

Part 6 – SUB-AREA PLANS

- 6000 The plans for sub-areas included in this part are intended to amplify and augment the policies and proposals included in Parts 1 through 5 of this general plan.
- 6001 Each sub-area plan includes text and a plan diagram indicating the area covered and the proposals and policies for development. Each sub-area plan is identified by a title descriptive of the area covered by the plan.

Nathhorst Triangle Area Plan

Introduction

- 6100 The Nathhorst Triangle Area Plan deals with one sub-area of the town. While basic policy affecting the setting for the Nathhorst Triangle Area (NTA) is found elsewhere in the general plan, the most detailed proposals for this area are found in this sub-area plan. To obtain the fullest understanding of the town's policy for the development of the NTA, reference should be made to this sub-area plan, other pertinent parts of the town general plan, and to Appendix 20 for pertinent references to planning regulations. Background studies are on file with the town. Studies of particular relevance to population and commercial acreage projections include "Nathhorst Triangle Area, Preliminary Design Study for the Town of Portola Valley, January 17, 1967" and memorandum to the planning commission from the town planner, "Subject: A-P Zoning District Regulations", August 28, 1970; and Reevaluation of C-C and A-P Zoned Properties, Town of Portola Valley, January 9, 1992.
- 6101 The plan is intended to guide, unify and enhance, both functionally and aesthetically, the development of the separately owned private properties in coordination with public spaces and facilities, roads, trails and paths. The plan includes: objectives, principles and standards; description; and the plan diagram.

Planning Area

- 6102 This sub-area plan includes all land bordered by Alpine Road, Portola Road and Nathhorst Avenue, plus adjoining related lands as shown on the plan diagram. The planning area includes lands proposed for commercial and service activities serving the town, public uses serving the town, and residential lands. The area is sufficient, when combined with the other commercial area in the town, to meet the needs of the town for local goods and services when the town is completely developed in conformance with the general plan.
- 6103 (Not Used.)

Objectives

- 6104 1. To develop the Nathhorst Triangle area (NTA) as a focal point for businesses and institutional type uses serving the residents of Portola Valley and its spheres of influence and as an informal social gathering place.
2. To produce a unified commercial-service-institutional-residential complex with a scale and design quality compatible with the rural setting of the town.
3. To serve the NTA with a system of roads, paths and trails that provide for safe, convenient and enjoyable access to, from and through the area.

Principles

- 6105 1. In order to serve as a community focal point, the NTA shall provide space for:
- a. Convenience, goods and services and limited shopping goods in the community commercial areas.
- b. Offices for businesses serving the community in the community service areas.
- c. Institutional uses such as churches, a fire station and similar uses.
- d. Those facilities which tend to bring people together informally such as an outdoor cafe and sitting areas.
- 6106 2. In order to meet desired design objectives:

- a. Growth shall be orderly and ultimately uninterrupted along property lines between commercial uses.
- b. Flexibility shall be allowed as to land use on those community commercial parcels which due to location and access can reasonably accommodate commercial, office or residential uses. Requirements shall be established to ensure their compatibility with surrounding land uses.
- c. Non-residential uses shall not adversely affect nearby residential property.
- d. Noise, sight, odor and other nuisances shall be held to a reasonable minimum.
- e. Excessive grading shall be avoided and attractive natural features such as the creek shall be preserved and enhanced.
- f. Structures shall be designed so that all sides are attractive.
- g. Parking lots shall permit convenient automobile movement, parking and access to facilities, avoiding unduly large, inefficiently arranged paved areas and avoiding automobile conflict with pedestrians, bicyclists and equestrians.
- h. Service areas shall be segregated from other areas, and trash containers shall be screened. Equipment noises and emissions shall be minimized.
- i. Fire hydrants and good circulation for fire protection shall be provided as needed.
- j. Utilities including electric and communication services shall be underground, consistent with the regulatory authority of the town.

- 6107 3. In order to provide desired circulation:
- a. Alpine and Portola Roads may need to be widened where turning lanes are required.
 - b. Safe vehicle ingress and egress shall be accomplished by limiting points of access to public roads.

- 1) Driveway entrances serving different property owners shall be combined at common property lines when serving non-residential uses.
 - 2) Driveways shall be a minimum safe distance from road intersections as determined by traffic safety standards.
 - 3) Not Used.
 - 4) Easements and/or mutual use agreements may be required among the various property owners to connect driveway entrances in order to facilitate off-street circulation and reduce the number of driveway entrances required.
- c. Safe pedestrian and bicycle access to and inter-communication among non-residential developments shall be provided.
- 1) Separate pedestrian and bicycle paths, preferably separated from public roads, shall be installed in the front setbacks or road rights of way along Alpine and Portola Road frontages.
 - 2) Safe paths between the roadside and on-site improvements shall be required and compatible developments shall be interconnected.
- d. Safe horse trails, separated from paths and roads, shall provide access to and through the NTA providing access to uses suitable for equestrians while assuring compatibility with land uses in the area.
- 6107a. In order to assist in providing housing pursuant to the provisions of the housing element, parcels of land classified as community commercial which are found not to be needed for such uses may be used for residential purposes if suitably located.

Standards

- 6108 Standards for development should be set forth in the town zoning, subdivision and site development regulations.

Description

- 6109 The plan sets forth a framework for the development of the NTA within which considerable latitude exists for design and development of individual

properties. The basic distribution of land uses and key circulation features are set forth as controlling elements. Sensitive design on individual properties woven into the overall framework can produce a splendid center for the town. While the objectives, principles and standards set forth in the preceding sections are the guiding statements for future development, the plan diagram, when viewed in the context of this description, should convey an understanding of the type of development the town is seeking for this area.

