

**CITY OF PALO ALTO  
MEASURE D**

To reduce traffic congestion and travel time for transit riders, shall the measure undedicating a 0.33-acre portion of existing parkland in El Camino Park for the purpose of creating a new road primarily for transit vehicles linking the Palo Alto Transit Center with El Camino Real, be adopted?

**Yes**  
**No**

**CITY ATTORNEY'S IMPARTIAL ANALYSIS OF  
MEASURE D**

The Palo Alto City Council has placed this measure on the ballot. If voters approve it, Measure D would amend the Municipal Code to undedicate approximately 0.33 acres of El Camino Park to allow for the construction of a new road connecting the Palo Alto Transit Center and El Camino Real.

**Background:** El Camino Park is on land owned by Stanford University and leased to the City of Palo Alto. The City dedicated El Camino Park as parkland, which means that while under the City's control El Camino Park can be used only for park, playground, recreation or conservation purposes. To undedicate all or a portion of a park, the City Charter requires approval of a majority of voters voting on the measure.

When the El Camino Park lease ends, the land will revert to Stanford and will no longer be dedicated parkland. The lease is currently scheduled to end in June 2042; however, the City and Stanford have signed a "letter of intent" stating that Stanford intends to extend the lease for the portion of the park where the existing playing fields are located to 2052, as part of this new road connector project.

**Measure D:** Measure D would undedicate a specific portion of approximately 0.33 acres of El Camino Park. The area to be undedicated is undeveloped parkland, containing trees, shrubs, utility infrastructure and a pathway. Measure D does not undedicate or make any changes to the playing fields or parking area.

If Measure D is approved by voters, the undedicated 0.33 acres may be used only to construct a new road between the Palo Alto Transit Center and El Camino Real and related improvements. Related improvements may include bus stops, utility infrastructure, landscaping, sidewalks, bicycle paths, safety infrastructure, parking spaces, lighting, signage and wayfinding, and parking restrictions. The new road will be a shorter direct route for buses, shuttles, and other transit vehicles travelling between El Camino Real and the Transit Center. The proposed project may also include improvements for pedestrians and bicyclists. Measure D does not approve a specific design or funding for the road or related improvements.

Measure D requires approval by a simple majority of voters voting on the measure.

A "Yes" vote will undedicate approximately 0.33 acres of El Camino Park and this area will no longer be restricted to park, playground, recreation or conservation purposes. This area can only be used to construct a new road between the Palo Alto Transit Center and El Camino Real and related improvements.

**CITY ATTORNEY'S IMPARTIAL ANALYSIS OF  
MEASURE D-Continued**

A "No" vote means that the measure will not go into effect. While under the City's control, El Camino Park will remain with its existing boundaries and can only be used for park, playground, recreation or conservation purposes.

