

City Council Meeting #3

June 8, 2026

Presenter:

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CITY OF
**PALO
ALTO**

SAN ANTONIO ROAD
AREA PLAN



Purpose of Tonight's Item

Based on feedback received at the April 6, 2026 study session, staff has developed a core scenario -- a defined set of land use and mobility assumptions -- to serve as the foundation for Phase 3 analysis.

- Council is asked to endorse the core scenario and authorize the transportation analysis that will evaluate its implications.
- Endorsing the core scenario today is not a final land use decision.
- Analysis will validate, refine, or adjust the core scenario as needed.
- If, after reviewing the analysis, Council wishes to pursue a different direction, the project team will adjust accordingly.

Staff intends to return to Council in Q4 2026 to finalize a preferred alternative to begin drafting the Area Plan and environmental review.

Project Area and Goals

- 275.3 acres along Palo Alto's border with Mountain View
- 1.8-mile length of San Antonio Road
- Contains a mix of industrial, office, service commercial, and residential uses.
- Adjacent neighborhoods in both Palo Alto and Mountain View are residential.
- Southern part within a half-mile of San Antonio Caltrain station.

PROJECT GOALS

CREATE A MORE LIVABLE COMMUNITY

IMPROVE MOBILITY AND SAFETY

SUPPORT SUSTAINABILITY

ENHANCE ECONOMIC VITALITY

PROJECT OUTCOMES

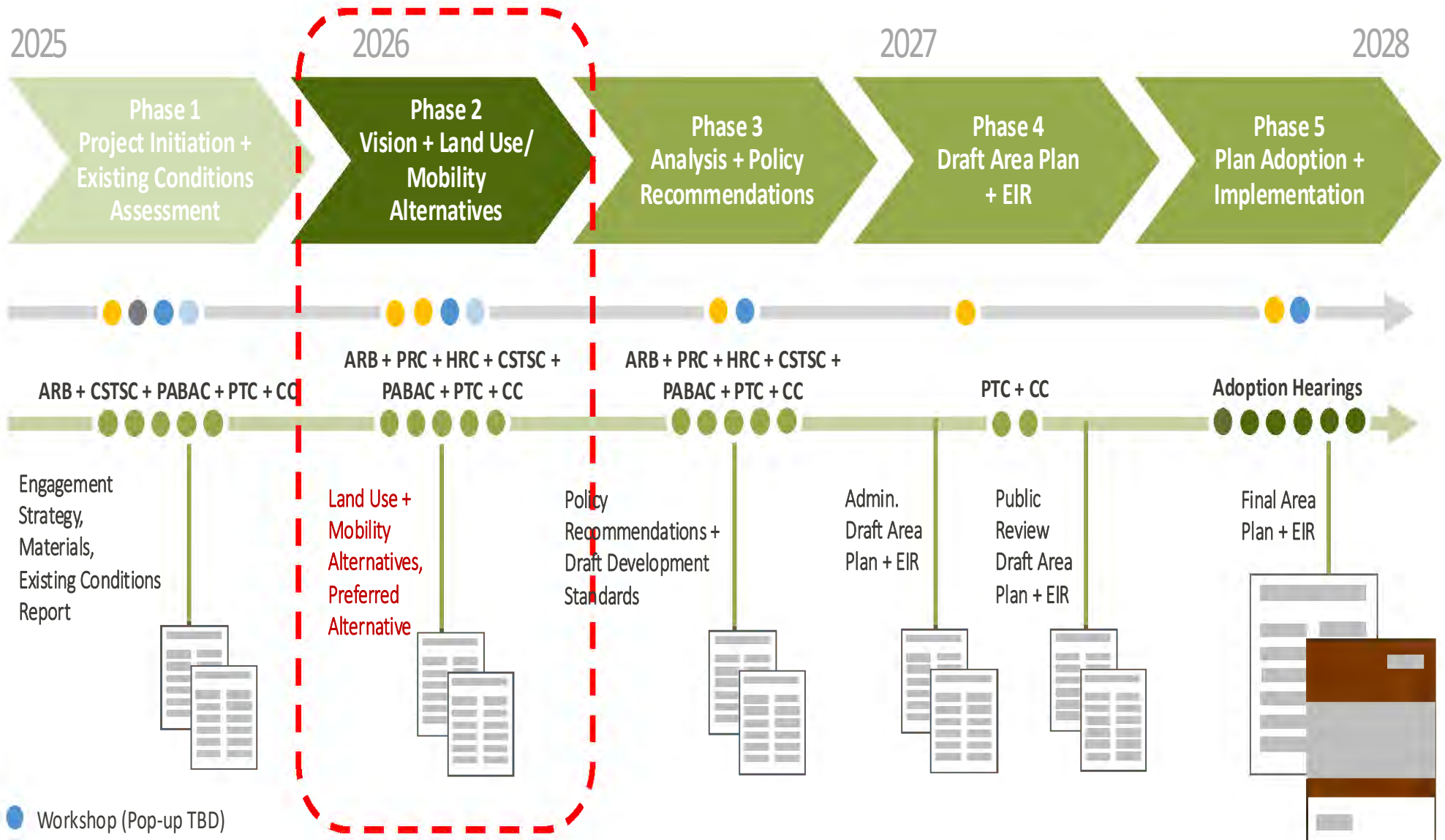
FEASIBLE DESIGN ALTERNATIVES

ZONING + DEVELOPMENT STANDARDS

IMPLEMENTATION TOOLS AND STRATEGIES



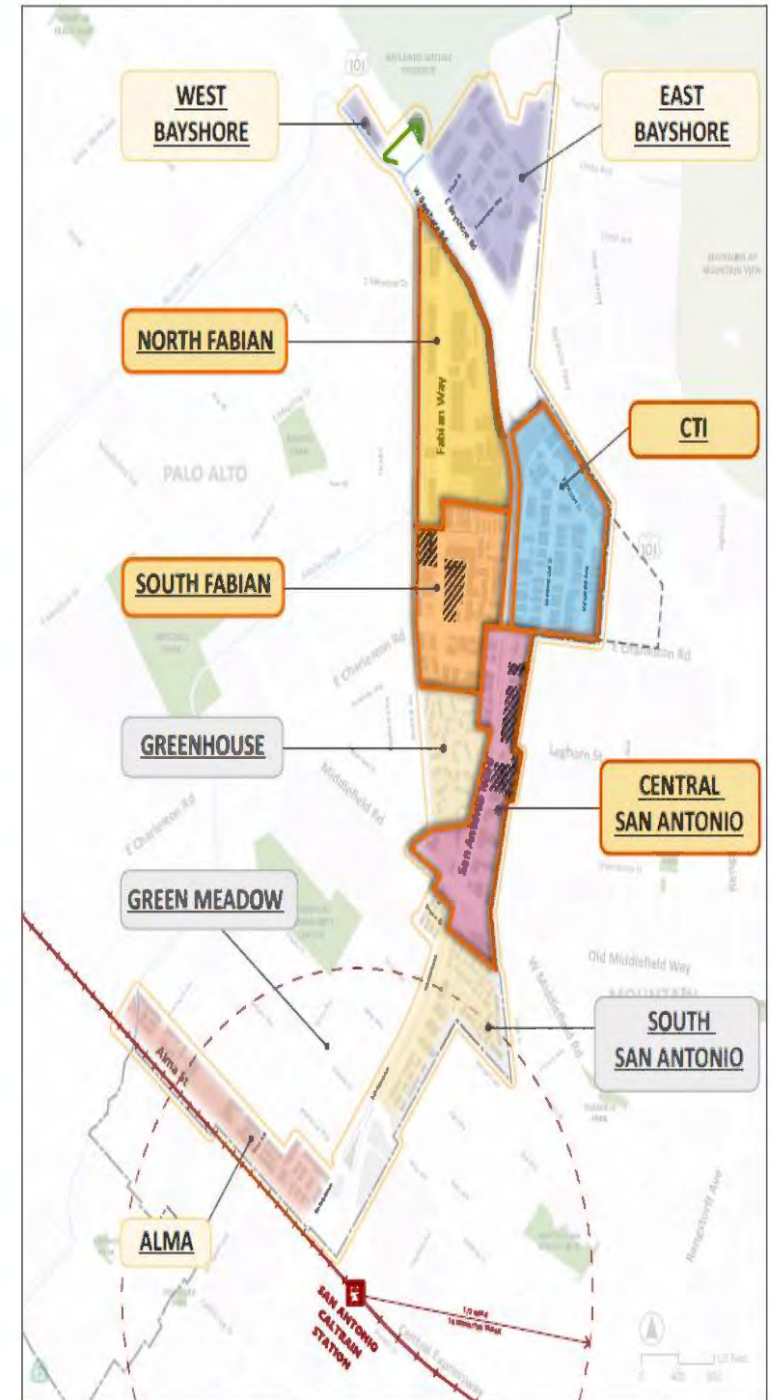
Project Timeline



- Workshop (Pop-up TBD)
- Online Survey
- Walk Audit
- CAG+TAG Meetings
- Council, Commissions, Boards

What We Heard

- Dividing the plan area into sub areas is the right approach to developing the plan.
- The area is a key housing production area, and should contain housing of diverse type and affordability levels.
- Housing growth needs to be supported by mobility improvements; travel along and across San Antonio Road should be comfortable for all users.
- Office and research & development space should be designed as to improve the City's jobs/housing balance.
- The Area Plan should incentivize the creation of large neighborhood parks in the areas closest to U.S. 101.
- Retail should be neighborhood serving and of a sufficient amount to help reduce trips outside of the area.
- Building heights should be considerate of neighboring parcels, especially single-family homes and creeks.