Community Commercial

- 6110 The community commercial area is shown in two segments. The largest area is intended to be developed as a community shopping center for the town. The center is shown as served by six permanent entrances from bordering roads. Internal circulation between parcels is shown diagrammatically and would need to be adjusted to fit specific designs for development. Trails and/or paths run along three sides of the center. It is intended that normal yard setbacks of the zoning ordinance would be reduced or waived as necessary between parcels in the shopping center in order to achieve a unified design. Setback requirements along Portola and Alpine Roads, landscaping and open space requirements, parking requirements, floor area ratio and height limitations are set forth in the zoning ordinance.
- 6110a Two parcels are shown and numbered on the plan diagram as being suitable for alternate uses: community commercial, community service or residential.
1. This flexibility of use is based on two major factors:
 - a. The parcels have unusual locational attributes. **Parcel #1**, at the corner of Nathhorst Avenue and Portola Road can gain access from Portola Road and, if developed residentially, need to be linked internally by circulation with the adjoining community commercial parcel. **Parcel #2**, due to a lack of frontage on Alpine Road or Portola Road, can accommodate uses which do not require frontage, such as office or residential uses.
 - b. Projections of the amount of land needed for commercial uses indicate that these two parcels can be used for a non-commercial use and the town will still have sufficient acreage in commercial uses to meet the needs of the community for community-serving businesses.
 2. Each of these parcels can be developed with any one of the alternate uses or a combination thereof and through careful design be well-

related to the other parcels shown as community commercial as well as other adjoining uses. The flexibility of use on these parcels can and should be handled so as to not disrupt the continuity of commercial use on the three remaining community commercial parcels.

3. **Parcel #1** is shown with an alternate residential land use of low intensity residential. This intensity is compatible with the adjoining residential parcel and the parcels across Nathhorst Avenue. The parcel could also be developed at a low-medium intensity. If the parcel is residentially developed, it should be pursuant to a planned unit development (PUD) in which the appropriate density is established as a part of the PUD, but in no case shall it exceed 5.8 housing units per net acre (exclusive of street and road rights-of-way).
4. **Parcel #2** is shown with an alternate residential land use of low-medium intensity residential. This intensity is appropriate since the parcel is bounded on three sides by office and commercial lands. Any residential development should be a planned unit development (PUD) in which the appropriate density is established as a part of the PUD, but in no case shall it exceed 5.8 housing units per net acre (exclusive of street and road rights-of-way).*

6110b One parcel shown and numbered on the plan diagram as **Parcel #3** is suitable for the following alternate uses: community commercial or community service. This flexibility is based on the following factors:

1. There may not be sufficient demand for community commercial space which would warrant the use of the parcel for commercial use; therefore, community service is indicated as an alternate use.
2. Community service uses would reduce the intensity of use of the parcel over community commercial uses and thereby be more compatible with nearby residential uses and provide a transition to parcels #1 and #2 in the event they are used for community service or residential purposes.

6111 In the other community commercial area, which is in the southwest corner of Alpine and Portola Roads, very careful design will be required due to its small size. Design and landscaping will be very important in order to make this corner attractive and to visually integrate it with the other community commercial area.

* This standard is based on the existing minimum lot size of 7500 square feet, which is a density of approximately 5.8 housing units per acre.

- 6111a. Any residential development in the community commercial areas shall create an internal and external environment that is consistent with the residential qualities of the town including appropriate open spaces, planting and building design. While the intensity of development may be higher than generally found in the town, the overall feeling should blend in with the residential quality of the town rather than being distinctively different.

Community Service

- 6112 The community service areas are intended to provide space for office uses that are necessary to serve the needs of the residents of the town. These areas are also suitable for institutional uses such as public buildings, churches, etc. Perimeter access by trail and path is proposed to both community service areas. Limited access to Alpine Road is shown with coordinated internal circulation between properties. Setback requirements along Portola and Alpine Roads, landscaping and open space requirements, parking requirements, floor area ratios and height limitations are set forth in the zoning ordinance.

Community Park, Open Space and Buffer Planting

- 6113 This designation includes portions of parcels shown for community commercial and community service uses, and land within the public right of way at the intersection of Alpine and Portola Roads.
- 6114 The community park at the intersection of Alpine and Portola Roads, Triangle Green Park, has been developed as a fitting landscape design for this important intersection.
- 6115 The existing creek is shown as a major feature of the NTA. Where the creek crosses private lands, it should be planted and located in an open space easement. Structural crossings of the creek should be held to the minimum feasible. Any area on private land proposed for open space land or buffer planting could be counted as part of the required open space for the particular parcel as required by the zoning ordinance. The rear portions of the two corner parcels at Nathhorst Avenue and Alpine Road are appropriate for private open space uses related to the uses on the remainder of the parcels as well as for buffer planting along the property line to the northwest.

Institutional Uses

- 6116 The only institutional land within the planning area is the fire station. Much of the balance of the NTA area, however, is shown as suitable for low intensity residential or institutional use.

Low Intensity Residential Uses

- 6117 The plan indicates extensive areas for low intensity use (typically 1 – 2 acres per housing unit). Where residential and other uses adjoin, site design of the other uses should minimize adverse impacts on residential parcels. Similarly, any residential use should be carefully designed so as not to be unduly exposed to possible external influences.
- 6118 The creek and creekside trees running through the parcel at the northeast side of the intersection of Nathhorst Avenue and Alpine Road, while not shown as having any special design treatment on the plan diagram, should be preserved in a natural state to the maximum extent possible. This creek plus the special building setback required along Alpine Road by the zoning ordinance should help shelter the remainder of the parcel from Alpine Road.

Low-Medium Intensity Residential

- 6119 This area is zoned for single family residential use at a density of 15,000 sq. ft. per housing unit.