Molly Stump  
City Attorney

## COMPLETE TEXT OF MEASURE D

Ordinance No. \_\_\_\_

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

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

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

### EXHIBIT A-19 LEGAL DESCRIPTION EL CAMINO PARK

Beginning at the most northerly corner of that certain 1.194 acre parcel of land described in that certain sublease between the City of Palo Alto and Southern Pacific Railroad Company, dated October 2, 1939; thence S. 17° 13' 57" E. along the westerly line of said parcel 143.13 feet; thence S. 51° 41' 59" E. 421.31 feet; thence northeasterly along a tangent curve to the left, having a radius of 13.64 feet, through a central angle of 90° 00' for an arc length of 21.42 feet to a point of reverse curve; thence southeasterly along a curve to the right, having a radius of 13.64 feet, through a central angle of 90° 00', for an arc length of 21.42 feet; thence S. 51° 41' 59" E. 122.41 feet; thence southerly along a tangent curve to the right, having a radius of 75 feet, through a central angle of 87° 29' 32", for an arc length of 114.53 feet, to a point of reverse curve; thence southerly along a tangent curve to the left, having a radius of 300 feet, to a point of reverse curve; thence southerly along a tangent curve to the left, having a radius of 300 feet, to a point of compound curve; thence continuing southerly along a tangent curve to the left, having a radius of 68 feet, through a central angle of 20° 03' 52" for an arc length of 23.81 feet, to a point of reverse curve; thence southwesterly, along a reverse curve to the right having a radius of 33.40 feet, through a central angle of 77° 52' 04", for an arc length of 45.39 feet, to a non-tangent point on the northeasterly line of El Camino Real; thence northwesterly, along said northeasterly line, the following courses and distances: N. 51° 13' 12" W. 566.52 feet; N. 42° 20' 20" W. 80.45 feet; along a curve to the left, having a radius of 1333 feet through a central angle of 8° 24' 00", for an arc length of 195.43 feet; N. 51° 08' W. 68.39 feet; along a tangent curve to the right, having a radius of 900 feet, through a central angle of 11° 08' 21", for an arc length of 174.97 feet; N. 39° 59' 39" W. 317.82 feet; along a tangent curve to the left, having a radius of 72 feet, through a central angle of 73° 09' 21", for an arc length of 91.93 feet; N. 45° 58' 59" W. 436.48 feet; N. 41° 16' 13" W. 151.00 feet; along a curve to the right, having a radius of 102 feet, through a central angle of 16° 19' 30", for an arc length of 29.06 feet, to a point of compound curve, along a curve to the right, having a radius of 12 feet, through a central angle of 90° 08' 53", for an arc length of 18.88 feet; N. 31° 10' 38" W. 85.53 feet; N. 51° 31' 10" W. 123.49 feet; N. 49° 31' 31" W. 69.11 feet to a point in the centerline of San Francisquito Creek; thence leaving said northeasterly line of El Camino Real, and running along the centerline of said creek S. 85° 56' 59" E. 164.52 feet and N. 62° 31' 01" E. 77.22 feet, to a point on the southwesterly line of the Southern Pacific right-of-way; thence southeasterly along the southwesterly line S. 51° 35' 10" E. 7.93 feet; S. 51° 41' 59" E. 797.87 feet and S. 46° 56' 10" E. 602.08 feet; thence S. 38° 18' 01" W. 60.00 feet to the point of beginning. Excepting therefrom the following described portion of Palo Alto Avenue: Beginning at the northerly terminus of the above described as "having a radius of 12 feet, through a central angle of 90° 08' 53", for an arc length of 18.88 feet"; thence easterly along a compound curve to the right, having a radius of 182 feet, through a central angle of 19° 27' 55", an arc length of 61.83 feet; thence N. 81° 46' 56" E. 59.63 feet; thence N. 84° 40' 59" W. along

## COMPLETE TEXT OF MEASURE D-Continued

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

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

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

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

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

COMPLETE TEXT OF MEASURE D-Continued

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE D-Continued

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

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

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

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

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

APPROVED:

\_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
City Manager

\_\_\_\_\_  
Director of Community Services

\_\_\_\_\_  
Chief Transportation Official

## COMPLETE TEXT OF MEASURE D-Continued

Exhibit 1



### EXHIBIT "B" Legal Description

March 28, 2023  
BKF No. 20240028  
Page 1 of 2

#### PARK DISCONTINUANCE AREA

A Portion of El Camino Park, Palo Alto, CA

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

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

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

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

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

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## COMPLETE TEXT OF MEASURE D-Continued