Core Scenario

In order to advance the Area Plan, staff proposes advancing a “core scenario” from which to conduct additional analysis and start building policies around. The core scenario achieves the following:

- Creates new residential and mixed-use neighborhoods at a diversity of income levels.
- Creates multiple new outdoor spaces.
- Improves the jobs-housing balance while allowing office/R&D uses.
- Adds new retail and commercial uses needed to serve residents.
- Enhances streets, sidewalks, bike lanes, and transit connections to support easier and safer travel for all users.
- Reduces commute trips, integrate green infrastructure, and build resilience to climate change.
- Establishes new development standards which encourage new development while protecting existing neighborhoods.



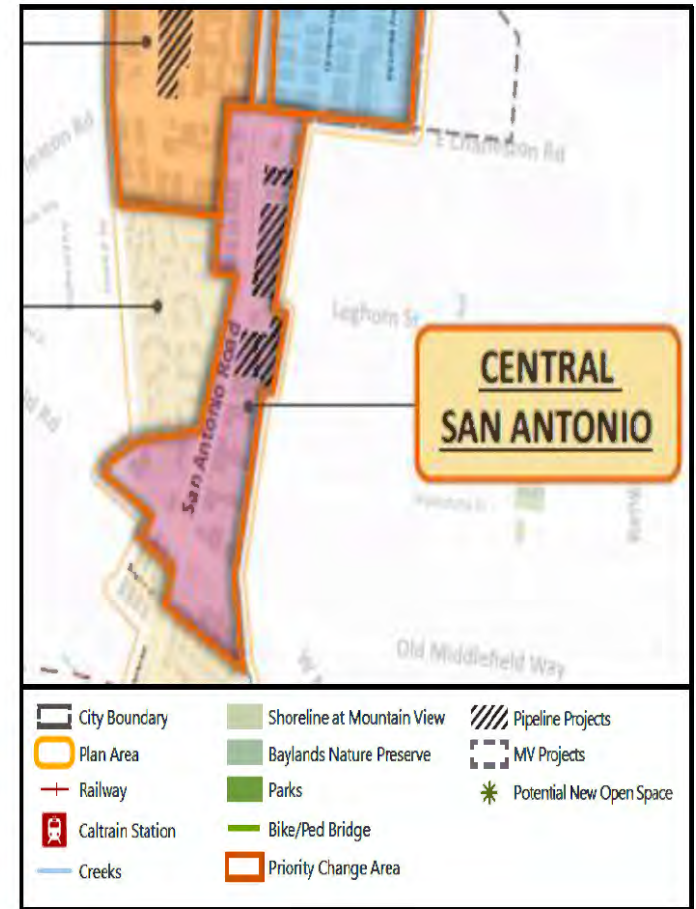
Central San Antonio

Core Scenario

- **Land use:** Residential mixed-use, with ground floor neighborhood retail required in key location(s).
- **Height:** 90 feet maximum (8 stories), height transitions required when adjacent to existing low-density residential neighborhoods (60 feet maximum).
- **Transportation:** Separated bikeways along San Antonio, improved intersections/crossings, transit, mobility hub.

Concepts to explore:

- Evaluate the comparative effects of 60 feet maximum and 90 feet maximum.
- Alternative ground floor uses.
- Connection to Wyandotte Street (MV), outdoor space.



