



**WORKING GROUP MEMBER EMAILS RECEIVED FOR
Wednesday, April 17, 2019**

From: Gail Price

Sent: Tue 3/12/2019 7:49 AM

To: Lee, Elena

Subject: Toronto's King Street May Lead To A Carbon-Neutral City : NPR

Please share this information with NVCAP and the Palo Alto City Council and the planning and Transportation Commission.

Gail Price

Thank you

Gail Price

<https://www.npr.org/2019/03/12/702464571/toronto-s-king-street-leads-to-a-carbon-free-world>

From: Gail Price

Sent: Tue 3/12/2019 7:53 AM

To: Lee, Elena

Subject: How Humans Could Halt Climate Change By 2050 : Goats and Soda : NPR

Excellent article and ideas to seriously address climate change.

Gail Price

<https://www.npr.org/sections/goatsandsoda/2019/03/11/688876374/its-2050-and-this-is-how-we-stopped-climate-change>

From: Kirsten Flynn

Sent: Mon 1/21/2019 9:30 PM

To: Lee, Elena

Subject: interesting article, pedestrian/bike good for retail vibrancy

Hello Elena,

Please share this with NVCAP members, thanks.

<https://www.forbes.com/sites/carltonreid/2018/11/16/cyclists-spend-40-more-in-londons-shops-than-motorists/#2a3b8887641e>

Kirsten

From: Kirsten Flynn

Sent: Mon 1/29/2019 10:10AM

To: Lee, Elena

Subject: Very interesting effect of Ped/bike greenway effect on carbon emissions- share with group?

Intuitively, we believe that setting up bike and pedestrian safe transportation will help reduce neighborhood car trips. This article give us scientific evidence that it works, and in a city with much worse weather for biking and walking than Palo Alto!

If we truly believe that global climate change is an issue, I think that we should see re-designing this neighborhood as an opportunity to do our part to incorporate design features that will help the city reduce it's carbon emissions.

Go bike pedestrian greenway!!!

Urban greenways can reduce neighborhood carbon emissions

<https://www.sciencedaily.com/releases/2018/07/180705110056.htm>

A new study provides some of the first direct proof that urban greenways reduce carbon emissions.

From: Kirsten Flynn

Sent: Sat 2/23/2019 2:49 PM

To: Lee, Elena

Subject: another interesting article on the severity of the housing crisis regionally

perhaps we could share this also?

<https://www.spur.org/news/2019-02-21/how-much-housing-should-bay-area-have-built-avoid-current-housing-crisis>

From: holzemer/hernandez

Sent: Thu 2/21/2019 9:28 PM

To: Lee, Elena

Subject: Re: NVCAP Requests (Message #2, with the attachments)

Elena,

As for more information on the history of this Palo Alto - Bayside Cannery site, I have forward to you (see my 3 attachments) an article from 2010 that I found in regards to its historical significance. I would

hope that this information will be presented to the entire Working Group as part of the next packet the Group receives from Staff in March.

Through my research, I have also discovered other sources of historical information I would be willing to share, however, I want to emphasize to you my consistent belief that a Working Group "sub-committee" (of at least 3 members) should be set up to work on these historical aspects and make recommendations to the entire Group on how these aspects should be treated in regards to the site's development.

I also had another concern that came up after the last NVCAP Community Forum (earlier this month) -- about the possible idea that a "park" might be possible in parallel or alongside Matadero Creek, which I'm sure you know runs through the NVCAP site.

On the surface, it sounds like a "great idea", however, it has been pointed out to me by several local experts on flood control, that this creek is under the total protection and control of the Santa Clara Valley Water District, not the City. The City has no real control over this Creek or what happens to it. Any changes to the Creek would have to seek authorization from the SCVWD and they don't look likely to support any "naturalization" of the Creek, especially if there are any concerns over floods in this area. This issue should be pointed out to everyone in the Working Group as a "major hurdle" in trying to get the Creek to be a "park" alongside it. It's very unlikely to make this happen, given the flood protection issues in this area. I like to suggest that you contact a representative of SCVWD and have them come to one of our future Working Group meetings so we can have a better understanding of their control over Matadero Creek.

One more thing -- before the March 11th meeting in Ventura, I hope we have some idea how this meeting will be put together. I understand that the City is hoping to conduct a "Town Hall-style Meeting" at this same meeting, so I'm wondering how that will all fit in with the effort to have the City Council and Working Group talk and discuss the specifics and details on NVCAP. I think this will be a challenge given that residents' concerns may focus on other issues that are unrelated to NVCAP.

Request -- I would still like to obtain copies of the slides I requested from the consultants regarding the Ventura area and the "votes" taken at the last Community Meeting (see email below). I have received nothing so far.

Thank you.

Terry Holzemer

The Story of Our Local Bayside-Sutter Cannery

FEATURING BARRON PARK APRICOTS, PEARS AND TOMATOES

By Douglas L. Graham, Barron Park Historian

Palo Alto's Biggest Industry

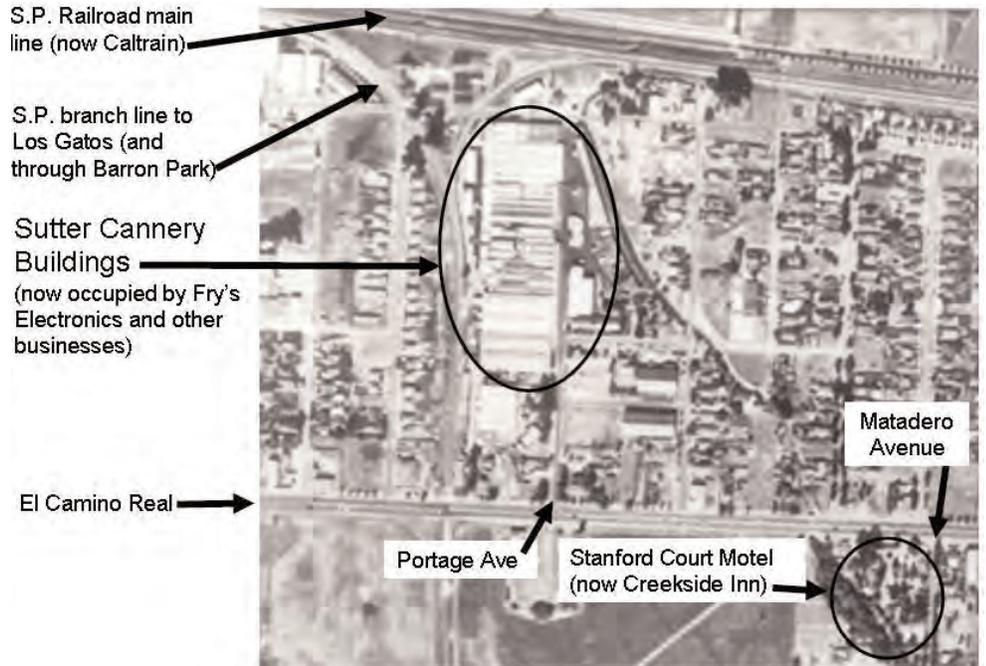
Before Apps there were Cots. Before it was Silicon Valley, it was "the Valley of Heart's Delight", and the largest business in Palo Alto was raising and canning fruit. Do you shop at Fry's Electronics? If so, you are treading the floor of the old Bayside Cannery, which in its day was the largest industry in Palo Alto. The cannery had a good run, 31 years, beginning in 1918. On March 19, 1949, readers of the Palo Alto Times learned that the City's first and largest industrial plant, the Sutter Packing Company, was closing its doors. There would be no canning season in 1949. It was called a "million-dollar industry" because Palo Alto would be losing a \$1,000,000 annual payroll. This may not sound like much to the reader in 2010, but in 1949, a well-paid engineer or middle-manager made about \$5,000 annually.