Streets

- 6120 The plan diagram shows only the street rights of way and does not show paving width or location. These details should be the subject of traffic studies. Paving widths on Nathhorst Avenue should probably be to normal town standards. Paving widths, on Alpine and Portola Roads, however, will need to be based on careful studies of the needs of these roads. Basically, two lanes for traffic on each of these two roads plus turning lanes should be adequate to handle projected traffic.
- 6121 The plan diagram shows driveway entrances to only a portion of the planning area – the community commercial and community service uses within the area bounded by Nathhorst Avenue and Alpine and Portola Roads. These points of access are shown to indicate how adjoining properties should share access points in order to minimize driveway entrances on these two busy roads. Minor shifts in location of access points are acceptable if the same mutual access to properties is maintained and traffic engineering aspects are acceptable. Access points to other properties on Alpine and Portola Roads should also be limited.
- 6122 A possible future street is shown at the bend in Nathhorst Avenue. This street extends up a hill at a slope in excess of 15%. The lands it would serve also have access onto Sausal Drive. As uses are proposed in the area, the wisdom of developing this road will need to be studied. A straight steep road can be hazardous and unattractive. Landscaping and changes in

alignment could help the situation. The road would, however, bring increased traffic to the area. One option would be for the road to serve only the lower portion of the hill, with the rest of the hill being served from Sausal Drive.

6123 (Not Used.)

Pedestrian Paths

6124 Pedestrians should be able to walk to, from and through the NTA on all-weather surfaces. The proposed pedestrian paths, plus the bicycle path which should also be available to pedestrians, provide for such circulation. While the steeper pedestrian paths need probably only be built to the usual town standard of a rock base with oil seal, the more level paths along Nathhorst Avenue, Portola Road, Alpine Road and Canyon Drive should probably have an asphalt surface to permit limited use by bicycles. While the proposed paths have been located with considerable care, slight changes in alignment are to be expected as more detailed plans for developments are prepared.

Bicycle Path

6125 One bicycle path is proposed – along Alpine and Portola Roads. This path should be built to at least the town standard width for bicycle paths of five feet, and preferably six feet because it will also serve pedestrian traffic. Where the path serves considerable two way traffic, it should preferably be eight feet wide. In some places the street right of way will probably be wide enough to accommodate the path while in other locations it will need to be located on easements adjacent to the right of way.

Riding Trails

6126 While heavy equestrian use in the area is not anticipated, some provision must be made for horses. The main trails include one along Alpine Road – Nathhorst Avenue – Portola Road, and the second one along Alpine Road. The other horse trails consist of connections. The trail for which federal funds were expended at an earlier time follows the north side of Alpine Road, the north side of Nathhorst Avenue and the east side of Portola Road.

Bicycle Lanes

6127 Future bicycle lanes are shown along the very popular Alpine-Portola Road route used by residents and bicyclists from surrounding communities. These lanes provide for bicycle traffic that might be hazardous on the bicycle paths which accommodate leisurely bicycling and walking. Also,

bicycle lanes are shown heading southwest on Alpine Road; these lanes are part of a proposed system destined to link to Page Mill Road.

Plan Diagram

6128 The plan diagram is part of this sub-area plan and is labeled Nathhorst Triangle Area Plan Diagram and can be found in a pocket following this general plan.

Alpine Scenic Corridor Plan

Introduction

The Route

6200 The Alpine Corridor extends from the base of the foothills at Santa Cruz Avenue up to the Skyline Boulevard summit, a distance of nearly ten miles. The integrating features for the entire length of the corridor are Alpine Road, trails and paths for walkers, equestrians and bicyclists, and the natural features of the corridor. Alpine Road changes greatly in character from an arterial road to a major collector and then to a minor collector and finally to an emergency road over its length. In addition, most of the corridor follows in succession portions of three creeks: San Francisquito, Los Trancos and Corte Madera. The route in part follows along the mutual boundary of San Mateo and Santa Clara counties and goes through sections of Menlo Park and Palo Alto in addition to Portola Valley.

Purpose

6201 The Alpine Scenic Corridor is a schematic guide for the conservation and development of the corridor. The plan:

1. delineates the approximate outlines of the scenic corridor,
2. includes creeks, road, trail and path facilities in general locations,
3. proposes activities appropriate within the scenic corridor,
4. identifies particular problems and opportunities regarding the scenic corridor, and

5. suggests some of the values of the scenic corridor to the communities it touches and identifies its importance to the larger Midpeninsula community.
- 6202 In addition to longer range actions, the plan focuses public attention on the actions that can be taken at this time to create, maintain and protect the scenic corridor. It also lists measures that can be taken, both public and private, to prevent damage to the corridor by actions that could seriously affect its future value.
- 6202a The basic goal of this plan is the conservation and enhancement of the beauty of landscape and the rich variety of plants and wildlife of the scenic corridor so as to maintain this band of pleasant open country for the enjoyment of all. A further goal is to carry local traffic and to provide recreational opportunities while preserving to the maximum extent possible the natural setting with improvements limited to trails, paths and features designed to protect and enhance the natural character and the public safety.

Character of the Scenic Corridor

- 6203 The Alpine Scenic Corridor is of particular importance since it serves as the gateway from the more developed urban peninsula to the rural setting of Portola Valley. The roadsides and creeksides in the corridor remain in a natural state through much of the route, although the lower section of Alpine Road is a busy thoroughfare linking Portola Valley, Ladera and other foothill communities to Midpeninsula employment and shopping centers. Residential properties, shopping centers, and tennis and swim clubs touch the roadway, yet most of the land is still rural in appearance with grassland pastures, rolling grass-covered hills studded with oaks, and steeper wooded hill and mountain sides. Low density building, generous setbacks and the native woods have preserved much of the natural setting and rural feeling. Magnificent stands of trees border the San Francisquito and Los Trancos creeks—oaks, bays and alders, 75 to 100 feet tall, many of them hundreds of years old. Small open meadows remain in bends of the creeks.
- 6204 The upper reaches of the Corte Madera canyon and the ridges above where the road climbs to the summit are only occasionally touched by development and are still in the wild state. The narrow winding Alpine Road parallels Corte Madera Creek for several miles and overlooks the fern covered banks of this year-around stream. At Ciervos Road, Alpine Road changes to a dirt road intended for only emergency vehicles, hikers, equestrians and bicycles. It then leaves the tight canyon at the Vista Verde Subdivision entrance and climbs to the wooded ridge with views across the canyon to Skyline Ridge and occasional dramatic vistas of the Bay plain.

