly terminus of the above described as "having a radius of 12 feet, through a central angle of 90° 08' 53", for an arc length of 18.88 feet"; thence easterly along a compound curve to the right, having a radius of 182 feet, through a central angle of 19° 27′ 55″, an arc length of 61.83 feet; thence N. 81° 46′ 56″ E. 59.63 feet; thence N. 84° 40′ 59″ W. along said right-of-way line 86.96 feet; thence S. 84° 40' 05" W. 192.23 feet; thence westerly along a curve to the right, having a radius of 382 feet, through a central angle of 7° 50′ 24″, an arc distance of 52.27 feet; thence S. 31° 10′ 38″ E. 85.53 feet to the point of beginning. Also excepting therefrom that portion thereof described in Resolution No. 5802 of the City of Palo Alto recorded July 16, 1980 in Book F442 of Official Records at Page 707, records of Santa Clara County, California. Also excepting therefrom that certain 0.551 acre parcel described as follows: Commencing at the intersection of the southwesterly line of the Southern Pacific Railroad Company's right-of-way, 230 feet in width, (as described in that certain easement of Leland Stanford to the Southern Pacific Railroad Company, dated November 23, 1892, and recorded October 28, 1915, in Volume 435 of Deeds at page 244, Santa Clara County Records, in which the bearing of said line is called North 51 28' West, which is also the southwesterly line of that certain easement (Palo Alto Agreement No. 224) granted by the Southern Pacific Railroad Company to the City of Palo Alto by Agreement dated October 2, 1939, and recorded November 27, 1939, in Book 954 of Official Records, page 567, Santa Clara County Records), with the center line of University Avenue produced southwesterly, as said University Avenue exists 75 feet in width (said intersection being the most easterly point of Parcel 1 as described in that certain lease of the Board of Trustees of Leland Stanford Junior University of the City of Palo Alto (Palo Alto Lease No. 3) dated June 10, 1915, and recorded by Stanford University on September 23, 1915, in Vol. P of Leases at page 333 et seq., Santa Clara County Records, in which the bearing of said line is called North 51 45" West); thence North 51 45' West along said southwesterly line a distance of 467.50 feet to the intersection of said line of right-of-way with the center line of Lytton Avenue (prolonged); a distance of 81.00 feet to a point on the southwesterly most line of Parcel No. 2, City of Palo Alto Agreement No. 46, dated October 2, 1939, and recorded October 30, 1939, in Book 951 of Official Records, page 580, Santa Clara County Records, which point is the true point of commencement; thence South 51 45' East, along said southwesterlymost line, a distance of 25.00 feet; thence South 38 15' West a distance of 120.00 feet; thence North 51 45' West a distance of 200.00 feet; thence North 38 15' East a distance of 120.00 feet to a point on the above mentioned southwesterlymost line of Parcel No. 2; thence South 51 45' East a distance of 175.00 feet along said line to the true point of commencement.

SAVE AND EXCEPT THE FOLLOWING DESCRIBED PORTION THEREOF DISCONTINUED FOR PARK PURPOSES PURSUANT TO A VOTE OF THE PEOPLE, AS CONFIRMED BY ORDINANCE NO.

:

Real property in the City of Palo Alto, County of Santa Clara, State of California, described as follows:

Being a portion of Park Parcel 1, as said Parcel 1 is described in that certain document, recorded on September 6, 2012, as Document 21840095, Official Records of Santa Clara County, more particularly described as follows:

COMMENCING at the most westerly corner of Palo Alto Station Grounds, as said Station

Grounds are described in that certain easement from Leland Stanford to the Southern Pacific

Railroad Company, dated November 23, 1892 and recorded October 28, 1915 in Volume 435 of

Deeds at Page 244, Official Records of Santa Clara County, said point being marked by a found

3/4" iron pipe with wood plug and tack;

Thence along the northeasterly line of said Park Parcel, South 16°12′28″ East, 56.48 feet to the POINT OF BEGINNING;

Thence leaving said point and continuing along said northeasterly line, South 16°12′28″ East, 86.65 feet to an angle point in said northeasterly line;

Thence along said northeasterly line, South 50°40′30″ East, 4.34 feet;

Thence leaving said northeasterly line, South 34°32′43″ West, 24.21 feet to the beginning of a tangent curve to the right, having a radius of 273.00 feet;

Thence southwesterly along said curve, through a central angle of 09°40′14″, for an arc length of 46.08 feet;

Thence South 44°12′57" West, 49.45 feet, to the beginning of a tangent curve to the left, having a radius of 49.50 feet;

Thence southerly along said curve, through a central angle of 62°46′25″, for an arc length of 54.23 feet to the northeasterly line of El Camino Real (State Highway 82);