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

**EXHIBIT "B"**  
Legal Description  
Page 2 of 2

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

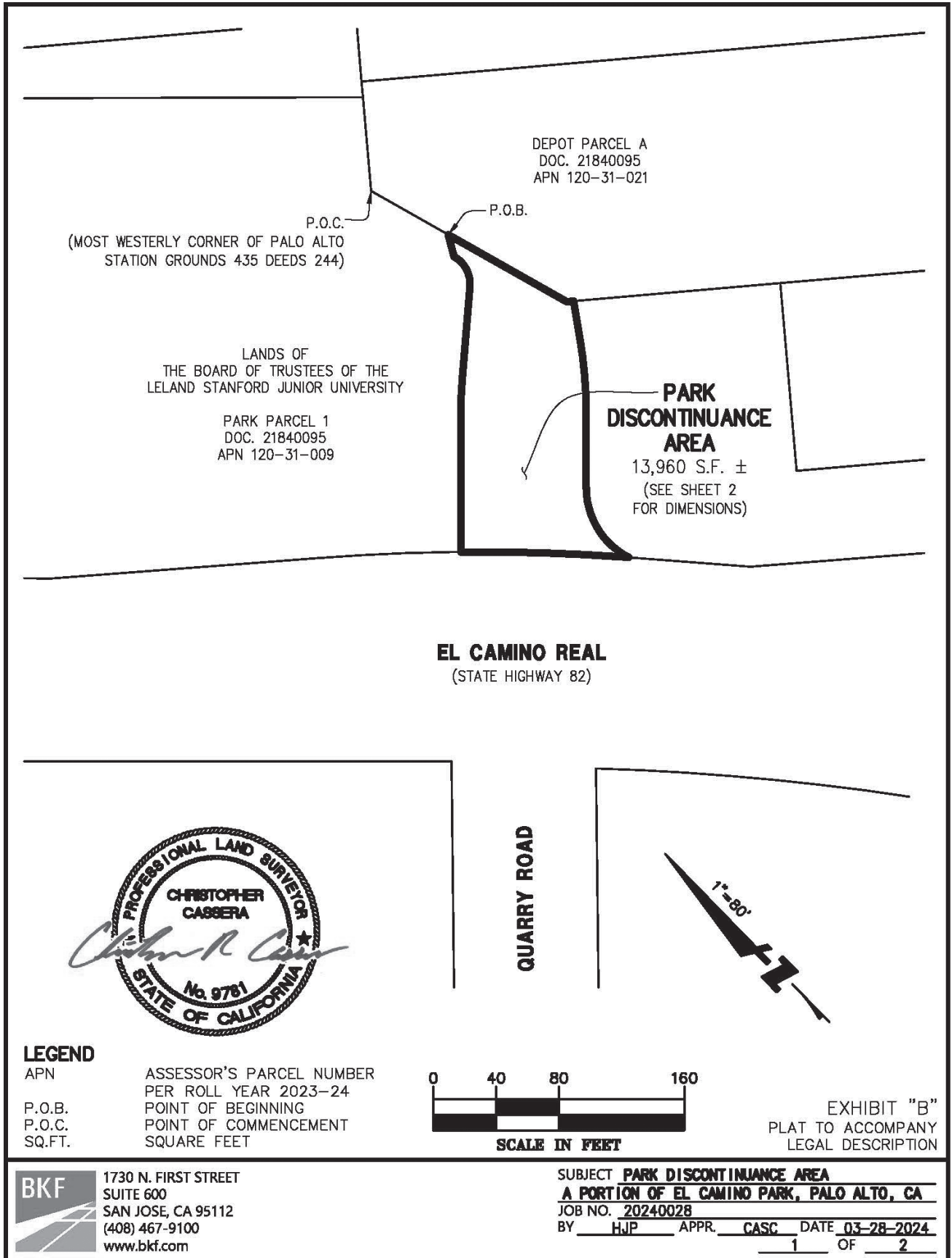
Christopher Cassera  
P.L.S. No. 9781

Date 3/28/2024

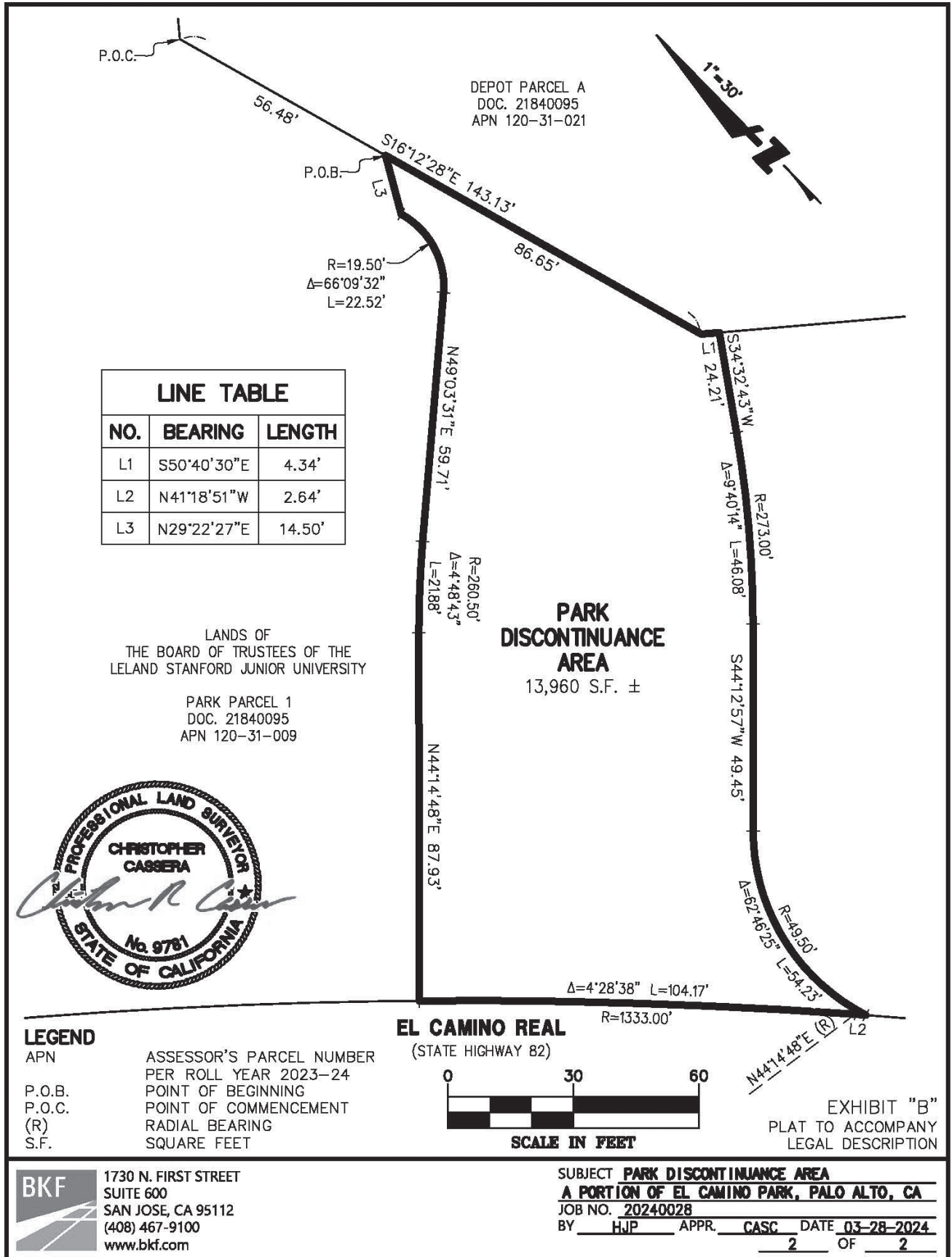




COMPLETE TEXT OF MEASURE D-Continued



# COMPLETE TEXT OF MEASURE D-Continued



## ARGUMENT IN FAVOR OF MEASURE D

Every so often, important projects are worthy of overwhelming support. The Quarry Road Connection Project is such a project. It will transform the currently congested Palo Alto Transit Center (PATC)—**enhancing transit efficiency, reducing traffic congestion, improving safety and convenience for cyclists and pedestrians, and benefitting commuters.** To create this transitway, one-third of an acre of underutilized parkland at El Camino Park must be undedicated.

This project will extend Quarry Road and connect PATC directly to El Camino Real (ECR), **allowing buses and shuttles to enter and exit the Transit Center directly from El Camino.** This will cut travel times by 5-8 minutes, boost the PATC's operational efficiency, and ease congestion by increasing transit use and reducing the number of buses on University Avenue.

**Pedestrians and cyclists will also benefit significantly.** The project will create safer, more convenient crossings at the Quarry Road-ECR intersection. This will enhance access to recreational facilities and promote sustainable transportation options by better connecting the park with bike and pedestrian networks.

Moreover, the Quarry Road Connection will activate an underutilized section of parkland, transforming it into a functional space with improved landscaping and connectivity. This will deliver better access to El Camino Park and the Transit Center for Palo Alto residents and workers.

We are proud to champion this project, which aligns with the 2030 Palo Alto Comprehensive Plan goals and has garnered strong backing from regional partners, including Caltrain, VTA, MTC, AC Transit, SamTrans and the Silicon Valley Bike Coalition. Most of the project funding is already secured and the project promises substantial benefits without cost to local taxpayers.

By voting YES, you are endorsing a forward-thinking investment in our City's infrastructure, **enhancing access, mobility, safety, and sustainability for our community.**

Learn more about the Quarry Road Connection Project at:  
<https://www.cityofpaloalto.org/transitconnection>

Pat Burt  
Council Member

Greer Stone  
Mayor

**NO ARGUMENT AGAINST MEASURE D WAS SUBMITTED**