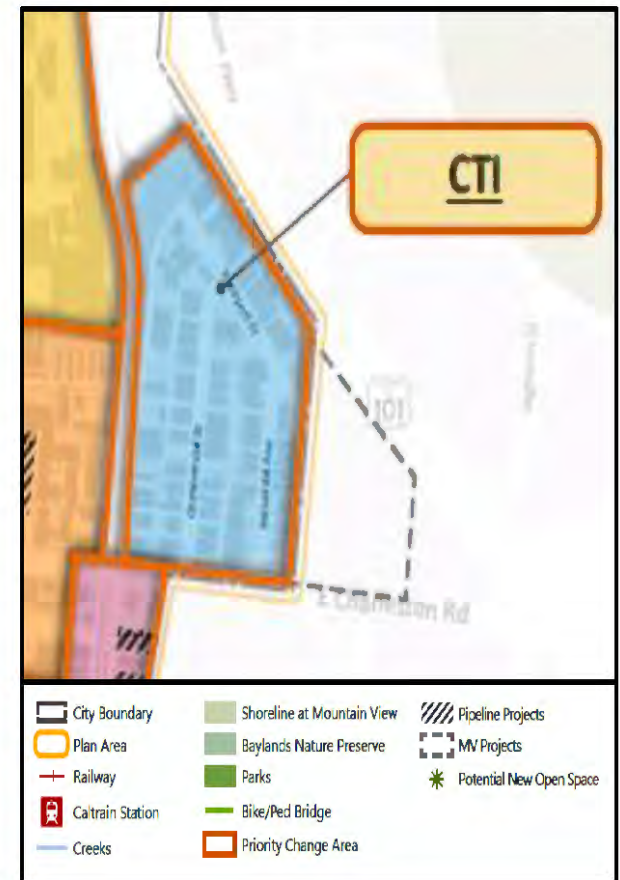
CTI (Commerce St, Transport St, Industrial Ave)

Core Scenario

- **Land use:** Residential mixed-use, with office/ R&D space allowed and neighborhood retail required in key location(s); New outdoor space(s).
- **Height:** 90 feet maximum (8 stories).
- **Transportation:** Improve pedestrian realm, create paseos to reduce block sizes, connect to Mountain View and U.S. 101 interchange.

Concepts to explore:

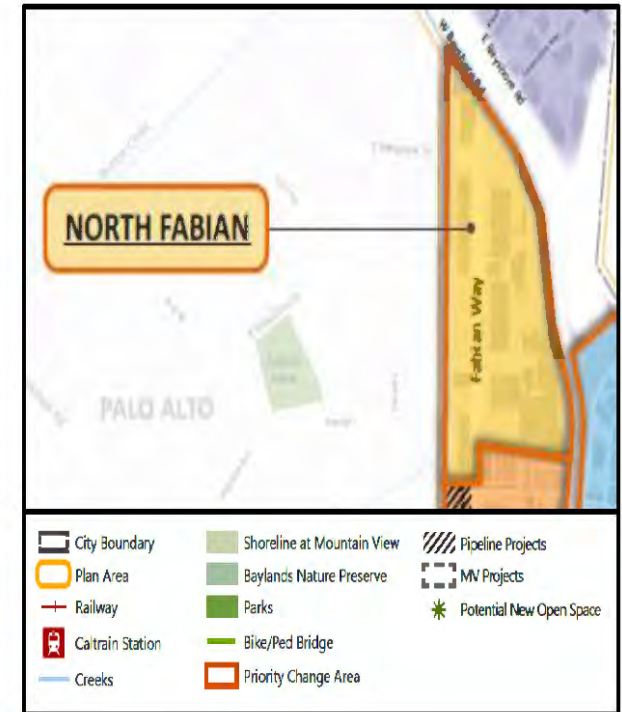
- Evaluate the comparative effects of 60-foot maximum and 90-foot maximum.
- Evaluate the effects of allowing buildings to exceed 90 feet.
- Evaluate the amount of office/research & development.



North Fabian

Core Scenario

- **Land use:** Residential mixed-use, with ground floor neighborhood retail required in key location(s); new park/outdoor space(s).
- **Height:** 90 feet maximum (8 stories), height transitions required when adjacent to existing low-density residential neighborhoods (60 feet maximum).
- **Transportation:** Separated bike lanes on Fabian Way, create paseos to reduce block sizes, connect to U.S. 101 interchange.



Concepts to explore:

- Evaluate the comparative effects of 60 feet maximum and 90 feet maximum.
- Explore setting minimum density to encourage midrise residential and minimize townhomes.

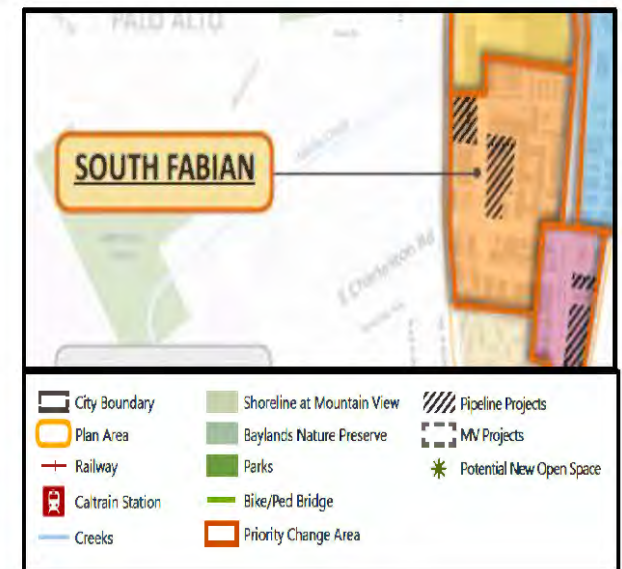
South Fabian

Core Scenario

- **Land use:** Residential mixed-use, neighborhood retail allowed but not required.
- **Height:** 90 feet maximum (8 stories), height transitions required when adjacent to existing low-density residential neighborhoods (60 feet maximum).
- **Transportation:** Separated bike lanes on Fabian Way, improved intersections/crossings