Thence northwesterly along said northeasterly line, North 41°18′51″ West, 2.64 feet; to the beginning of a non-tangent curve, concave to the southwest, having a radius of 1,333.00 feet, with a radial line that bears North 48°17′29″ East;

Thence continuing along said northeasterly line and northwesterly along said curve, through a central angle of 04°28′38″, for an arc length of 104.17 feet;

Thence leaving said northeasterly line, North 44°14′48″ East, 87.93 feet; to the beginning of a tangent curve to the right, having a radius of 260.50 feet;

Thence northeasterly along said curve, through a central angle of 04°48'43", for an arc length of 21.88 feet;

Thence North 49°03′31″ East, 59.71 feet, to the beginning of a tangent curve to the left, having a radius of 19.50 feet;

Thence northerly along said curve, through a central angle of 66°09'32", for an arc length of 22.52 feet; Thence North 29°22'27" East, 14.50 feet to the POINT OF BEGINNING.

Containing an area of 13,960 square feet, more or less.

SECTION 2. The area being discontinued for park purposes in Section 1 of this Ordinance is based on the legal survey attached as Exhibit 1.

SECTION 3. The area being undedicated as parkland by this Ordinance may only be used to construct a road linking the adjacent Palo Alto Transit Center with El Camino Real and related improvements, such as but not limited to: bus stops, utility infrastructure, landscaping, sidewalks, bicycle paths, safety infrastructure, parking spaces, lighting, signage and wayfinding, parking restrictions, and any improvement otherwise permitted in dedicated parkland (including those permitted after adoption of an ordinance).

SECTION 4. The City Council finds this proposed transit connector project exempt from the California Environmental Quality Act (CEQA). The proposed project comes within the statutory exemption for "facility extensions not to exceed four miles in length which are required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services." Pub. Res. Code § 21080(b)(12). Due to its fixed location, Caltrain qualifies as an "exclusive public mass transit guideway" service. The proposed project would extend the existing transit center facility by approximately 210 feet, through the intersection of Quarry Road and El Camino Real, to facilitate the transfer of passengers to Caltrain, among other public transit services.

SECTION 5. Effective Date. This ordinance shall be effective only if approved by a majority of the voters and shall go into effect immediately after the vote is declared and this ordinance is adopted by the City Council.

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SECTION 6. Execution. The Mayor is hereby authorized to attest to the adoption of this Ordinance by the voters of the City by signing where indicated below.

I hereby certify that the foregoing Ordinance was PASSED, APPROVED by the People of the City of Palo Alto voting in the election set on November 5, 2024 and ADOPTED by the City Council pursuant to California Government Code section 38451 as incorporated into Appendix A to the Charter of the City of Palo Alto.

ATTEST:	
City Clerk	Mayor
APPROVED AS TO FORM:	APPROVED:
City Attorney or designee	City Manager
	Director of Community Services
	Chief Transportation Official

Exhibit 1



March 28, 2023 BKF No. 20240028

Page 1 of 2

EXHIBIT "B" Legal Description

PARK DISCONTINUANCE AREA A Portion of El Camino Park, Palo Alto, CA

Real property in the City of Palo Alto, County of Santa Clara, State of California, described as follows:

Being a portion of Park Parcel 1, as said Parcel 1 is described in that certain document, recorded on September 6, 2012, as Document 21840095, Official Records of Santa Clara County, more particularly described as follows:

COMMENCING at the most westerly comer of Palo Alto Station Grounds, as said Station Grounds are described in that certain easement from Leland Stanford to the Southern Pacific Railroad Company, dated November 23, 1892 and recorded October 28, 1915 in Volume 435 of Deeds at Page 244, Official Records of Santa Clara County, said point being marked by a found 3/4" iron pipe with wood plug and tack;

Thence along the northeasterly line of said Park Parcel, South 16°12'28" East, 56.48 feet to the POINT OF BEGINNING;

Thence leaving said point and continuing along said northeasterly line, South 16°12'28" East, 86.65 feet to an angle point in said northeasterly line;

Thence along said northeasterly line, South 50°40' 30" East, 4.34 feet,

Thence leaving said northeasterly line, South 34°32'43" West, 24.21 feet to the beginning of a tangent curve to the right, having a radius of 273.00 feet;

Thence southwesterly along said curve, through a central angle of 09°40'14", for an arc length of 46.08 feet.