6205 (Not Used.)

Objectives

- 6206
1. To establish the San Francisquito Creek system as an important element in the Midpeninsula waterway system.
 2. To protect the Alpine Scenic Corridor, providing a natural link between the mountains and the Bay plain, to add to the sense of order and well-being of those who live in the Midpeninsula – with intimate views of the creeks, the sight of rolling hills, and striking vistas of the Santa Cruz Mountains.
 3. To retain the natural beauty of the scenic corridor, a route through which many people travel and will travel daily so that the corridor will continue to provide a welcome contrast with the nearby urban activity centers.
 4. To define a scenic corridor that preserves the intrinsic qualities of the creeks and creeksides of the San Francisquito Creek system.
 5. To provide for the use and enjoyment of the creeks, valleys and canyons in a manner consistent with preservation of their integrity as natural features.
 6. To utilize the opportunity for passive and active recreation at appropriate locations within the corridor.
 7. To provide a basis for interjurisdictional arrangements needed to protect and enhance the corridor.
 8. To exercise extreme care to preserve the Corte Madera Creek riparian corridor when undertaking maintenance or improvement of Alpine Road between Willowbrook Drive and Ciervos Road. Particular attention should be given to utilizing biotechnical slope protection techniques.

Description

- 6207
- The watershed landscape is a major unifying element of the corridor. The creeks and creekside trees, the valleys through which they flow, the canyons, the confining ridges and the mountain tops all relate to the watershed of the San Francisquito and its tributaries, including the Corte Madera and Los Trancos Creeks.

6208 (Not Used).

6209 The corridor is in essence a linear park which includes scenic resources, creeks, routes of travel, natural preserves, recreation sites and vista points. Two existing public recreation areas are shown: Ford Park, an essentially open park with a little league baseball diamond, and the soccer field south of Arastradero Road. Also, two existing developed recreation sites and one commercial recreation facility are recognized in the plan—the Ladera Oaks Swim and Tennis Club, the Alpine Hills Swim and Tennis Club, and Alpine Beer Gardens at the site of Rossotti's historic monument. No additional "developed" recreation areas are proposed. The scenic corridor includes vista corridors and roadside areas that are specifically identified in order to 1) establish the basis for the regulations appropriate to protect the natural setting of the corridor, and 2) suggest a framework for cooperative community actions that can enhance desirable features or correct undesirable conditions.

The Creeks

6210 Although much of the scenic corridor is within the Town of Portola Valley, this scenic route is also of vital interest to the larger Midpeninsula community. Of prime concern are the creeks that form the common boundary of San Mateo and Santa Clara Counties. These creeks are not "wild" throughout their length, in the sense of remaining free flowing and unaltered by people, but they are largely unspoiled and offer opportunities by trail and path for education and enjoyment. They are a resource of great value, of a kind that is fast disappearing in our urban area. Therefore, these creeks and their immediate banks, including the well-defined band of trees along the creeksides and a suitable minimum width (at least 200') on either side of the creek, comprise a natural resource area which should be protected through public acquisition, stringent regulation and other appropriate means.

The Scenic Corridor

6211 The Alpine Scenic Corridor includes four areas of special concern: the creekside environment, the immediate roadside, the primary vista corridor and secondary vista corridor. All four of these areas contribute to the natural quality of the scenic corridor. Distant views seen from the road are identified in the element but are not included within the corridor. While all structures and modifications to the natural environment within the corridor are of concern, the degree of concern with details decreases with distance from the road. Unless otherwise noted, the following items are of concern within the four areas described in Sections 6212, 6213 and 6214, but the

degree of concern should be tempered based on the visual impact when viewed from areas along the road.

1. Points of access to Alpine Road should be limited to the maximum extent possible.
2. All utilities along Alpine Road should be underground.
3. Building setbacks along Alpine Road should be increased as necessary to reduce the feeling of encroachment on the road.
4. In commercial areas, particular attention should be given to signs, lighting, parking and planting so as to provide the least possible intrusion on the natural feeling of the corridor.
5. Buildings and structures should be subservient to the natural landscape in design, materials and color.
6. Planting should be in keeping with the natural landscape, leaving native trees and open space grasslands where possible and using native plant materials or other drought resistant plants in keeping with the natural scene.
7. Removal of trees or other native vegetation cover should be stringently controlled.
8. On-street parking should be limited to the maximum extent possible.
9. The effects of any building near a riparian corridor or any alteration to the riparian corridor must be minimized in the planning and/or building process.

The Immediate Roadside

- 6212 This band on either side of the roadway, generally 50 to 100 feet wide, extends to the nearby stands of trees at the edge of the roadside, or to fences, banks or other features tending to define the roadside area. No specific limits of this area are indicated on the plan diagram. This strip is of great importance to the scenic values of the corridor. Here buildings, grading, clearing, planting and access roads should be carefully regulated.

Primary Vista Corridor

- 6213 The lands in view beyond the roadside determine the character of the scenic corridor and are thus designated as the "Primary Vista Corridor." This corridor takes in the nearby ridges viewed from the road and includes the

foreground, up to an arbitrary 1000', where long vistas extend up valleys beyond the corridor. It is not practical to prohibit all building within this corridor, but in the development of individual properties, building construction and planting should be designed to be compatible with and retain the natural and rural appearance of the area.

Secondary Vista Corridor

- 6214 In the secondary vista corridor, including hills in the middle distance and the land in view down open valleys, all major projects should be carefully reviewed and stringently regulated to prevent any significant alterations of the natural scene.