Concepts to explore:

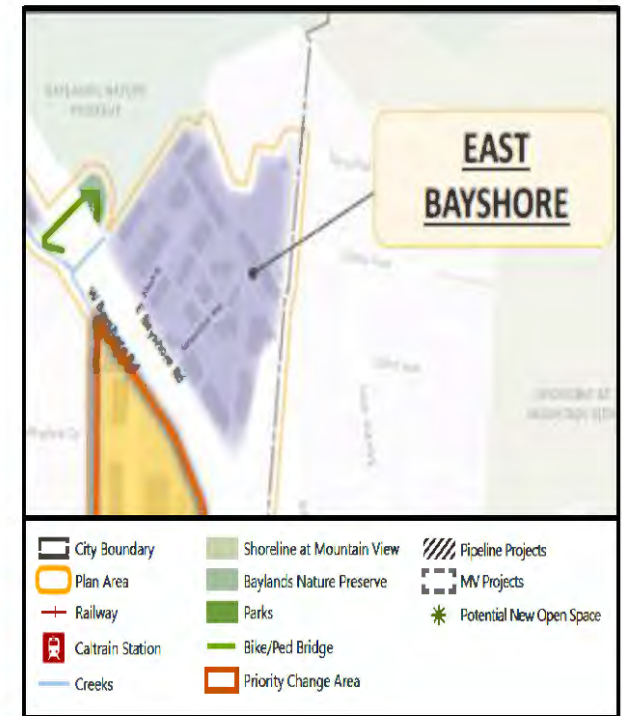
- Evaluate the comparative effects of 60 feet maximum and 90 feet maximum.
- Alternative ground floor uses.



East Bay Shore

Core Scenario

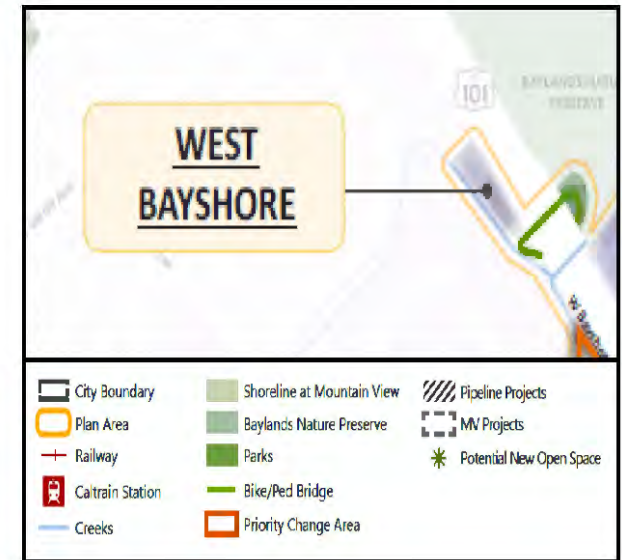
- **Land use:** Low-density commercial (no change; maintain existing development standards including heights).
- **Transportation:** Connect to U.S. 101 interchange.



West Bayshore

Core Scenario

- **Land use:** Low-density commercial with residential uses allowed (no change; maintain existing development standards including heights).



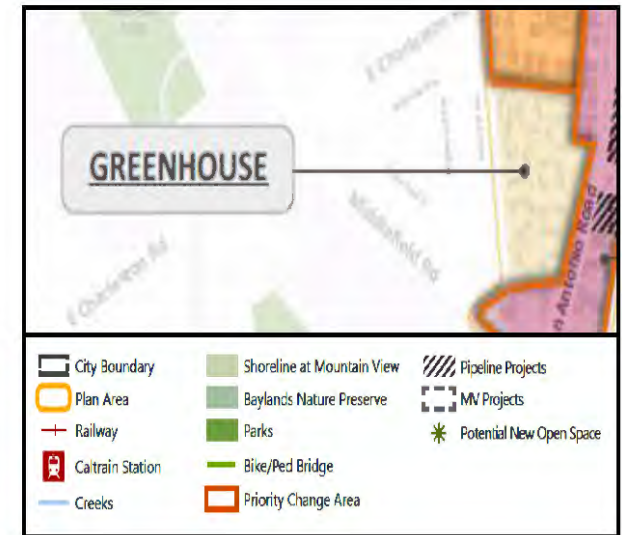
Greenhouse

Core Scenario

- **Land use:** Low-density residential (no change; maintain existing development standards including heights).