Thence South 44°12'57" West, 49.45 feet, to the beginning of a tangent curve to the left, having a radius of 49.50 feet:

Thence southerly along said curve, through a central angle of 62°46'25", for an arc length of 54.23 feet to the northeasterly line of El Camino Real (State Highway 82);

Thence northwesterly along said northeasterly line, North 41°18'51" West, 2.64 feet; to the beginning of a non-tangent curve, concave to the southwest, having a radius of 1,333.00 feet, with a radial line that bears North 48°17'29" East;

Thence continuing along said northeasterly line and northwesterly along said curve, through a central angle of 04°28'38", for an arc length of 104.17 feet;

Thence leaving said northeasterly line, North 44°14'48" East, 87.93 feet; to the beginning of a tangent curve to the right, having a radius of 260.50 feet;

Thence northeasterly along said curve, through a central angle of 04°48'43", for an arc length of 21.88 feet;

Thence North 49°03'31" East, 59.71 feet, to the beginning of a tangent curve to the left, having a radius of 19.50 feet;

Thence northerly along said curve, through a central angle of 66°09'32", for an arc length of 22.52 feet,

Thence North 29°22'27' East, 14.50 feet to the POINT OF BEGINNING.

Containing an area of 13,960 square feet, more or less.

EXHIBIT "B" Legal Description

Page 2 of 2

As shown on plat attached hereto and by this reference made a part hereof.

Christopher Cassera P.L.S. No. 9781

Date 3/28/2024

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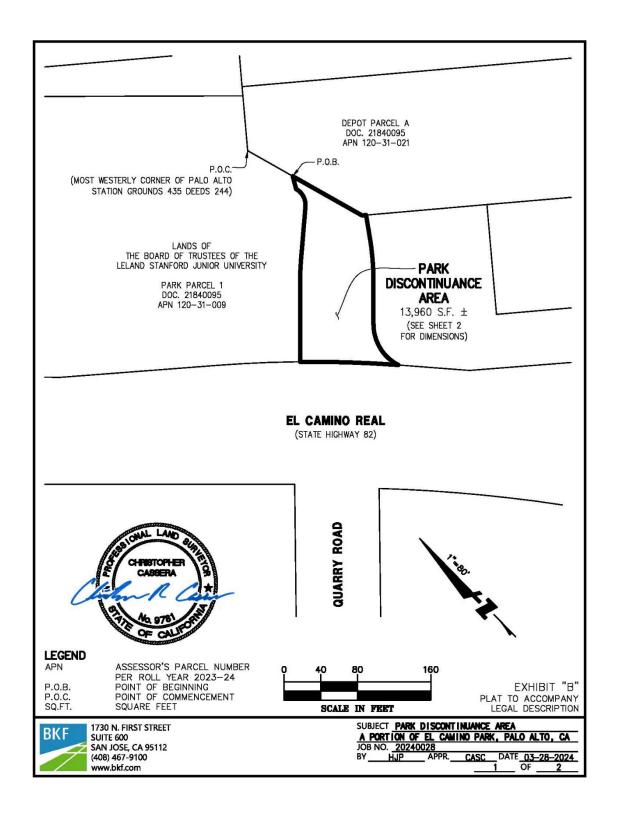
CASSERA

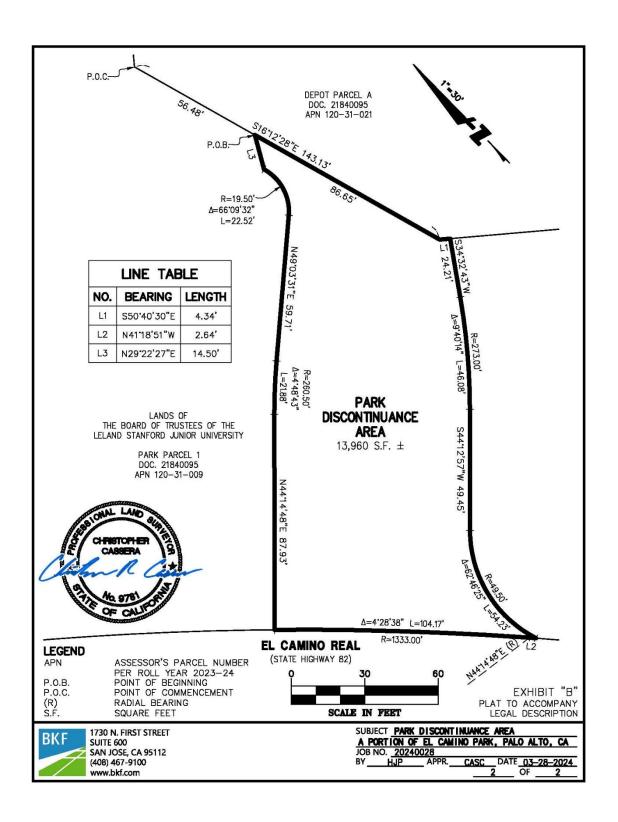
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OF CALIFORNIA