Circulation

- 6215 The plan diagram establishes general routes for roads, trails and paths for local and through use. These routes will serve both general travel needs and provide recreation opportunities.
- 6216 **Roads.** The lower portion of Alpine Road, from Junipero Serra Boulevard to Willowbrook Drive, is an essential traffic carrier for Portola Valley, but this function should be subordinated to the natural features within the scenic corridor to the maximum extent feasible. Protection of the visual quality and mitigation of traffic impact in the corridor should be given highest priority.
- 6217 In the section of Alpine Road between Portola Road and the intersection of the Junipero Serra Freeway (Route 280) some improvements may be needed to increase safety and manage traffic.
- 6218 Between Portola Road and Willowbrook Road, the present facility should be adequate for anticipated future traffic with minor improvements.
- 6219 From Willowbrook Road south to Ciervos Road, Alpine Road is in the steep sided canyon of Corte Madera Creek. Because substantial widening or realignment in this narrow canyon is not possible without destructive cuts and fills, this portion should remain as a narrow, winding, low capacity route — a single lane road in some areas with turnouts for passing. Because of the limitations of this section of the road, it should be used for limited purposes, as follows: access for residents of the town to their homes; use by residents of Los Trancos Woods and Vista Verde, primarily in emergencies; and other public access, primarily by foot.
- 6220 Above Ciervos Road, Alpine Road should remain permanently closed to general public vehicular travel and maintained for only walking, riding,

bicycling and emergency and service vehicles. Access to abutting properties should be provided from other roads connecting to Skyline Boulevard.

- 6221 **Trails and Paths.** Trails and paths along the corridor will serve both general travel and recreation needs for both local and through traffic, connecting with destinations outside of this corridor. The creekside is particularly suited to trail use because of the relatively few road crossings. The paths and trails shown are diagrammatic. Precise alignment will require more detailed studies giving more consideration to terrain and particular points of interest. The trails and paths element indicates general routes through the corridor. It further defines the standards and principles and the relationship of the trails and paths in the corridor to other local and through routes leading to destinations outside the corridor. The following types of trails and paths are shown on the corridor plan and are defined in the trails and paths element: hiking trail, riding trail, pedestrian path, bicycle lane, bicycle path, through trail or path, local trail or path. Wherever possible, trails and paths should be separated from the traveled way to protect pedestrians, bicyclists and equestrians.

Land Use

- 6222 A policy statement issued by the Town of Portola Valley, July 1969, indicates the nature of uses of land considered to be suitable for the corridor.

The policy of the Town of Portola Valley has always been to maintain a tranquil, rural atmosphere, and to preserve a maximum of green open space. The Alpine Corridor should be developed in accord with this policy. The natural look and feeling of the land between the road and the creek should be maintained. Trees and natural growth should be preserved and increased. Recreational uses should be in keeping with a peaceful and rural atmosphere.

We recognize that a scenic corridor along a public road should be for public use. The hiking and riding trail and the bicycle path will be open to everyone. The Little League field, the soccer field, the Alpine Beer tavern and the tennis clubs are existing public and semi-public uses. Aside from this, we envision opportunities for peaceful, uncrowded recreation for the benefit of the residents of the Town and others. In order not to attract crowds that would make this impossible, we feel that there should be no advertisement to the transient passer-by, such as picnic tables visible from the road or visible parking areas.

(Note: In the foregoing, the term Alpine Corridor is used, but this term was subsequently changed to Alpine Scenic Corridor.)

- 6223 The recreation uses proposed in this plan conform to this concept of a corridor.
1. The creeksides and adjacent meadows should be considered as a natural reserve – a wildlife conservation area to be protected from over use – with only such uses permitted as are consistent with conserving these still natural areas. Large areas of impervious surfaces are to be avoided.
 2. The creeks themselves, with running water and the plants and creatures associated with the creeks, are features of principal interest for those using paths and trails.
 3. Sufficient public access to creeks and creeksides is essential to the enjoyment of the corridor, and opportunities should be provided for public use of this tranquil and natural landscape.
 4. Recreation sites should be small in scale and access chiefly limited to trails and paths.
 5. Areas of special educational interest should be identified for nature study and conservation education programs.
 6. Viewpoints, groves of trees and creek areas of special interest should be identified as destinations for paths and trails.
 7. Sites appropriate for group use by children should be identified, such as small natural amphitheaters and clearings suitable for club activities and school excursions.
 8. Near Skyline Boulevard, the corridor should be integrated with the open spaces and trails of the Midpeninsula Regional Open Space District.

Plan Diagram

(Changes to the Alpine Scenic Corridor diagrams, Sheets 1-5, revised 3/26/80, to provide consistency with this element are found in Appendix 23 and constitute a part of the General Plan.)

- 6224 The plan diagram consists of sheets 1 through 5 which are found in a pocket following this general plan.

Plan Diagram Notations

- 6225 The Alpine corridor divides naturally into two sections. One is the lower rolling foothill section, which contains the meander of the San Francisquito and Los Trancos creeks and is characterized by the gentle grades and rounded contours of grassy oak-studded knolls contrasted with steep hillsides densely wooded with dark green live oaks and chaparral. The second is the upper section in the narrow canyon of the Corte Madera Creek, where the corridor closely follows the creek, climbs to the northern ridge and finally emerges from the forest to the open hilltops near the Skyline.
- 6226 Notations on the plan diagram mark specific features along the route such as vistas, recreation sites and problems where protective action is indicated. Some specific features have been noted to point up some of the important kinds of actions, programs and regulations that should be initiated at this time. Other notes indicate actions needed in the future. The following notations are keyed to the plan diagram and numbered, except for those in Sections 6231-6235 which concern upper Alpine Road. This area is north of the region shown on Sheet #5 and is not included in the plan diagram.

Sheet #1

- 6227 This portion of the scenic corridor is beyond the town limits and the primary actions will be needed by other jurisdictions.
1. View across golf course to East Bay hills; protect through regulations.
 2. Overhead wires on both sides of road from Junipero Serra Boulevard for at least 1/2 mile to south; needs undergrounding program.
 3. Small meadow with stand of buckeye trees; needs protection.
 4. Corridor along path is arbitrarily set at 200 feet although views may be more distant; preserve tree cover.
 5. Very harsh roadside; needs additional grading and low landscaping.
 6. First view (after starting from north end of scenic corridor) of Jasper Ridge and most importantly the Skyline; keep open, needs special control of structures and tree planting.
 7. View of freeway interchange, Ladera, Westridge, Skyline and boarding stable; needs additional planting of native trees and shrubs to soften roadside but not block distant view.