What happened to Sutter Packing? The short answer was a rapid conversion of nearby orchards and crop fields to housing tracts. The construction industry strained to provide new homes to World War II veterans and all the families who put their "American Dream" of a new home on the shelf during the war emergency from 1941 through 1945. This was exemplified in 1949 by the building of 45 new homes in Encina Grande Park, nearly filling up the 162-lot subdivision laid out in 1946. These homes replaced several sizeable prune plum orchards.

On the question of Sutter's closing, the more complicated answers involved aging absentee owners (Yuba City peach growers), Safeway's interest in backwards-integration (acquiring the suppliers who provided their canned goods for retail sale), and a higher labor cost in the Palo Alto area (as compared to San Jose, or, especially, the Central Valley towns).

Located on Portage Avenue

The cannery was located on Portage Avenue off El Camino Real, just a few yards from Barron Park. See the annotated 1948 aerial photograph of the area included in this article. It shows the cannery buildings along the curve of the railroad tracks—the old "Los Gatos Cutoff" that ran through



Sutter Cannery Area—1948.

Barron Park where the bikepath runs today. The Cannery occupied the building that now houses Fry's Electronics and other businesses—as well as most of the other buildings nearby. Canneries had to have direct rail connections in those days, as most canned goods were shipped by rail, long-distance trucking being too expensive.

Barron Park Growers

The location virtually ensured that Barron Park orchardists and farmers would sell their fruit to Sutter. The existence of the cannery is probably one of the main reasons so much of our acreage was put to fruit and tomatoes. The cannery was founded in 1918, and the old Barron Estate came on the market the next year. In 1919, the estate, which had a long-established orchard, was purchased by Driscoll and Reiter, Watsonville "capitalists" who had a strawberry packing plant and were looking for new growers. They divided up Barron Park into larger plots that they sold to would-be orchardists, and smaller plots for strawberry and tomato growers. The Driscolls were the same family that still owns the Driscoll berry packing plant and importer in Watsonville today. Note the label the next time

you buy berries in your market.

Strawberries Down, Pears and Apricots Up

Unfortunately for the Driscolls, the strawberry boom in Barron Park was brief, because the fields soon became infested with red spider mites and production levels became uneconomic. Thus a second wave of orchard planting ensued—the spider mites did not infest pears or apricots, both of which performed very well in Barron Park's climate, which is very similar to that of Los Altos, Cupertino, Campbell and Los Gatos (to name some of the most prominent fruit-growing centers in the 1930s, 40s and 50s). In our neighborhood, apricots were the most widespread, having been planted in the upper Los Robles area, on both sides of Maybell and Arastradero. Pears were along La Para (hence the original spelling of La Pera—"the pear"), El Centro, Barron, and Laguna. Tomatoes were planted between Los Robles and La Pera, along Barron and La Donna, and on Laguna.

The Chews, Local "Canning Kings"

In January, 1918, the *Palo Alto Times* announced plans by Thomas Foon Chew to



A group of Bayside Cannery employees, Mayfield, September 23, 1918.

spend \$200,000 to buy land and build a modern cannery on four acres of land in Mayfield. Chew's father, Sai Yin-Chew had emigrated from Chungshan, and although initially impoverished, had risen founding the Precita Cannery in San Francisco. After the 1906 earthquake, he moved it to Alviso and renamed it the Bayside Cannery. He was tremendously successful, becoming known as the "Asparagus King" after he developed the first process for canning the vegetable. Bayside became the world's third largest cannery in the 1920s (after Del Monte and Libby), under the direction of both Sai Yin-Chew and his son, Thomas Foon Chew. To further expand the busi-

ness, Sai Yin-Chew planned to build a second plant in Mayfield.

Mayfield's Bayside Cannery

It opened for business on July 16, 1918, with 350 people canning apricots. By August the cannery was still frantically recruiting women to cut pears, at \$3.00 per day. Because the World War was still in progress, wages were fixed by government regulation. A free bus to and from the cannery picked up workers at "Redwood" at 6:20 a.m. and at "University Gate on the State Highway" (El Camino Real) at 6:30. A majority of the cannery workers were women, Portuguese and Chinese immigrants. There was no union, and the work day started at 6 a.m., ending only when all the fruit and produce on hand was processed.

See the photograph of some of the workers, taken on September 23, at which time they would have been canning pears and tomatoes. By October they were swamped with tomatoes and enticing "inexperienced" workers with wages set at 20 cents per hour for an 8-hour day. They could work up to as much as \$4.75 per day. Several times during that first season, the cannery turned to the local newspapers with appeals for workers to help process the crops, so it seems that the new cannery was a success from the start.

The 1920s and 30s

In 1919 the Bayside Cannery built 19 houses for workers and a large warehouse. By 1925, when it opened for the summer season on 3 July, it expected to produce 250,000 cases, half for export, of apricots, peaches, pears, tomatoes and fruit salad. In 1928 it invested \$20,000 more on new

machinery. By the late 1920s Bayside was canning large quantities of peaches from orchards in Sutter County.

Production figures were rarely supplied to the newspapers, but in 1929 the forecast was for; spinach—750,000 cans, apricots—1,500,000 cans, peaches—5,000,000 cans, pears—1,000,000 cans. The record daily pack in 1928 was 200,000 cans of peaches sealed in 11 hours. They calculated the "interval from tree to can" was 30 hours.