OF CALIFORNIA





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Portion of Park Land at El Camino Park

Ordinance No	
Ordinance of the Council of the City of Palo Alto Calling and Fixing Date of a Specia	ıl
Election to Submit to the City Electors the Question of Discontinuance of the Use of	· a

The Council of the City of Palo Alto ORDAINS as follows:

SECTION 1. Findings and Declarations. The City Council finds and declares as follows:

- A. The area known as El Camino Park is owned by the Board of Trustees of the Leland Stanford Junior University (Stanford) and is leased to the City of Palo Alto (City) until June 30, 2042.
- B. Article VIII of the Palo Alto Charter provides that "All lands owned or controlled by the city which are or will be used for park, playground, recreation or conservation purposes shall be dedicated for such purposes by ordinance." Accordingly, the City adopted an ordinance dedicating El Camino Park for park, playground, recreation, or conservation purposes, as codified at Palo Alto Municipal Code (PAMC) section 22.08.230. A legal description of El Camino Park is codified as Exhibit A-19 to PAMC Title 22.
- C. Article VIII of the Charter requires that "[n]o land heretofore or hereafter dedicated for such purposes shall be sold or otherwise disposed of, nor shall its use be abandoned or discontinued except pursuant to majority vote of the electorate. Any election and related procedures under Article VIII shall conform to the provisions set forth in general law as it existed January 1, 1965, except that the council may call such election by majority vote." The Charter includes the "provisions set forth in general law" in Appendix A to the Charter of the City of Palo Alto.
- D. The City Council proposes that the voters discontinue park use for an approximately 13,960 sq. foot (or approximately 0.33 acre) segment of El Camino Park to be used to build a road connecting the adjacent Palo Alto Transit Center with El Camino Real, a state highway (the "project"). This will allow buses, shuttles, and other transit vehicles to shorten the drive time to and from the Transit Center and will encourage use of public transportation, among other benefits. The proposed project will also include multiple pedestrian and bicycle improvements adjacent to or near the proposed transit connection, including at the intersection of Quarry Road and El Camino Real.
- E. Construction of the project is contingent on state agency approval, finalization of design, and obtaining adequate funding. If built, the project will remain under the terms of the El Camino Park lease, meaning that it will be owned by Stanford and leased to the City until 2042. Unless a new agreement is reached, the project and El Camino Park will thereafter revert to Stanford.
- F. On April 22, 2024, the City Council adopted a Resolution of Intention to Call an Election to Submit the Question of Discontinuance of a Portion of El Camino Park as Dedicated Parkland and setting June 10, 2024 for a Public Hearing for Protests.
- G. In compliance with the City Charter, the City Council now has heard and desires to overrule all protests and desires to adopt this ordinance to call and fix the date of a special

election to submit to the city electors the question of the discontinuance of the use of a portion of park land at El Camino Park.

<u>SECTION 2</u>. The City Council hereby overrules all protests received regarding this proposed discontinuance.

<u>SECTION 3</u>. The City Council hereby calls a special election to submit to the city electors the question of the discontinuance of the use of a portion of park land at El Camino Park. Such election shall occur on November 5, 2024, consistent with Resolution XXXXX.

SECTION 4. The City Council finds the proposed project exempt from the California Environmental Quality Act (CEQA). The proposed project comes within the statutory exemption for "facility extensions not to exceed four miles in length which are required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services." Pub. Res. Code § 21080(b)(12). Due to its fixed location, Caltrain qualifies as an "exclusive public mass transit guideway" service. The proposed project would extend the existing transit center facility by approximately 210 feet, through the intersection of Quarry Road and El Camino Real, to facilitate the transfer of passengers to Caltrain, among other public transit services.

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 $\underline{\sf SECTION~5}.$ As an ordinance relating to an election, this ordinance shall be effective immediately upon adoption.

INTRODUCED:	
PASSED:	
AYES:	
NOES:	
ABSENT:	
ABSTENTIONS:	
ATTEST:	
City Clouds	Navor
City Clerk	Mayor
APPROVED AS TO FORM:	APPROVED:
Assistant City Attorney	City Manager
	Director of Community Constraint
	Director of Community Services
	Chief Transportation Official



PALO ALTO From: Philip Kamhi, Chief Transportation Official

Meeting Date: June 10, 2024

Item Number: 12Report #:2405-3111

TITLE

Supplemental Memo: Hearing on Written Protests Against Proposed Discontinuance of a portion of El Camino Park; and Adopt a Resolution and Ordinance Approving a Ballot Measure for the Discontinuance of a portion of El Camino Park and Calling a Special Election on November 5, 2024 and Authorize the City Mayor and City Manager to Execute a Letter of Intent with Stanford University for the Quarry Road Project; CEQA status - statutorily exempt per Pub. Res. Code § 21080(b)(12).