8. –

10. Left open.

Sheet #2

- 6228
11. Bare freeway ramps to west, groves of trees to east; needs landscaping of bare portion of freeway interchange.
 12. Harsh bank on west side; needs to be planted in harmony with tree cover on east side of road.
 13. Tree canopy is valuable for sequence of views; protect trees.
 14. Shopping and professional centers of excellent design, buildings with good roof lines and planting to screen auto parking; maintain quality by attention to planting, signs, lighting and colors. Signs should be externally lighted.
 15. Creek in this area has water through much of year; protect creekside through adequate setbacks and retention of riparian vegetation.
 16. Band of very large oaks screens houses from Alpine Road; these trees need protection.
 17. Large tree farm; operation needs to be controlled regarding runoff, traffic and creek pollution.
 18. Vista to Skyline; keep view open.
 19. (Not Used).
 20. Antenna project on immediate creekside plain is a jarring visual element; urge removal when no longer being used.
 21. Residential development; keep planting and buildings in view of Alpine Road compatible.
 22. (Not Used).
 23. Meadow and group of trees are creekside elements valuable to the scenic corridor, but Little League use detracts from visual aspects and creates traffic hazards; continued attention, such as through screen planting, is needed to enhance visual quality and minimize traffic hazards.

- 24. (Not Used).
- 25. Views of hills and oaks important to corridor; work with Stanford to retain open space quality.
- 26. Shallow creekside bowl bordered by trees; suggests possible opportunities for creekside study.
- 27. View of ridge behind Stanford; retain.
- 28. Vista to mountains; retain.
- 29. Steep wooded canyon and hillside (Stanford land); extreme care needed in design and construction if lands are developed in the future; maintain as permanent open space if possible.
- 30. Diversion ditch to Felt Lake; consider possible trailside point of interest.
- 31. Dam on Los Trancos Creek and fish ladder divert water to Felt Lake; possible trailside point of interest.
- 32. Rossotti's, an historic monument; enforce strict architectural and site development controls.

33. –

50. Left open

6229 Sheet #3

- 51. Vista to Skyline; keep open.
- 52. Tree covered, steep roadside (subdivided); control development since any change in this area would have significant impact on views from road.
- 53. This stretch of creek dominated by tall alders and bays; protect.
- 54. Residences; cooperative action needed in unifying planting and fencing and to decrease adverse visual impact because of unsympathetic use of materials and color.
- 55. (Not Used).

56. Portola Valley Garage; appropriate screen planting including trees needed to mitigate adverse visual qualities.
57. Open vistas of Skyline to north and west; preserve.
58. Residences, yards close to roadside.
59. Residential development close to roadway; increase planting.
60. Vista opens up of Skyline range to the north; protect view.
61. (Not Used).
62. Residential and commercial development near roadway; replace exotics with more compatible planting and add screen planting.
63. Commercial development, Nathhorst Triangle; needs continual attention re: planting, signs, lights, colors and traffic control.
64. Residential development near roadside; maintain screen planting.
65. Vista to hills; keep open.
66. Corte Madera School; maintain planting to soften school appearance.
67. Residential development fairly well screened by hillside planting; keep screen plantings.
68. Vista to Bay; keep open.
69. -
79. (Not Used).
80. Bottom portion of Windy Hill Open Space Preserve, a beautiful stretch of the creek and related uplands located at the junction of trails; keep largely in its natural state for the enjoyment of users of the trail and path system.

6230 Sheet #4 and Sheet #5

Occasional property access roads cross the creek, and there are scattered homes along the hill. Additional access roads, bridging and building would seriously threaten the wild quality of this part of the corridor. Trash dumped from the road now mars the creek. Continued control and maintenance are needed.

81. Strip of creekside dedicated to town for park purposes; preserve open space.
82. Steep hillsides on both sides of canyon; protect from development.
83. Narrow road along canyon above creek and very steep bank above road; do not widen road other than for occasional turnout.
84. Occasional flats along creek will allow for small study areas and trail stops.
85. A number of footpaths follow along the creek; care needed to minimize erosion on steep slopes.

Upper Alpine Road (north of the area shown on Sheet #5)

- 6231 The portion of Alpine Road above Ciervos Road is closed to general public vehicular travel and use is restricted to emergency vehicles, equestrians, bicyclists and hikers; retain these use restrictions.
- 6232 In the canyon woods are dense – maple, bays, oaks, and ferns on steep north banks – and at intervals, along the creek, there are a number of small flats for trail destinations; preserve this environment.
- 6233 Just above Ciervos Road, Alpine Road now crosses the creek and climbs by sharp switchbacks to a narrow ridge. Coal Mine Ridge comes into view across the canyon to the south, and from a few vista points along the road there are panoramic views across the Bay plain to the east. Preserve this area.
- 6234 Nearing the summit, the road goes under a canopy of trees in a dense oak forest, then emerges on the edge of small grassy meadows near the Page Mill intersection. In this part of the corridor are possible sites for picnic spots and loop trails that could be a part of the Skyline Scenic Regional Recreation Road.
- 6235 Fine vista points near the intersection of Page Mill and Alpine Roads overlook Montebello Ridge and the range of the Santa Cruz Mountains to the south.

Town Center Area Plan

Introduction

6300 The Town Center Area Plan deals with one of the two commercial areas in the town, the other being the Nathhorst Triangle Area. While basic policy affecting the setting for the Town Center Area (TCA) is found elsewhere in the general plan, the most detailed proposals for this area are found in this sub-area plan. To obtain the fullest understanding of the town's policy for the development of the TCA, reference should be made to this sub-area plan, other pertinent parts of the town general plan, and to the town's planning regulations. A background study on file with the town which is of particular relevance to this plan is "Reevaluation of C-C and A-P Zoned Properties, Town of Portola Valley, January 9, 1992."