Sutter Takes Over

After Thomas Foon Chew's untimely death in 1931 at the age of 42, the cannery started slipping. It was purchased by Sutter Packing Company of Yuba City about 1933. Sutter was a consortium of a handful of the largest peach growers in Sutter County. They wanted to integrate forward by buying their customer. By running their own cannery they could maximize the profits from their orchards. Sutter ran the plant quite successfully for 15 years, through the Great Depression and World War II.

War Planning in 1940

By 1940, it was obvious to most forward-thinking planners that the U.S. would get sucked into World War II sooner or later, one way or another. In that year, Sutter spent \$175,000 on improvements, new warehouse, relocating office functions, machinery, landscaping—you name it. Capacity was increased 25-30 percent and output was expected to be 50% greater than the year before. I am sure that they were expecting demand to increase greatly, as it did in World War I. The U.S. would again have to "feed the world", and there would be a lot of money made in doing it.

Canning Calendar

Spinach

Mid-March to mid-April

Apricots

Late June to about August 1st

Peaches

Starting between August 1st and 10th and continuing for about six weeks

Pears

From mid-August through September

Fruit salad or cocktail

August

Tomatoes

Beginning in late August and continuing until frosts in November or even the first week of December (in exceptional years)

SUTTER PACKING CO.

Needed at Once

30 MEN!

100 WOMEN!

To work on Tomatoes both day and night shifts, particularly the night shift.

- PEACHES are still coming in large volume this week.
- TOMATOES start Tuesday at 7 a. m.

You may not need to work but WE NEED YOU!
The Armed Forces must have tomatoes!

Apply

Sutter Packing Co.

EMPLOYMENT OFFICE
First St. and Portage Ave. South Palo Alto, Pl. 9388
EMPLOYMENT OFFICE OPEN 6:30 A.M. TO 9:30 P.M. DAILY
Palo Alto Times 8 Sep 1942

Recruitment advertisement in the *Palo Alto Times*, September 8, 1942.

1942—the first Wartime Canning Season

In 1942, the U.S. was at war, and the newspapers were full of desperate appeals for labor. On August 15 the cannery appealed for 300 women and 100 men at once! This desperate appeal was repeated three days later. On the 21st, it was noted that the workers were protesting the hiring of soldiers for the canning jobs. The union charged that it was a violation of their contract because they were given only six minutes notice before soldiers “from the Page Mill Road camp” were brought in. This must have been settled amicably, because the next story was another appeal, on the 26th, for night shift workers: 60 women for peach cutting, 20 for canning and 10 men (not stated what for). For an example of these appeals, see the above ad from the *Palo Alto Times* of September 8, 1942.

On September 16th they made a joint appeal with other local canneries for 400 women and 150 men to work a 10-hour night shift, starting at 7 p.m. The final appeal, on September 26th, was for more help in “saving crops” (for the war effort). It was recorded that Sutter must reserve 35% of its pack for armed forces.

“Keeping the Trucks Rolling” in 1943

1943 was basically a repeat of 1942, with

the added problem of keeping the trucks “rolling at all times” or facing threats of losing them to the Office of Defense Transportation (who would shift them to other war contractors).

A “Tent City” Goes Up in 1944

In 1944 a “tent city” was constructed across El Camino Real on Stanford Land (where CPI is now) to house 300 night shift workers in 75 tents. Shower, toilet and laundry units were built, all in ten days. This was apparently a great success, as it was repeated the following year.

The files do not reveal any production figures for the World War II years: perhaps these were considered secret. It is clear, though that the figures given earlier for 1929 must have been greatly exceeded, probably by several multiples.

In 1945, a major sugar shortage hampered canning throughout the U.S., including here at Sutter.

Also in 1945, the tent city was expanded and improved with a supervised playground—most tents now housed families. The war ended in Europe on May 7th, and some of the urgency began to ease, although most people believed the war in the Pacific would last at least one more year.

The Labor Problem Persists After the War Ends

After the atomic bombing and sudden surrender of Japan, the problem remained to obtain enough labor, as the armed forces, allies and our own citizens still needed to be fed. On August 22nd, an appeal noted that the local cannery needed lots more help. It’s up to the women to do the job. 200 women are needed on night shifts, either the “victory shift” from 7 to 12 pm or the “all-night shift.” They were needed “for the next three months, full-time, both night and day. Even in October, they were still appealing, with a large ad showing a housewife looking into her kitchen cupboard, showing only one can. The ad said “Is this YOU in 1945?”

The Post-War Years: Safeway Takes Over

After reading the record of the war years, the problems of peace seem dull indeed. In 1946 Sutter got in trouble with the City for clogging the sewer with tomato skins and peach pits. A union election that year raised anxieties among both labor and management. The Sutter Cannery came under the management, then the ownership, of Safeway, apparently some time in 1946.

The End Came Swiftly in 1949

In 1949, Safeway concluded that the cannery would have to be closed; In the ensuing dispute, management minimized the prospective loss of a million-dollar payroll to Palo Alto by claiming that “The majority of workers were transients who spent their earnings elsewhere.” The union responded by minimizing Safeway’s claim that costs made it uneconomical to continue operating the plant, pointing out the costs were at least as low as those of any other cannery in this area, and that the others were making money. Never the less, the plant did not open for the 1949 season, and was leased in June to Coca-Cola for a bottling plant.

How Significant was the Employment?

Employment, of course, varied by the season and the size of the crops. Newspaper stories provide snapshots from different years. In 1934, there were 30–35 “permanent” (year-round) workers (in the office, mechanical and shipping departments). This probably remained fairly stable over the life of the cannery. For canning spinach in the spring, there were 350–375 temporaries for 20 days in 1933. There were probably about 315 temporaries in 1936, and 175 in 1939. For canning apricots there were 350 in 1918. For the peak season in August during the World War II years of 1942–45, there were up to 1500 temporaries.

During the war years, the cannery frequently ran ads seeking from 50 to 400 workers on an urgent basis to handle expected crops. In 1946, 1,000 employees were expected to vote in a union election, but the actual work force was certainly higher.

In 1949, when the cannery was closed, it was estimated that Palo Alto would lose “a million dollar payroll” (which probably translates to 1,000 or more workers). This would be the equivalent of nearly \$20 million today. It was the largest employer in Palo Alto at that time.

Did Barron Park Residents Work at the Cannery?

There is simply no way of knowing how many residents of Barron Park worked at the cannery, but it must have been a significant number over the years. In those years, Barron Park had a much more “blue-collar” population than it does today, and seasonal cannery employment may have been a meaningful addition to many a family’s budget.

From: Angela Dellaporta
Sent: Wednesday, February 27, 2019 11:51 AM
To: North Ventura Coordinated Area Plan
Subject: NVCAP Survey results

[NVCAP Survey results](#)

Dear Elena,

Could you please share this document (and the paragraph below) today with the NVCAP Working Group, and with Perkins + Will?