RECOMMENDATION

In addition to the published recommendations on this item, staff recommends that the City Council Authorize the City Mayor and City Manager to execute a Letter of Intent with Stanford University for the Quarry Road Project.

BACKGROUND/ANALYSIS

This supplemental report transmits a Letter of Intent drafted by the parties, City of Palo Alto and Stanford University (Stanford), and amends the agenda item title and recommended action to seek authorization for City signatures.

Revised Title:

Hearing on Written Protests Against Proposed Discontinuance of a portion of El Camino Park; and Adopt a Resolution and Ordinance Approving a Ballot Measure for the Discontinuance of a portion of El Camino Park and Calling a Special Election on November 5, 2024 and Authorize the City Mayor and City Manager to Execute a Letter of Intent with Stanford University for the Quarry Road Project; CEQA status - statutorily exempt per Pub. Res. Code § 21080(b)(12).

Revised Recommendation:

Staff recommends that the City Council:

1. Hear and pass upon all valid written protests received by the Clerk regarding the proposed discontinuance of a portion of El Camino Park to construct a roadway for transit vehicles;

- 2. Sustain or overrule (majority vote) the protests; and
- 3. If protests are overruled, adopt the attached ordinance and resolution calling for a special election on November 5, 2024 and submit to the voters a ballot measure of whether to discontinue the park use of approximately 0.33 acres of El Camino Park for the purpose of constructing a roadway for transit vehicles between El Camino Real and the Palo Alto Transit Center
- 4. <u>Authorize the City Mayor and City Manager to Execute a Letter of Intent with Stanford University for the Quarry Road Project.</u>

Letter of Intent Between City of Palo Alto and Stanford

In order to provide a more complete context for the proposed Quarry Road project, including its relationship with the Palo Alto Transit Center and El Camino Park, Attachment A provides a proposed Letter of Intent (LOI). The LOI outlines responsibilities and actions that each party plans to undertake, including:

- responsibilities for the funding, design, and construction of the roadway. This includes Stanford contributing up to \$4 million for completion of the project, as well as maintenance funding;
- extension of the lease for playing fields at El Camino Park for an additional ten years through 2052; and,
- undertaking a long-term visioning process for the Palo Alto Transit Center that addresses dynamic public spaces, multi-modal transit needs, and community engagement.

This LOI was discussed and drafted with the involvement of Stanford, the City Council Stanford Ad Hoc Committee (Council members Burt, Kou, and Lythcott-Haims), and City staff. The attached letter has been signed by Stanford's representative and staff recommends authorization for the Mayor and City Manager to sign on behalf of the City.

ATTACHMENTS

Attachment A: Letter of Intent Quarry Road

APPROVED BY:

Philip Kamhi, Chief Transportation Official



June 1, 2024

Robert C. Reidy
Vice President, Lands, Buildings, and Real Estate
Stanford University
Stanford, CA 94305

RE: Letter of Intent for Mutual Cooperation between the City of Palo Alto and Stanford University to Collaborate on a new road, primarily for transit, connecting the Palo Alto Transit Center with El Camino Real; Extension of the Lease for the playing fields portion of El Camino Park; and Future Visioning of the Palo Alto Transit Center.

Dear Mr. Reidy:

The Palo Alto Transit Center (PATC) is the mobility hub of Palo Alto and has the second highest Caltrain ridership on the corridor. SamTrans, Santa Clara Valley Transit Authority (VTA), AC Transit and Dumbarton Express all run buses to the PATC to complement Caltrain service and connect Palo Alto to San Mateo County, Santa Clara County, and the East Bay, respectively. Additionally, Stanford's Marguerite shuttle service and other private shuttles provide last-mile connections from the PATC to campus facilities for employees and visitors.

The City of Palo Alto and Stanford University are collaborating to create a new transit road that will connect the Palo Alto Transit Center with El Camino Real and make intersection improvements at El Camino Real and Quarry Road for improved pedestrian and bicycle connections to businesses and retail, in addition to Stanford University, Medical Center, and Shopping Center (altogether described as "the transitway"). This transitway will allow buses, shuttles, and other transit vehicles to directly access El Camino Real rather than circle back through University Avenue, creating more efficiency for transit riders and improving transit operations. Bus operators estimate saving approximately 5-8 minutes per trip. As a major step forward, the parties are working toward placing a measure on the November 2024 ballot to undedicate an underutilized portion of El Camino Park to allow the transitway to be constructed there.

