

East Meadow Circle / Fabian Way Concept Plan

Meeting #3

September 16, 2009

Public Comments

1. East Meadow Circle

Q: Is open space shown between the single-family homes and two-story light industrial buildings?

Q: Any thought to undergrounding utilities? Study this. When considering this, consider undergrounding utilities loop near firestation #4.

Two-story buildings would change ambiance in single-story homes. How would this be mitigated? Could there be vegetation as a buffer?

E. Meadow is the last spot for a school. Would comp plan designation change preclude use for a school? No. Public schools can go anywhere.

Did you consider Ramos Park in locating a park in the industrial area? Seems like a park would be a low priority. Would be helpful to mention heights in feet, in addition to using stories to describe heights.

Flood zone: Should use permeable surfaces in the area. Should also floodproof buildings.

Where homes are located, will need sufficient parking.

Light industrial buildings on E. Meadow that border housing should be limited to 1-story.

Bicycle access: Have you addressed impact of accessing through to Eichler swim—would need a visual buffer for the pathway so they would not look directly down into the homes.

Would like to see story poles for the heights of the buildings in the area when project proposals come in.

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Would like to see traffic calming on East Meadow Drive.

What benefit do you get from multi-story? Impetus for new development, revitalization. Will prompt new, more energy efficient development, economic revitalization.

Will you need additional parking? Yes

Would like it to remain single-story.

What is traffic calming? Some narrowing of the street, traffic circle, speed bumps. There is a lot of traffic flying through on E. Meadow Drive. Would need a signal at Fabian and E. Meadow, in addition to some traffic calming. Echo the need for traffic calming.

If you build more residential in the area, would like to see more sound insulation.

We need another elementary school at this end of town.

Property values are driven by schools.

The City and school district are partners, shouldn't we account for children. Should coordinate with the school district.

Any development would have to account for location in a flood zone, which may make some development higher—so should be single-story.

Let's leave it one story. More jobs would drive more housing.

High density development is driven by development interests, particularly in south Palo Alto. Reason for this is profit.

Some 2-story buildings exist in the area. School district has considered opening existing elementary school next to Cubberly. That one will be next when they have enough

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money to do so. PAUSD has addressed the city about impacts of projects on schools.

Like some renewal in the area. Would like some green in the area to provide a decent environment for the employees in the area.

Office development in the future may generate more employees than current trends would indicate. Concerned about the idea of a centralized parking structure. Would like to see underground parking in addition.

Concerned about 50' buffer not being enough. Trees could make renewal work. 2-story in the center of the circle is more likely to work.

Move centralized parking into the center of the circle—encourage people to exit onto East Meadow Drive.

What about making E. Meadow Circle one way? Could then use some of the space to provide bike route. Possibly along with narrowing.

Underground parking: would need to pump.

Reinforce the idea of more greenspace. Buffer between homes and office could also provide more greenspace.

Q: Is there a way to limit the amount of noise from the light industrial buildings? Can we try to limit noise?

2. East of San Antonio

Ensure adequate circulation on Commercial way.

Specify types of stores: Grocery, clothing, family-serving stores.

Could allow higher-intensity light industrial in this area, up to 3-4 stories, including with structured parking. Instead of

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additional development on E. M. Circle (that area could then be green/school). Seconded—make this area more industrial, while making the area to the west more friendly to residential, greener.

The area should be more pedestrian-friendly, with extra-wide sidewalks (in contrast to shopping area in Mtn View).

Area is critical for sales tax generation. Is there some thought to making this area attractive for Fry's? See the area as revenue-generating, but this particular site is not really large enough for them, without going deeper. If they took the whole block instead of 3 parcels.

The area needs a name. It's a nice area.

Grocery store here.

Would like to see additional density on the area to the north of the change area shown, particularly along the frontage road.

In the service commercial area, could the buildings be ground floor parking, with commercial above (like Fry's in Campbell or IKEA in EPA).

3. Charleston Road

Protected left signal from Charleston onto Fabian.

Concern about bicycle lanes on Charleston. How would a lane there be possible? May not be possible to fit lanes there. Would be great to fit them in if we could. Seconded.

Make some accommodation to bicycles in that area.

Automobile repair businesses in that area of Charleston.

This is a service that is getting harder to find in Palo Alto.

How can we protect that service in Palo Alto? We thought

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that type of use would be appropriate close to there, perhaps just off Charleston.

Does not like the idea of changing area next to CJL to Neighborhood commercial. Also concerned about retaining the automotive service uses.

Would like the Palo Alto shuttle to serve the area.

Charleston road is chaotic, in terms of traffic. Limited police enforcement—should be augmented. Bikes ride on the sidewalks in both directions on one side of the street because it's so dangerous to ride on the street, particularly with truck traffic.

Thinks the area is too big. Current businesses are viable.

Would like to improve traffic flow, but no changes to land uses or buildings there.

Really like the idea of neighborhood commercial in the area. Along Fabian Way, those buildings are all really ugly. Would like to see trees on that block.

Current traffic is backed up, even before CJL is fully online. Need to see how CJL impacts traffic before looking at changes.

Would like ample setbacks and 1.5 story tall (1 in front and 2 in the back).

Concerned about setbacks. Don't use CJL as an example of anything pedestrian friendly. Need good setback, buildings that are less massive.

4. and 5 Adobe Creek Bicycle Path

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Skeptical of multi-use trail. Believes there will need to be a fence.

Bicycle lanes on Louis Road seem to accommodate bicycle connection needs. Would be concerned about the connection past Eichler Swim along Barron Creek because of the elevation of the path along Barron Creek, which is almost the same as that of the housing along the creek. Bicyclists could access E. Meadow Circle along existing bike paths on Louis Road.

Would like to see the connection thru Eichler and more bike paths encouraged, including both Louis and Adobe Creek. Because Louis serves VTA buses for large capacity vehicles and buses.

Connect along Stirling Canal/Barron Creek; bridge over that confluence.

What about funding for the bridge over 101? Will need to study this and look for funds.

Southern part of Adobe path doesn't seem critical. Less critical than baylands.

Others would like to see it

Other

Vacancies on West Bayshore. Petition for property owners to petition for zoning change based on vacancy rate. Is this possible? This is for downtown. Does not apply in this area.

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Seems to be no consideration of current in-commuting when thinking about additional office space. Many people who work here cannot afford to live here. People who live here don't always work here. Should stop adding office space.

Make handouts larger.

North section of bayshore. That office space is vacant.

Nothing has been discussed about that area. Suggest retail for that area.

Traffic around Charleston is already difficult. When development occurs will need to account for the increase in traffic. Just one project may totally block the intersection.

Can we document why higher intensity is needed to encourage redevelopment along E. Meadow Circle.

Will need to accommodate bicycles on Charleston.

What is being built on PA Joe's site. A private gymnasium for Pinewood school.