Concepts to explore:

- Easements along San Antonio to improve bike/ped facilities, easements to connect bike route from Southerland Drive to San Antonio.



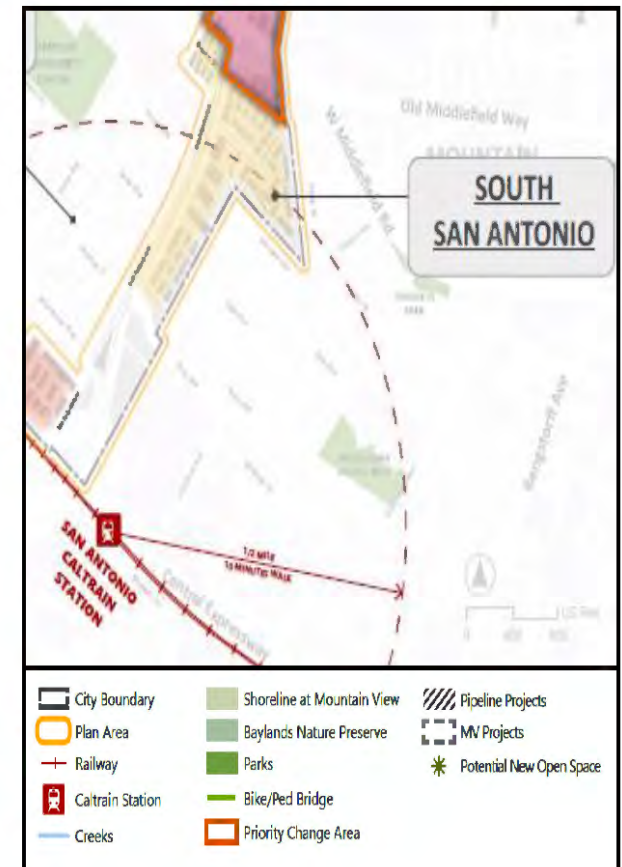
South San Antonio

Core Scenario

- **Land use:** Low to medium-density residential (no change; maintain existing development standards including heights).
- **Transportation:** Separated bikeways along San Antonio Road and/or Avenue, improved intersections/crossings, improve connection to Cal Train.

Concepts to explore:

- Preventing auto intrusion to single-family neighborhoods.
- Easement through Google X property.



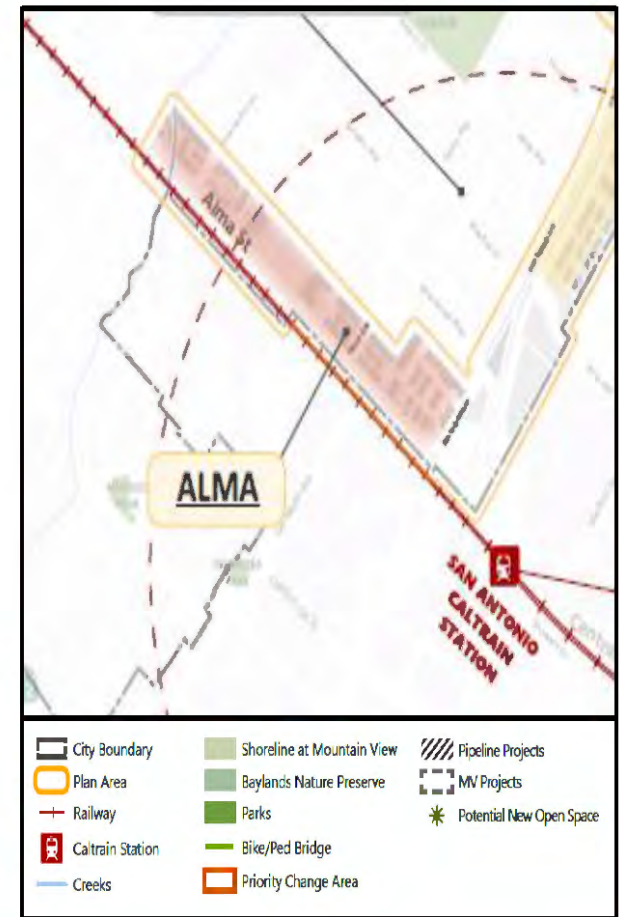
Alma

Core Scenario

- **Land use:** Low to medium-density residential with institutional/civic uses (no change; maintain existing development standards).
 - Note that SB 79 will allow higher-density residential for qualifying projects, and two sites are both Housing Opportunity Sites and subject to Senate Bill 4 (2023), the Affordable Housing on Faith Lands Act. This will be studied by the City as part of separate initiatives.
- **Transportation:** Separated bikeway along Alma, improved intersections/crossing to Cal Train.