The document includes all the responses (except those including names and emails) to a survey we circulated among our neighbors in the Ventura area. Fifty-one neighbors responded; based on many conversations we have had with even more neighbors, we believe the responses reflect the opinions of our whole neighborhood rather well.

As the design process moves forward, we in the Ventura Neighborhood hope that our neighbors' opinions and wishes are taken very seriously, and that every effort is made to create a design that reflects what they have shared. We want our neighbors to look at the final design and be able to say, "We have been heard." Thank you!

**NVCAP Neighborhood Survey &
Prototype Design from
Ventura Neighborhood Association**

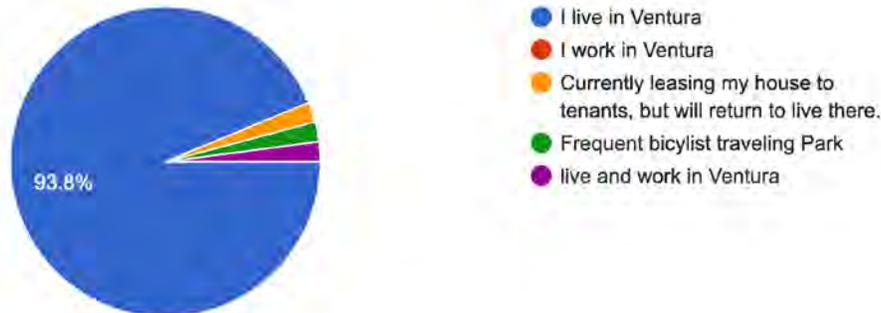
NVCAP Neighborhood Survey, January-February 2019

The Ventura Neighborhood Association created and circulated this survey in January and February of 2019. We received 51 responses from people in our neighborhood, and have copied and pasted the data below. All the questions we asked in the survey, and all the responses that we received through February 25, 2019 (except those including respondents' names and addresses), have been included here.

Please note: Some of the questions were long enough to be abridged when copied onto this document. In those cases, we added the full question in the area just above the results. In addition, some of the responses were too long to be included here, and I have written them in full in an addendum at the end, by question number*.

Please tell us your primary interest in the Ventura neighborhood and the north Ventura developments?

48 responses

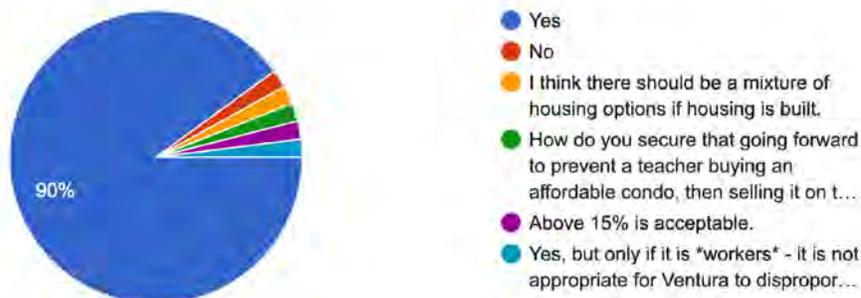


Which of the following suggestions regarding the developments in the Ventura neighborhood can you support?

1. If housing is to be built here, we want it to be affordable for middle income local workers such as teachers and nurses (at least 20%).

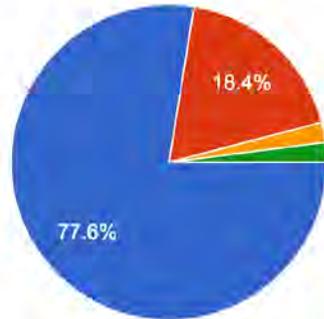
Which of the following suggestions regarding the developments in the Ventura neighborhood can you support?... teachers and nurses (at least 20%).

50 responses



2. The new development should include housing for people with low income (at least 20%).

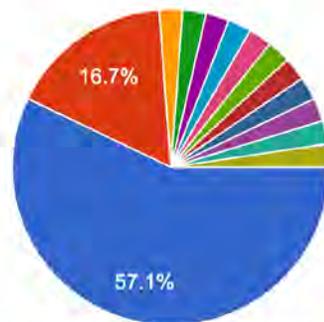
49 responses



- Yes
- No
- Above 15% is acceptable.
- If you can get other hoods to do the same, yes.

3. There should be no eminent domain purchases of property.

42 responses

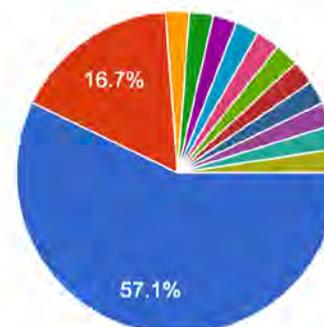


- Yes
- No
- separate this question into two item...
- not important
- Not sure
- Eminent Domain purchases may be...
- Depends on vision and need
- I'm fine with eminent domain on co...

▲ 1/2 ▼

3. There should be no eminent domain purchases of property.

42 responses



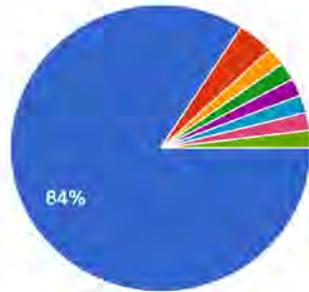
- Need more information
- Owners moved through eminent domain get first right of refusal and/or preferential consideration for new units
- case by case
- eminent domain can be ok if full market value is payed
- OK but should be minimal

▲ 2/2 ▼

4. New housing developments in the area should provide ample parking for new residents (at least 1 space per unit), preferably underground and/or close to El Camino.

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50 responses

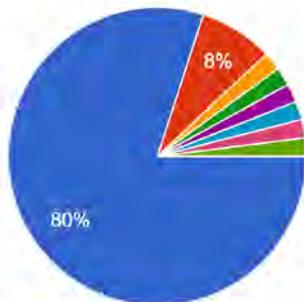


- Yes
- No
- "underparked" is a very complicated term; I can see saying that the Fry's... or no parking and be bike only
- 1.5 would be a more realistic number.
- "underparked" is a very difficult term, I cannot say yes to this
- 1 space per unit at least but not nec...
- Need two parking per unit

5. We want to encourage bicyclists and pedestrians, so we need safe, user-friendly bike and pedestrian paths -- 6-foot-wide minimum, bikes and pedestrians separated from cars. (Eliminating parking along one side of Park would make this easier.)

5. We want to encourage bicyclists and pedestrians, so we need safe, user-friendly bike and pedestrian paths... side of Park would make this easier.)