The City and Stanford are working together as shared stakeholders. Stanford is the owner of the land at El Camino Park and the Transit Center. Stanford leases the land at El Camino Park to the City through June 2042, and the City has dedicated the area for park use. Stanford also leases the land at the Transit Center to the City through June 2033, which is currently occupied by VTA as a holdover from a previous sublease. Stanford's shuttles, in addition to public and private shuttles, use the Transit Center to connect public transit with numerous employer centers in Palo Alto.

Provided the electorate approves the November 2024 ballot measure, the City and Stanford intend to move forward with the transitway in tandem with consideration for the neighboring properties – El Camino Park and the Transit Center – as follows:

1. New transitway connecting the Palo Alto Transit Center and El Camino Real to increase efficiency for transit riders, and improve pedestrian and bicycle crossing of El Camino Real.

I. Construction: The City will be responsible for the final design and construction of the transitway, including obtaining all the necessary permits, subject to Stanford funding contributions as outlined below.

II. Funding:

- a. The funding for the total project budget, including all soft costs and costs to support the ballot measure, will come from a combination of sources.
- b. The first funding source will be funds provided to the City under Section 5(d)(i) of the Stanford University Medical Center (SUMC) Development Agreement (approximately \$1.2 million).
- c. The City, with assistance from Stanford, actively will pursue any available grant funding to help cover project costs.
- d. Stanford will pay for the remaining cost not covered by the SUMC Development Agreement or grant funding, up to a maximum of \$4 million.
- III. Post-construction maintenance, during the period of time that the transitway is ground leased to the City:
 - a. The City (and/or the City's sublessee) will be responsible for all future maintenance and landscaping for the project area.
 - b. Stanford will cover the cost for the maintenance work up to \$80,000 annually.
- IV. As part of Stanford's overall project budget of up to \$4 million, Stanford will pay the costs associated with placing the item on the November 2024 ballot, up to \$86,000.
- V. Rights in the transitway:
 - a. The precise terms and conditions of the transitway its location, maintenance, relocation flexibility, etc. will be documented through amendment of the existing ground lease of El Camino Park or by other document that ensures each party's

interests are documented and protected. Such agreement will generally be consistent with the existing fee structure, which allows the City to lease the premises for \$1/year through June 2042.

b. All rights will be coterminous with the existing ground lease term ending in June 2042.

2. Ensuring the Playing Fields at El Camino Park Extend Beyond 2042

In connection with the Quarry Road transitway project, subject to and prior to its completion, Stanford, as owner of the land under El Camino Park, will allow the existing playing fields at El Camino Park to continue through 2052 by extending that portion of the lease with the City (that portion to be defined and described in the El Camino Park lease amendment). Stanford will continue to charge the City \$1/year in the extended term from 2042 through 2052.

3. Long-Term Visioning of a Dynamic Palo Alto Transit Center

The Palo Alto Transit Center (PATC), which includes 27 University, 400 Mitchell, the Transit Terminal and the Depot, serves as a significant multi-modal gateway for both the City of Palo Alto and Stanford University. The PATC provides an important midpoint connection between Downtown, the University, Stanford Shopping Center, Stanford Health Care, and Stanford Medicine Children's Health. Stanford and the City are committed to working in collaboration with transit partners on a long-term visioning process, including:

- Exploring future uses and dynamic public spaces that could be implemented
- Studying how the multi-modal transit hub can function better
- Engaging the community as part of the visioning process

While this letter is not a contract, it is intended to provide a solid foundation and scope for next steps. The City and Stanford are aware that this letter rests on specific assumptions about the costs, legal requirements, and future needs of El Camino Park and the Transit Center, and such assumptions may change over the duration of this project.

The City requests Stanford's countersignature to this letter to indicate its shared understanding of the terms above.

Sincerely,

Mayor, City of Palo Alto

City Manager, City of Palo Alto

Stanford University acknowledges and shares the City's understanding of the terms above.

Robert C. Reidy, Vice President of Lands, Buildings, and Real Estate

Stanford University

From: Arthur Keller
To: Council, City

Subject: Re: City Council to Consider Potential Ballot Measure for Quarry Road Transit Connection

Date: Sunday, June 9, 2024 7:41:06 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Mayor and City Council,

In consideration of the request to undedicate a portion of El Camino Park as parkland, which a bus route that greatly benefits Stanford University for the reduction in time for the Marguerite Shuttle to enter the station, I request that Stanford University instead dedicate a portion of the Mayfield Playing Fields (El Camino Real and Page Mill Road) as parkland. In addition, there would remain a small piece of El Camino Park that remains parkland. Rather, this portion should be undedicated as well so that the parkland is one contiguous piece of land and is all usable as parkland. There is sufficient land at the Mayfield Playing Fields site to dedicate as usable parkland.