6301 The plan is intended to guide, unify and enhance, both functionally and aesthetically, the development of the separately owned private properties in coordination with public spaces and facilities, roads, trails and paths. The plan includes: objectives, principles and standards; description; and the plan diagram.

Planning Area

6302 This sub-area plan includes all parcels fronting on both sides of the section of Portola Road generally from Wyndham Drive east to the Woodside town limits at Farm Road and adjoining nearby lands which should be considered when planning for this sub-area of the town. The planning area therefore includes lands proposed for community commercial and community service

activities serving the town, institutional uses serving the town, recreation areas and residential lands. The community commercial and community service areas are sufficient, when combined with the other commercial area in the town, to meet the needs of the town for local goods and services when the town is completely developed in conformance with the general plan.

6303 (Not Used.)

Objectives

- 6304
1. To develop the Town Center Area as an integrated area for businesses and institutional type uses serving the residents of Portola Valley and its spheres of influence along with compatible residential uses.
 2. To produce a unified commercial-service-institutional-residential complex in the TCA with a scale and design quality compatible with the rural setting of the town.
 3. To serve the TCA with a system of roads, paths and trails that provide for safe, convenient and enjoyable access to, from and through the area.

Principles

- 6305
1. In order to serve as an integrated community serving area, the TCA shall provide space for:
 - a. Convenience goods and services and limited shopping goods in the community commercial areas.
 - b. Offices for businesses serving the community in the community service areas.
 - c. Institutional uses such as churches and town civic facilities.
 - d. Those facilities which tend to bring people together informally such as parks, outdoor cafe and sitting areas.
 - e. Single family residences as well as housing for senior citizens.
- 6306
2. In order to meet desired design objectives:
 - a. Growth shall be orderly and, in so far as possible, ultimately uninterrupted along property lines between commercial and service uses.

- b. Flexibility shall be allowed as to land use on those community service parcels which due to location and access can reasonably accommodate office or residential uses, and requirements shall be established to ensure their compatibility with surrounding land uses.
- c. Non-residential uses shall not adversely affect nearby residential properties. Noise, sight, odor and other nuisances shall be held to a reasonable minimum.
- d. Excessive grading shall be avoided and attractive natural features such Sausal Creek shall be preserved and enhanced.
- e. Structures shall be designed so that all sides open to public view are attractive.
- f. Parking lots shall permit convenient automobile movement, parking and access to facilities, avoiding unduly large, inefficiently arranged paved areas and avoiding automobile conflict with pedestrians, bicyclists and equestrians.
- g. In commercial, service and institutional areas, building service areas shall be segregated from other areas, and trash containers shall be screened. Equipment noises and emissions shall be minimized.
- h. Fire hydrants and good circulation for fire protection shall be provided as needed.
- i. Utilities including electric and communication services shall be underground, consistent with the regulatory authority of the town.

6307

- 3. In order to provide desired circulation:
 - a. Safe vehicle ingress and egress shall be accomplished by limiting points of access to public roads.
 - 1) Driveway entrances serving different commercial and office properties shall be combined at common property lines where possible.
 - 2) Easements and/or mutual use agreements may be required among the various property owners to connect driveway

entrances in order to facilitate off-street circulation and reduce the number of driveway entrances required.

- b. Safe pedestrian and bicycle access to and inter-connections among non-residential developments shall be provided.
 - 1) A separate pedestrian path, preferably separated from the road, shall be installed in the front setbacks or the road right of way along the north side of Portola Road frontages of community commercial and community service properties.
 - 2) Safe paths between the roadside and on-site improvements shall be required and compatible developments shall be interconnected.

6307a. In order to assist in providing housing pursuant to the provisions of the housing element, parcels of land classified as community service which are found not to be needed for such uses may be used for residential purposes if suitably located.

Standards

6308 Standards for development should be set forth in the town zoning, subdivision and site development regulations.

Description

6309 The plan sets forth a framework for the development of the TCA within which considerable latitude exists for design and development of individual properties. The basic distribution of land uses and key circulation features are set forth as controlling elements. Sensitive design on individual properties woven into the overall framework can produce an attractive and functional commercial area for the town. While the objectives, principles and standards set forth in the preceding sections are the guiding statements for future development, the plan diagram, when viewed in the context of this description, should convey an understanding of the type of development the town is seeking for this area.

Community Commercial and Community Service Areas

6310 The existing community commercial and community service areas are largely developed but can accommodate some additional growth. The land use plan has been prepared to guide any further development which can be expected as development pressures increase. The shape of the commercial

and service area, lying north of Portola Road, is unusual in that is a large triangular area with extensive frontage on Portola Road and considerable depth on several properties. This plan has been developed with recognition of the particular attributes of each parcel within this area. Each parcel is numbered on the plan diagram and described below.

- 6311 **Parcel 1**, designated as community commercial, is developed as a nursery on the front with the residence of the owner in the rear. This distribution of uses is appropriate since it concentrates customers on the front of the property near non-residential uses and limits the use of the rear portion of the property to residential use which is compatible with the adjoining residential uses which front on Wyndham Drive.
- 6312 **Parcel 2**, designated as community commercial, is developed primarily as a restaurant. While the site is restricted in size and cannot supply all needed parking, it has joint use of parking at the nearby Village Square Shopping Center (Parcel #3) and customers park in the Portola Road right-of-way. The building does not meet the required setback from Portola Road since it was built prior to current regulations. It is prevented from meeting current front yard standards due to the shallowness of the parcel.
- 6313 **Parcel 3**, designated as community commercial, is developed with the Village Square Shopping Center. The parcel is virtually in full use with buildings and parking except for a portion of the rear of the parcel which is used largely for open air storage. The architectural style of the shopping center building is well-suited to the site which has a number of redwood trees. Any additional development on the rear of the parcel should be undertaken so as to minimize adverse effects on the creek and residential uses across the creek to the north.
- 6314 **Parcel 4**, designated as community service, is a small parcel containing an office building which has some historical significance. The building, described in the historic element of the general plan, was constructed in 1904 and known as "Hallet's Store." It subsequently had a saloon added to the front. In 1972, it was extensively remodeled so as to lose much of its historical character. If it is not preserved as a historical building, a suitable marker should be installed on the site. The parcel is well-suited to office use having direct frontage on Portola Road.
- 6315 **Parcel 5**, designated as community service, lies behind parcels 4 and 6 except for a narrow corridor extending to Portola Road. The parcel in reality consists of three smaller parcels, each of which is a legal parcel having been created prior to the establishment of planning regulations under San Mateo County. This parcel lacks substantial direct frontage on Portola Road. It