50 responses

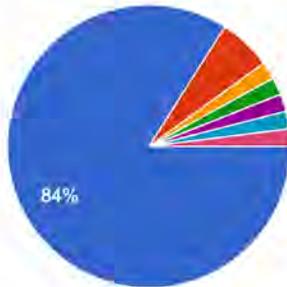


- Yes
- No
- no opinion
- If this means Park betw CA Ave and Lambert, then yes.
- Make a separated, two-way bike path on the railway side of Park between...
- Eliminating parking is not a good idea.
- Yes but I do not see how eliminatin...
- I cannot answer yes because the w...

6. We want to encourage bicyclists and pedestrians, so we'd like to reduce car traffic in our neighborhood, and to discourage cut-through traffic by creating one way streets and using traffic mitigation methods.

6. We want to encourage bicyclists and pedestrians, so we'd like to reduce car traffic in our neighborhood, and to ... and using traffic mitigation methods.

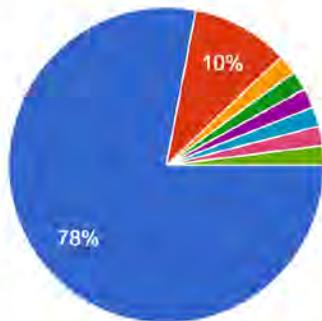
50 responses



- Yes
- No
- no opinion
- No opinion
- close off the shortcuts from el camino spreaders. Olive and Pepper Avenues
- One way streets is not a good idea.
- Not sure... what we have seems to be workin

7. We want to encourage the use of public transportation, so we need better routes and higher frequency buses and trains in our neighborhood.

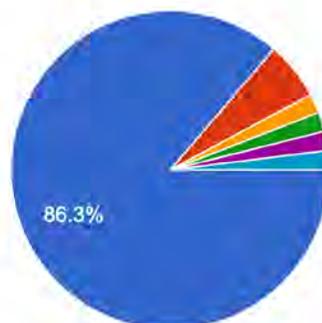
50 responses



- Yes
- No
- No opinion
- Close the bart loop. Or at the least, electrify CalTrain, run more trains d...
- curently enough el camino busses what about E/W cross town
- Less certain about this. High freque...
- routes/frequency is outside scope o...
- east west transport is missing from...

8. Any new development should include at least 20% green space, welcoming to the public, and with as many mature and new trees as possible.

51 responses



- Yes
- No
- more than 20%
- need more than 20%
- nothing less than 20% at all
- cannot say yes to a specific percentage green space

9. Any new development should be mixed-use, including community-serving businesses (cafe, pub, greengrocer, for example) on the ground floor in pedestrian focused areas, with the goal of creating a vibrant meeting place for the entire community.

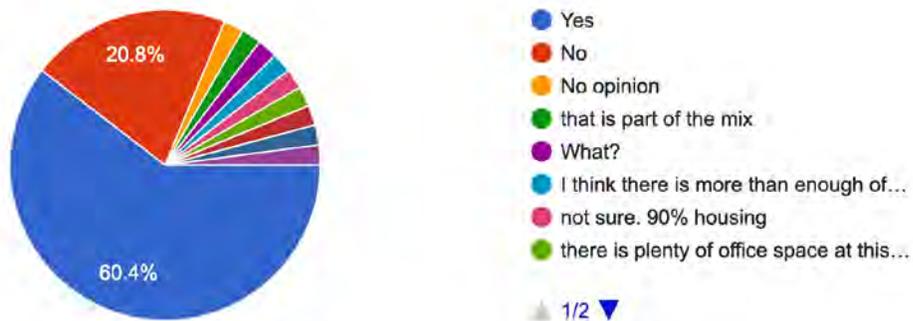
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49 responses



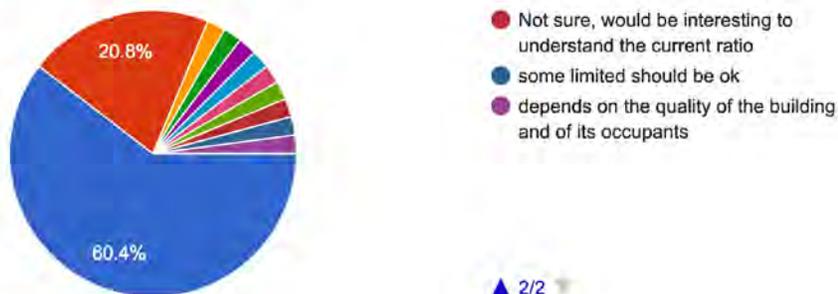
10. We want no new office space in this development.

48 responses



10. We want no new office space in this development.

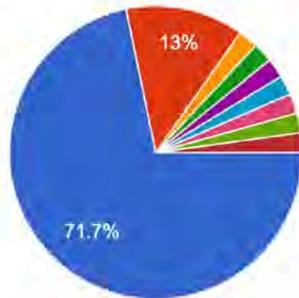
48 responses



11. Do you support the idea that no residents or properties should be negatively affected by the development in this area? For example, no residents should be displaced and no zoning changes that could negatively affect residents should be made.

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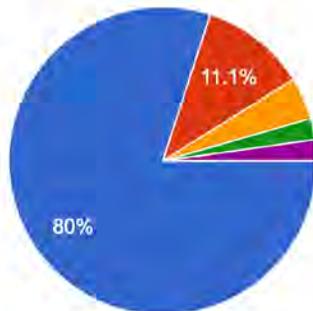
46 responses



- Yes
- No
- Probably
- EIR are for that purpose
- Wishful thinking. There will definitely at least a traffic impact
- We should minimize adverse affect...
- almost yes; case by case
- Home owners effected by this devel...
- Yes, in principle. I also recognize th...

12. We'd like to see community services such as a health clinic, community gardens, an arts center, etc., located in the new development.

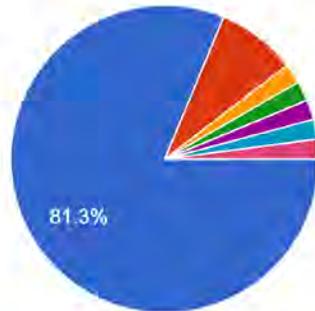
45 responses



- Yes
- No
- No opinion
- As long as the existing Mayfield Clinic has a place, everything else is a bonus
- Community garden no health clinic

13. Any new buildings should be set back at least 20 feet from existing residences, roads and sidewalks.

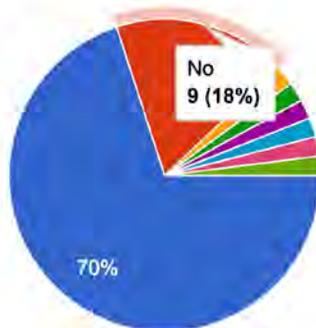
48 responses



- Yes
- No
- possibly like the Cloudera building versus 195 Page Mill
- Sounds nice but I don't know the current set back requirements
- and more
- Depends
- If the second and third stories are set back from the first, or the facade br...