Best regards, Arthur Keller From: Anthony Montes
To: Council, City

Cc: Nordman, Eric; Frank Viggiano; Zafarali Ahmed; Ken Kershner

Subject: Item 12: Support For Ballot Measure and Quarry Road Connection

Date: Sunday, June 9, 2024 3:07:31 PM

Attachments: 06 10 2024 Quarry Road Project Letter of Support.pdf

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Hello Palo Alto City Council,

I hope this finds you all well.

I have attached a letter of support on behalf of the SVBC Palo Alto Local Team asking the council to allow voters to decide to discontinue a portion of El Camino Park for the purpose of constructing a roadway for transit vehicles between El Camino Real and the Palo Alto Transit Center.

This project has the potential to reduce congestion and pollution; provide safe crossing for all users across El Camino Real; and improve regional connectivity by making it more convenient and comfortable to use public and active transportation.

Please reach out to me if you have any questions. Thank you for your consideration.

Best,

Anthony Montes | he/him/his

Associate Director of Advocacy and Development

Cell: 408-694-8848 | LCI # 7,038



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June 10, 2024

Palo Alto City Council City of Palo Alto 50 Hamilton Avenue Palo Alto, CA 94301

RE: Support For Ballot Measure and Quarry Road Connection

Dear Palo Alto City Council,

On behalf of Silicon Valley Bicycle Coalition's (SVBC) Palo Alto Local Team, we are writing to express support for the November ballot measure to allow voters to decide to discontinue approximately 0.33 acres of El Camino Park for the purpose of constructing a roadway for transit vehicles between El Camino Real and the Palo Alto Transit Center.

This project is a critical step towards a more reliable and regionally integrated transportation network in Palo Alto and Santa Clara and San Mateo Counties. It will shorten travel times for transit users and has the potential to reduce conflict points between vehicles and those who walk and bike, inducing a shift away from single-occupancy vehicles and thereby decreasing traffic congestion and vehicle pollution.

Along with the improvements to facilitate crossing the intersection of Quarry Road and El Camino Real, we urge Stanford University, Caltrans, the Valley Transit Authority, and the city of Palo to implement additional bike safety infrastructure as part of this project:

- Physical protection of bicycle lanes using bollards, flex posts or similar;
- Fully protected intersection with dedicated bike and turn signals and refuge islands (where feasible) to eliminate conflict between buses and bicyclists at the entrance of the transit way;
- Improved connection between Quarry Road, Palm Drive and the Embarcadero Bike path by reducing vehicle-pedestrian-bike conflicts on Mitchell Lane and University Ave circle;
- Improving bicycle access to the existing Lytton Ave tunnel;

Such improvements will enhance multi-modal access from several Palo Alto neighborhoods to the transit center, El Camino Park, Stanford Shopping Center and Stanford Campus. We urge you to vote in favor of adding it to the November ballot for Palo Alto residents. For any questions or inquiries, please reach out to Anthony Montes at anthony@bikesiliconvalley.org.

Thank you for your consideration.

Sincerely,

SVBC Palo Alto Local Team

From: Robert Neff
To: Council, City

Subject: Support for better Transit connection to Transit Center

Date: Saturday, June 8, 2024 11:10:49 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Honorable members of Palo Alto City Council,

I am writing to support the proposal to create direct access from El Camino Real (ECR) to the Palo Alto Transit Center for Stanford, VTA, SamTrans, and other bus services. As a daily bus rider, I prefer to experience a route which is direct and frequent (Route 522, from Arastradero to Wolfe on ECR), and have also experienced the chronic frustration of bus routes that must take time to leave their main route to get to a Transit Center. The current connection from ECR and Stanford to the transit center is poor, with long waits for traffic signals. This connection will simplify and speed connections. Since a bus ride from Menlo Park (the SamTrans ECR) to Mountain View (the VTA 22) requires changing buses in Palo Alto in the Transit center, this will save time for those riders on every trip.

I think the lost parkland is of relatively low value, though it has a good location, and will be possible to replace. I am confident that transportation planners will redesign the intersection at Quarry/ECR to also accomodate the bicycle and pedestrian traffic across ECR at that intersection. Please advance this proposal.

Thank you for your service to the City of Palo Alto.

--

-- Robert Neff robert@neffs.net From: Nadia Naik

To: <u>Council, City</u>; <u>Clerk, City</u>

Subject: Public Comment, PACC Meeting June 10th Item 12 Quarry Road Extension.

Date: Wednesday, June 5, 2024 9:29:34 AM

Attachments: Letter of Support for Quarry Road Extension.pdf

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

To: Palo Alto City Council

Re: Quarry Road extension

June 6, 2024

Dear City Councilmembers,

My name is Nadia Naik and I'm a Palo Alto resident and transit advocate.