Concepts to explore:

- Improving alternative bike route parallel to Alma

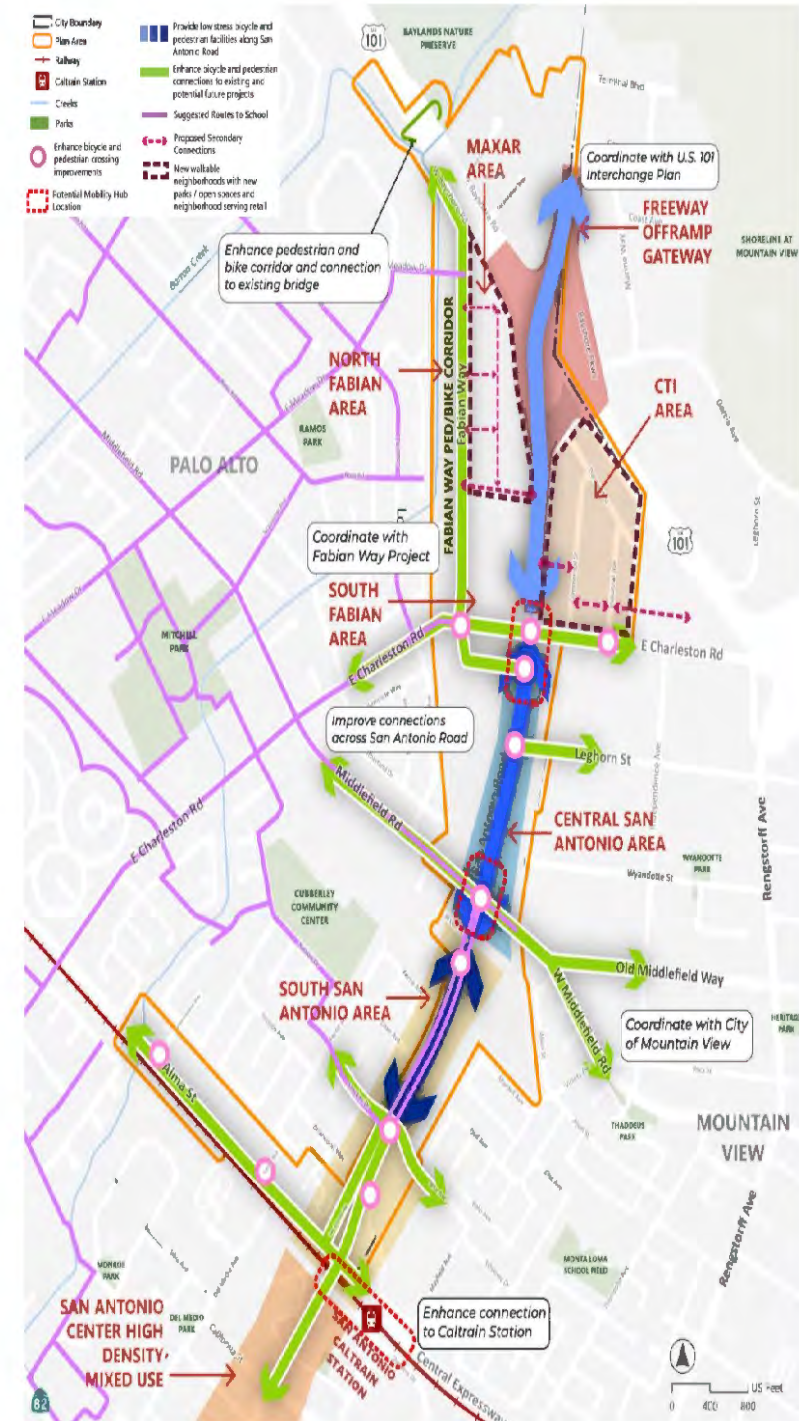


Transportation Analysis

The San Antonio Road Area Plan is both a land use and transportation plan. To help aid land use decisions, the transportation analysis will include the following:

- Evaluation of the core scenario against the current-zoning baseline using transportation-related metrics to quantify the relative benefits and tradeoffs of each approach, including:
 - Vehicle trip generation;
 - Mode share;
 - Vehicle miles traveled; and
 - Transit viability.
- Assessment of multimodal access for residents to key destinations and the anticipated effects of proposed mobility improvements.

This analysis will directly inform whether the core scenario's land use assumptions should be confirmed, refined, or adjusted in scale.