14. Construction and site practices should exceed current green building standards.

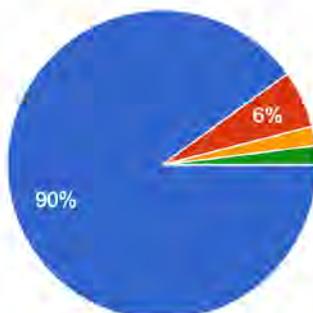
50 responses



- Yes
- No
- Meet or exceed
- should meet or exceed curent green building specs
- Meet or exceed current green building standards is fine
- meet ot exceed
- Meet not exceed
- They should meet green standards

15. Construction practices should not obstruct current bike and pedestrian pathways except when necessary for excavation of utilities in the roadway.

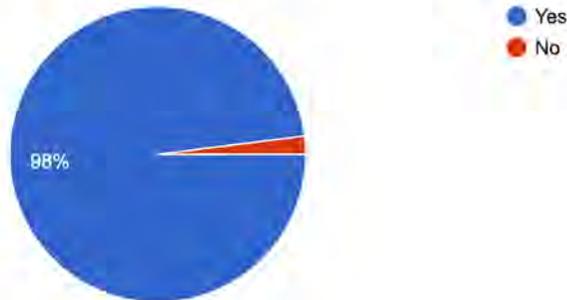
50 responses



- Yes
- No
- Goes without saying. I think what they did in the most recent projects along Park was adequate
- no sharing the bike lane with a sharing the road sign in the bike lane

16. Construction practices should mitigate dust, toxic exposure and noise that could affect workers and local residents.

50 responses



17. Are there any other ideas or issues you would like to comment on regarding the new developments? For instance, you might have some thoughts about which types of businesses might be most likely to thrive in this area. Please tell us anything else you'd like to share. 25 responses

Cafe, bookstore, general store, pub....any combination of those; maker space, tool library, I think basic services would be most useful here. We want to discourage car trips so maybe mom and pop grocery shop, hardware store, stationary, book store cafe with open mic space. I know nowadays these types of shops are not viable but how can we make it work? Because people will have to drive if basic services are not provided.

What would be the impact of increased housing on local schools and childcare facilities?

I am concerned that there is nothing about loss of habitat for birds, particularly ducks that have regularly nested in our neighborhood for decades, butterflies, bees, skunks, possums.

No change

I cannot imagine why you think that developers must be forced to build what you want, instead of what the housing market wants. Just these kinds of efforts are primarily responsible for the mess of our current housing situation. By what authority are you trying, yet again, to prevent this development from alleviating our housing shortage ?

It would be good to have businesses that our neighborhood could use. No start ups but maybe a hardware store or such

Bike/ped tunnel from Lambert to El Carmelo under CalTrain/Alma

Would be great if there could be space again for Fry's. It provides a lot of tax revenue for the city, and it's certainly convenient to have one close-by. | Right now, the only place to go out for a drink in the area is Antonio's Nut House. would be nice to have a second option, though of course that has its own potential issues with late-night noise and traffic. | If there is a lot of housing, a daycare facility or even elementary school should be part of the project

Movie theater, book store, lots of trees, outdoor eating area.

How about art galleries, contests to design murals, park benches, and bike parking structures, subsidised artists studios, subsidized retail of the kind we want to encourage for neighborhood vibrancy, Destination green spaces and park spaces (chess tables, skate board park, accessible pathways, amphitheatre).

Housing must come with parking. The magical idea that putting it close to transportation (which is limited) reduces or eliminates the need for cars just isn't true - we are already becoming a highly overparked area and more housing will only exacerbate this issue. We also must have more green space.

Keep Fry's !

Amazon Locker or UPS pickup to avoid front porch package theft

No

More bicycle and pedestrian pathways to facilitate easier access to California Ave.

Portage Ave today currently takes some small portion of the cut through traffic in Ventura that goes between El Camino and Park/Oregon. With this project, we should find a way to eliminate all cut through traffic in Ventura. Perhaps we close the Oregon/Park on/off ramp. Force cars on to El Camino. Or, close the exits out of our neighborhood on Birch and Park/Chestnut. My worry is that the new development will close Portage, pushing more traffic on to Lambert/Birch/Fernando/Margarita/Orinda/etc. Combine that with the new development on Park and eventually Fry's, and grade separation at Meadow, and Ventura is being setup by the city to see a large increase in traffic.

If we can allocate space for a gymnasium, we can raise funding from the community to build a new gym in Palo Alto for basketball and other indoor uses. The development should not be too prescriptive about what types of businesses need to be here.

You seem to have thought of it all. Thank you!

can we keep frys

We need more community spaces and entertainment... maybe music venue, art museum, bowling. Need more gardens and parks

I do not support piling on conditions an in - must be green, high density, open space, esthetically pleasing, non impactful on neighbors, lots of parking, no parking visible, bike friendly, ... because it make the development impossible.

Any communal space should not be attached to or dominated by a restaurant or cafe and should be accessible without the necessity of buying a meal etc.

Don't let NIMBY residents stop the city from doing useful, beneficial work here.

Small school, restaurant, small art galleries

Thank you. Your opinions will be taken seriously, and will be incorporated in our discussions with the city.

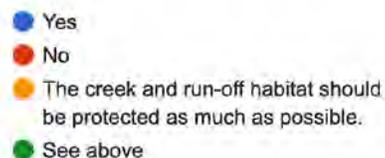
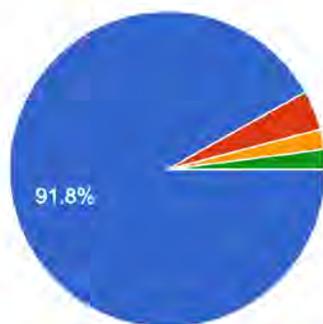
Please share this survey with other Ventura neighbors who might be interested! : :

If you would like to continue, please answer some less vital questions below.

18. Do you support the construction of a bike-pedestrian pathway along the creek?

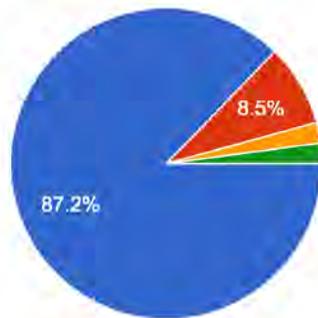
Thank you. Your opinions will be taken seriously, and will be incorporated in our discussions with the City. Please ...ke-pedestrian pathway along the creek?