could be developed for office use if properly related to the parcel in front. If offices were developed, consideration should be given to vehicular access to parcel 3 to the north to provide for a higher degree of integration.

- 6316 On the other hand, based on studies of the town's need for office space, it appears that there is slightly more land designated for commercial and office uses in the town than is needed. The most appropriate alternate use for parcel 5 is for residential purposes. Because the parcel is bounded by commercial property on one side and office property on the other side, it would be appropriate to allow residential uses of a density commensurate with these adjoining uses. This housing could be in the form of either detached or attached units. The appropriate density and design should be controlled through the provisions of the zoning ordinance for planned unit developments, but in no case shall exceed 5.8 housing units per net acre (exclusive of street and road rights-of-way).^{*} Any additional development on the rear of the parcel should be undertaken so as to minimize any adverse effects on the creek and on the residential uses lying across the creek to the northeast.
- 6317 **Parcels 6, 7 and 8**, designated as community service, are currently used for offices. These uses appear appropriate and should be allowed to continue or be replaced with other office uses.
- 6318 **Parcel 9**, designated as community service, is very small and currently occupied by a residence. Since the parcel is next to office uses, it could be used for offices as long as parking requirements and other standards of the zoning ordinance can be met. Alternatively, the parcel could continue to be used for a small residence.
- 6319 It is intended that normal yard setbacks of the zoning ordinance would be reduced or waived as necessary between community commercial and community service parcels in order to achieve a unified design.
- 6319a. Any residential development in the community service areas shall create an internal and external environment that is consistent with the residential qualities of the town including appropriate open spaces, planting and building design. While the intensity of development may be higher than generally found in the town, the overall feeling should blend in with the residential quality of the town rather than being distinctively different.

^{*} This standard is based on the existing minimum lot size of 7500 square feet, which is a density of approximately 5.8 housing units per acre.

Institutional

- 6320 A church occupies the parcel west of parcel 1. This use provides a transition between the residences fronting on Wyndham Drive and the commercial uses to the east. The use of Parcel 1 should always be controlled so as to minimize disturbance to the adjoining residential uses.
- 6321 To the south of Portola Road, there are two churches and the town center. These are all important community-serving facilities.

Residential

- 6322 The Wyndham Drive area is shown as Low-Medium Intensity Residential (typically less than 1 acre per housing unit.) North of the TCA, in the Town of Woodside, the typical land area per housing unit is 3 acres or more. West of Portola Road, two residential densities are shown: Low Intensity Residential (typically 1-2 acres per housing unit) and Conservation Residential (typically 2-4 acres per housing unit).

Community Park, Recreation Area, Greenway

- 6323 A major town recreation area is a part of the town center and contains playing fields, a recreation area for small children and tennis courts. This area functions in conjunction with the buildings of the town center.
- 6324 A private stable that boards horses and provides lessons is located adjoining the town center.
- 6325 A greenway is shown extending from Portola Road behind a church and the town recreation area. This greenway is shown on the comprehensive plan diagram as extending to the southwest behind The Sequoias to connect with lands in the ownership of the Mid-Peninsula Regional Open Space District and Alpine Road.
- 6326 A greenway is shown along the both sides of Portola Road. It is intended that this area be retained as an open corridor planted with native vegetation. Buildings on properties should be subordinated to the greenway in so far as possible.
- 6327 Sausal Creek is a major feature of the planning area. It supports considerable riparian vegetation and presumably a significant amount of wildlife. The creek bed, its banks and vegetation should be protected and enhanced as appropriate as development takes place along the creek. The creek is shown within a greenway.

Circulation

- 6328 Portola Road is classified as an arterial road in the circulation element of the general plan. As such, it is well-suited to providing access to the TCA. In addition, it is striped with a left turn acceleration and deceleration lane in front of the commercial and office designated areas.
- 6329 A possible future street is shown entering Portola Road from the southwest. This is part of a loop road which, if developed, would provide access to several properties in the western hillsides of the town.

Trails, Paths and Bicycle Lanes

- 6330 The adopted trails and paths element of the general plan shows a pedestrian path along the entire frontage of the TCA on the north side of Portola Road.- This path needs to be enhanced and completed to properly interconnect these parcels.
- 6331 Several pedestrian paths, bicycle paths and riding trails are shown on the south side of Portola Road. All of these facilities are also shown on the trails and paths element of the general plan.
- 6332 Bicycle lanes are shown along Portola Road.

Sanitary Sewers

- 6333 Many of the non-residential uses in the planning area are served by septic tanks and drainfields. As further development takes place, these facilities should be abandoned and connections should be made to the sanitary sewer.

Fault Constraints

- 6334 The San Andreas Fault crosses parcels 7, 8 and 9 and is to the rear of parcel 5. Construction on these parcels will have to comply with the fault setback regulations of the town zoning regulations.
- 6335 –
- 6339 Not Used.

Plan Diagram

- 6340 The plan diagram is part of this sub-area plan and is labeled Town Center Area Plan Diagram. The plan diagram is found in a pocket following this general plan.