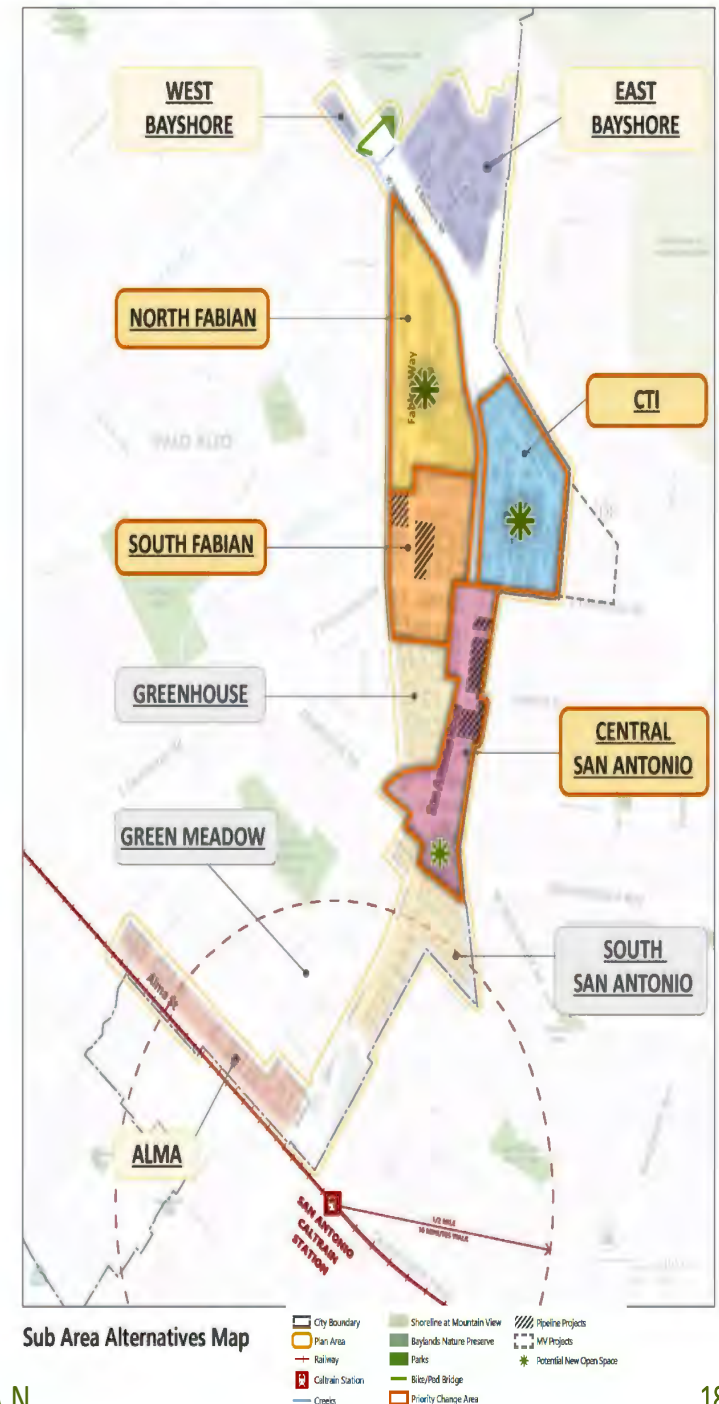


Comparison of Core Scenario and Current Zoning

Core Scenario	Current Zoning
Allows up to 6,700 units (realistic 4,700) with more potential for affordable units in the plan area	Allows up to 5,700 units (realistic 3,100) with a lower number of affordable units, potentially located elsewhere
Allows new office/R&D space within the CTI sub-area to keep employment steady and fund plan area improvements, while reducing jobs/housing imbalance	Allows for general manufacturing and light industrial uses, with limited office allowances without funding improvements
Creates a program to deliver new outdoor spaces focused on neighborhood parks and plazas	No mechanism for assuring new outdoor spaces within the plan area
Creates a plan to deliver neighborhood serving retail and other needed uses	Allows or requires retail without coordination
Improves the transportation network, prioritizing improvements to the pedestrian realm, bike network, transit, vehicle circulation, freight circulation, and parking and curb management	Transportation improvements occur in a piecemeal fashion, if at all
Creates pedestrian-oriented neighborhoods	Corridor is dominated by automobiles and freight

Staff Recommendations

- Endorse the core scenario for the San Antonio Road Area Plan as the basis for Phase 3 analysis, modified as needed to reflect Council priorities; and
- Authorize the transportation analysis described in Attachment A, to be completed and presented to Council in Q4 2026 alongside a recommended land use and transportation plan.



Thank you!



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