49 responses



19. Do you support the re-naturalization of the creek if it will reduce flood danger?

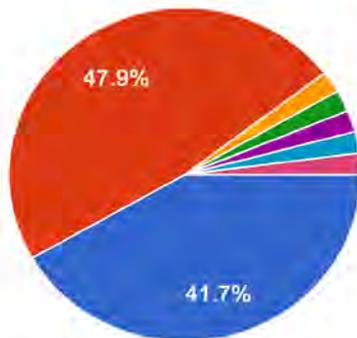
47 responses



- Yes
- No
- Decision involves other agencies
- Definitely, but I'm not sure if there is space for that?

20. Do you support the idea of an off-leash dog area at Boulware Park?

48 responses

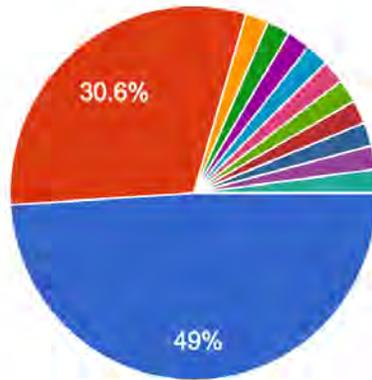


- Yes
- No
- Only if we can get the AT&T lot too. Boulware is not big enough to support a dog park.
- if the park is enlarged I would consider a dog park
- ambivalent
- if there is adequate space
- no opinion

21. Do you like the idea of converting some commercial lots -- for instance, at Lambert and El Camino, and/or at the Cloudera Site, or next to the train tracks -- to R-30 zoning (allowing for more housing).

21. Do you like the idea of converting some commercial lots – for instance, at Lambert and El Camino, and/or at th...0 zoning (allowing for more housing).

49 responses

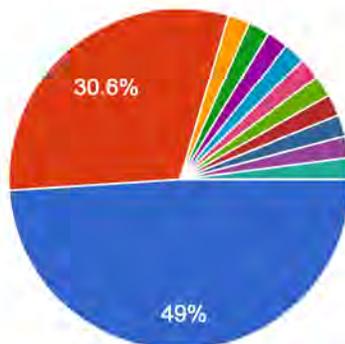


- Yes
- No
- Don't know
- Yes, as long as we are not losing n...
- I would need more information to m...
- As long as it does not affect Grypho...
- Yes if it does not effect my property...
- Only if it comes with parking. We ca...

▲ 1/2 ▼

21. Do you like the idea of converting some commercial lots -- for instance, at Lambert and El Camino, and/or at th...0 zoning (allowing for more housing).

49 responses

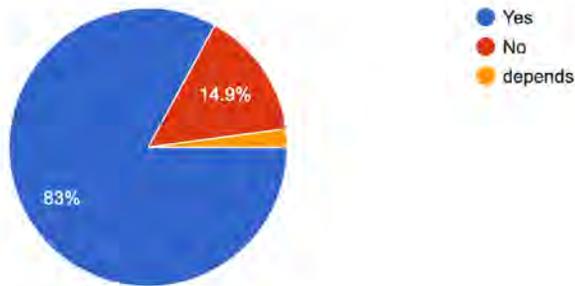


- Maybe. I'm not sure i understand this proposal.
- Not sure
- R30 with some commercial ground floor
- unsure; planning of those sites has been a disaster.

▲ 2/2 ▼

22. Do you like the idea of creating some small plazas, points of interest or other small destination points along Park Blvd?

47 responses



23. At this link you can study one proposal (Proposal W) for the development area created by a group of Ventura residents: "http://venturapaloalto.org/wp-content/uploads/2019/01/proposalW_WaldeKaczmariski.pdf" Please make any comments about the details of this proposal here:

I think this is quite brilliant and LOVE it

I see that there is a major 'block' of restaurants and other local businesses on Lambert close to Park, whereas the area along El Camino is slated for multi-family housing. Swapping those (business along El Camino, housing on Lambert/Park - Indio is already a restaurant anyway) would probably reduce traffic on Lambert, and likely increase profitability of the businesses.

Do we really need that much parking around California? The Fry's site development needs to have normal street sizes within the development boundaries and underground parking.

The design of the higher density areas makes a huge difference!!! If there are safe green walkways through the buildings, if the setbacks are generous, and the buildings are varied in plane, in massing, and permeable to views and walkers, I could be happy with 5 stories, or perhaps more.

I will answer this after I study the info

None

Like the idea of opening the creekside area to pedestrians...

I am not understanding why we need the above ground two-story parking structure in red. Why can't this be underground parking with something like a gymnasium and other things on top? Why can't some of the Cloudera parking go underground? I love the naturalized creek and bike and pedestrian paths.

Very nicely done. Explains a lot. I like most of it. Would there be an over/underpass from Margarita to Loma Verde?

get back later with input

PA has been destroyed by dense housing, too much office space and too many cars. People are walking around depressed. Why can't we be unique and provide a beautiful community space and entertainment?

This is taking some significant property that is not part of the Fry's site.

Thank you, Waldek, for starting the conversation. A particularly high priority, reflected in the plan, is restoration of the creek and transforming Park into a pleasant, walkable conduit to California Ave.

Love the green zone at the park. Hate to displace a resident on Olive, but any chance to extend a green

zone path through an Olive rental property to make Ash accessible to new development. There used to be a crosswalk across Page Mill at Ash years ago. If there could be a bike/pedestrian path all the way from California Ave to the Frys property along Ash street that would really open up access and encourage foot traffic. Thanks!

** Addendum, writing in full the responses that were cut off:

Longer responses to Question # 1.

How do you secure that going forward to prevent a teacher buying an affordable condo, then selling it on the open market a few years down the road?

Yes, but only if it is “workers” – it is not appropriate for Ventura to disproportionately bear the burden of housing the disabled, the mentally ill, and significant social-service-needing people of the Peninsula. We don't have the corresponding community resources to make it work.

Question # 3. Eminent domain purchases may be justified. I would need additional details.

I'm fine with eminent domain on commercial properties, but not private residences.

4. Underparked is a very complicated term; I can see saying that Fry's site should be I can see saying that the Fry's site should be combined with RPP for Ventura north of Wilton

1 space per unit at least but not necessarily under ground or near El Camino

5. Make a separated, two-way bike path on the railway side of Park between Lambert and California

Yes, but I do not see how eliminating parking is doable.