The Quarry Road extension would provide a significant reduction in bus travel time and improve local bus service. With the electrification of Caltrain, the Palo Alto Intermodal Transit Center (University Ave station), which already has the highest ridership on the Caltrain line outside of San Francisco, will have even more trains serving the region throughout the day as a critical transit link. As a result, many more buses will be needed to meet the needs of those riders.

I urge the City Council to support putting the issue of Quarry Road on the ballot in November. However, I urge the city to work on improvements to the current plan. My final support for the project is predicated on a detailed plan that supports the bike/pedestrian movements through this critical area. Currently, there are incomplete bike paths that move cyclists through the station area and circulation in all directions must be carefully addressed, particularly at points where many modes intersect. This will be critically important since as Caltrain service improves, so will the number of bikes/pedestrians crossing through the area.

I'm confident we can, and should, find other, more useful parkland to dedicate in Palo Alto. The area that would be converted for this project is small, not a very useable space, and is much more conducive to providing transportation benefits than recreational benefits.

I'm hopeful we can get the details of these plans resolved by November. I would like to commend everyone involved for their expedient work to get this to the voters quickly.

I urge City Council, Staff, and Stanford to continue to make progress on this critical transportation link. This is a great example of how the city and Stanford can work together on projects and I hope it ushers in a new era of even closer collaboration.

Nadia Naik Emerson Street Palo Alto, CA 94301 To: Palo Alto City Council

Re: Quarry Road extension

June 6, 2024

Dear City Councilmembers,

My name is Nadia Naik and I'm a Palo Alto resident and transit advocate.

The Quarry Road extension would provide a significant reduction in bus travel time and improve local bus service. With the electrification of Caltrain, the Palo Alto Intermodal Transit Center (University Ave station), which already has the highest ridership on the Caltrain line outside of San Francisco, will have even more trains serving the region throughout the day as a critical transit link. As a result, many more buses will be needed to meet the needs of those riders.

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I urge City Council, Staff, and Stanford to continue to make progress on this critical transportation link. This is a great example of how the city and Stanford can work together on projects and I hope it ushers in a new era of even closer collaboration.

Nadia Naik Emerson Street Palo Alto, CA 94301 Dear Mayor and City Council,

Re: June 10, 2024 Agenda Item 12

I protest undedicating a portion of El Camino Park because it fails to identify Stanford-owned land within City limits that could be dedicated instead.

In consideration of the request to undedicate a portion of El Camino Park as parkland, where a bus route that greatly benefits Stanford University for the reduction in time for the Marguerite Shuttle to enter the station, I request that Stanford University instead dedicate a portion of the Mayfield Playing Fields (El Camino Real and Page Mill Road) as parkland. In addition, there would remain a small piece of El Camino Park that remains parkland. Rather, this portion should be undedicated as well so that the parkland is one contiguous piece of land and is all usable as parkland. There is sufficient land at the Mayfield Playing Fields site to dedicate as usable parkland.

Best regards,

Arthur Keller 3881 Corina Way Palo Alto, CA 94303

Protest Against the Proposed Discontinuation of the Park Dedication of a Portion of El Camino Park

Date: June 10, 2024

To: City Clerk, City of Palo Alto

From: Herb Borock

Address: 433 Kingsley Avenue, Palo Alto

T protest the proposed discontinuance of the Park Dedication of a portion of El Camino Park, because the legal description of El Camino Park in the discontinuance notice as codified in Exhibit A-19 to Title 22 of the Palo Alto Municipal Code is not an accurate description of El Camino Park due to the fact that the most recent amendment to that legal description eliminated reference to the most recent non-codified time-limited voter approved discontinuance of a portion of that park that expired on June 30, 2013 for a 120' x 200' leasehold for the American National Red Cross, Palo Alto Area Chapter (Ordinance No. 2934), while Stanford University has been illegally leasing that portion of El Camino Park to the Red Cross for over ten years, and Stanford University is the primary beneficiary of the current proposed discontinuance of park dedication for another portion of El Camino Park.

Prior to requesting the voters to discontinue a portion of the park dedication of El Camino Park for the proposed Quarry Road extension, the Council needs to take appropriate action regarding the illegal use of another portion of the same park, including obtaining any illegal rental payments received by Stanford from the Red Cross leasehold, encouraging Stanford to find another location for the Red Cross building on Stanford's vast acreage that is not dedicated parkInd, and restoring that leasehold site in both fact and law as part of El Camino Park.

T have included my residence address as required for a valid protest, however T am aware that it is the habit and custom of the City Clerk's office to redact personally identifiable information such as individual residence addresses from any correspondence included on the City's website.

Signature

ley