I cannot answer yes because the wording includes "separated", that is an awkward term for street designers

7. Close the BART loop. Or at the least, electrify CalTrain, run more trains during the day and at night, and later, at least on weekends

Less certain about this. High frequency buses and trains could introduce significant disruption without clear gain for residents.

Routes/frequency is outside scope of NVCAP (cannot answer yes)

East west transport is missing from current public transit

10. I think there is more than enough office space in the neighborhood, but I'm willing to compromise a little to get other benefits

Not sure. 90% housing.

there is plenty of office space at this time

11. We should minimize adverse affects but some will be affected

Home owners effected by this development must be offered space in the development.

Yes, in principle. I also recognize that projects on this scale may encounter unexpected challenges and opportunities.

13. If the second and third stories are set back from the first, or the facade broken up in another way, I'm OK with the first floor being closer. Monoliths like the recent buildings on Park are to be avoided

21. Yes, as long as we are not losing a neighbor serving businesses. Cloudera is corporate and would be no great loss. in my opinion.

I would need more information to make an informed position

As long as it does not affect Gryphon music.

Yes, if it does not effect my property taxes.

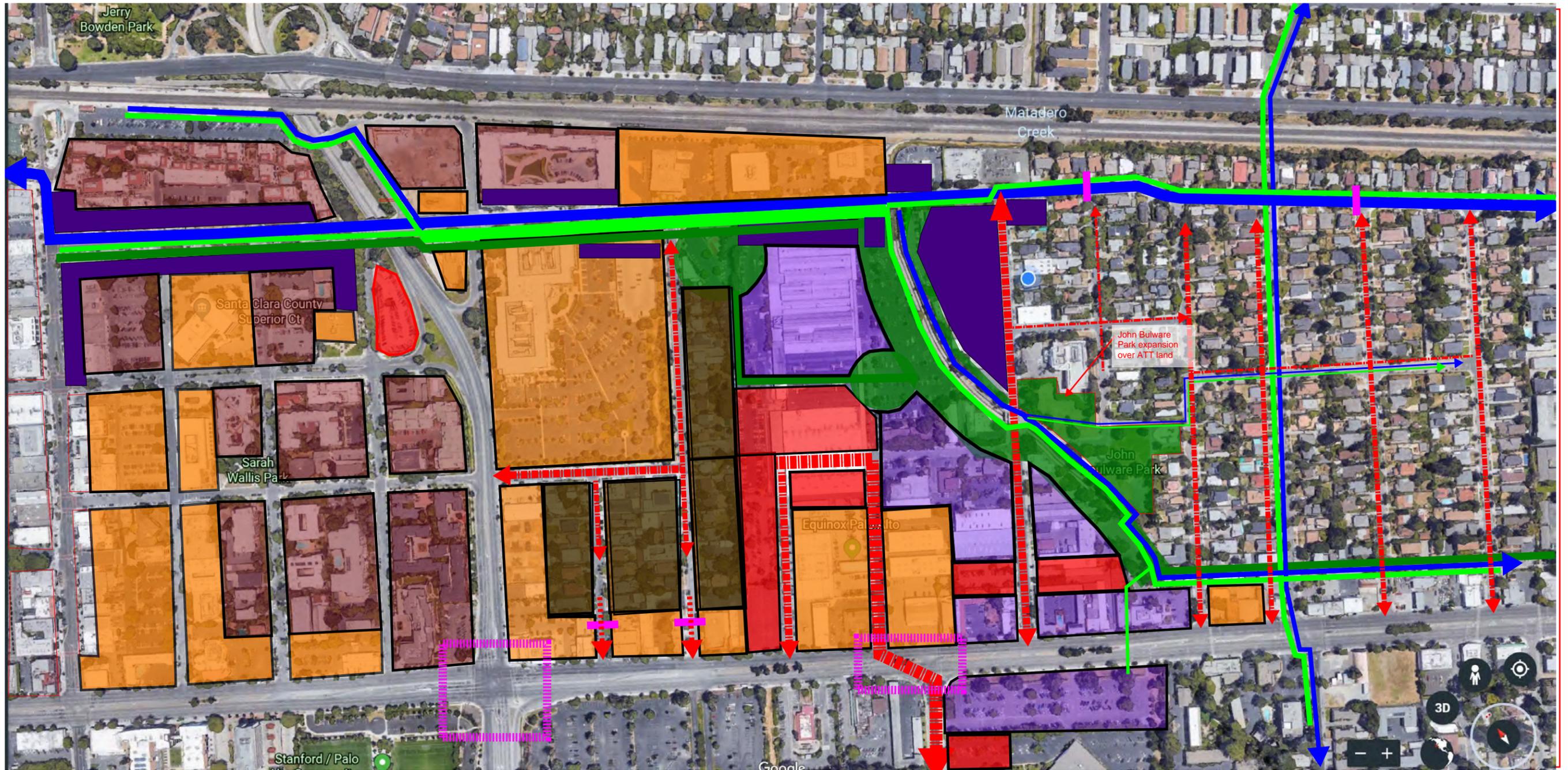
Only if it comes with parking. We can't have housing without parking.

Prototype Design from Ventura Neighborhood Association

MIDTOWN PA BY BIKE
EL CARMELO SCHOOL

STANFORD UNIVERSITY BY BIKE

JLS MIDDLE SCHOOL, SAN ANTONIO
SHOPPING CENTER BY BIKE



BARRON PARK SCHOOL
GUNN HIGH SCHOOL BY BIKE

-  COORDINATED LIGHT INTERSECTION
-  CONTROLLED VEHICLE ACCESS
-  VEHICLE MAJOR CIRCULATION PATH
-  TWO LEVELS ABOVE GROUND PARKING STRUCTURE
-  BICYCLE MAJOR CIRCULATION PATH
-  PEDESTRIAN MAJOR CIRCULATION PATH

-  GREENERY BUFFER OR LANDSCAPED PATH
-  PEDESTRIAN POINT OF INTEREST, PARK OR LANDSCAPED PLAZA
-  OFFICES OR COMMERCIAL AREAS SERVING LARGER BAY AREA
-  SHOPS, RESTAURANTES OR COMMERCIAL AREAS SERVING LOCAL COMMUNITY
-  NVCAP AREA

-  EXISTING, SINGLE FAMILY HOUSING AREA
-  EXISTING, SINGLE FAMILY HOUSING AREA
-  EXISTING OR PROPOSED MULTI FAMILY MEDIUM DENSITY RESIDENTIAL AREAS WITH INTEGRATED PARKING
-  PROPOSED MULTI FAMILY MEDIUM DENSITY RESIDENTIAL AREAS WITH DETACHED OR UNDERGROUND PARKING STRUCTURES

**NVCAP
PROPOSAL W**