



**COMPREHENSIVE PLAN UPDATE
CITIZENS ADVISORY COMMITTEE
AT PLACES MEMO
Tuesday, March 15, 2016**

The following documents are attached for your review and information:

1. CAC member Glanckopf comments
2. CAC member Urhbrock comments
3. CAC member Hitchings comments
4. CAC member Hetterly comments
5. CAC member Kleinhaus comments
6. CAC member McDougall comments
7. CAC member Packer comments
8. CAC member Wenzlau comments
9. Public Comments from Sheri Furman
10. Updated Public Comments from Digital Commenter dated 3/15/16
11. Summary of Sustainability Subcommittee discussion from 3/9/16 meeting and at places comments from CAC members Wenzlau and Uang

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March 14, 2016: Memo to CAC on Land Use Element

My top priorities are:

- 1) Retain 50 foot height limit.
- 2) Preserve R1 (Residential Neighborhoods).
- 3) Preservation of neighborhood centers.
- 4) Controlled Commercial development.
- 5) Consider elimination of TDRs.
- 6) Code enforcement with serious penalties.

In reading the staff report, please consider these general comments:

- Many of the items are stale and need to be removed.
- Alma Plaza is no longer a neighborhood center and should be removed from the comp plan as a CN district, since it no longer fits the definition Neighborhood Commercial [CN] It is primarily residential and has minimal retail.

The CN neighborhood commercial district is intended to create and maintain neighborhood shopping areas primarily accommodating retail sales, personal service, eating and drinking, and office uses of moderate size serving the immediate neighborhood, under regulations that will assure maximum compatibility with surrounding residential areas.

- Residential in CN districts. This is a slippery slope. Putting housing in CN is in conflict with retail. For mixed use new development, housing should only exist on second floor. Taking Midtown as an example, any housing would have to be second floor, due to the GF retail overlay. This would require major remodeling, displacing any current GF retail <during construction>. Most/many of the existing retailers would never be able to come back due to increased rental spaces. Parking is also an issue. Housing parking should not force away potential shoppers. Any housing in CN should be fully parked, preferably underground. For Midtown, this center is already under parked.
- I have concerns with future modifications to uses in CN. For example, medical offices should be retained as conditional use, with rigid examination of application. There should be some way to limit the number of similar uses in a center - dry cleaners, nail salons, educational uses, exercise etc. I also have a concern with the misuse of "neighborhood serving offices." We want to encourage retail and not replace potential locations with office.
- Although I appreciate the concept of including sustainability and healthy communities in every element of the comp plan, in this section they seem to be artificially stuck on (Goal L2, in Goal L3 Policy L15 and L17).
- There are quite a few coordinated area plans mentioned. Perhaps there should be prioritization?

Specific comments:

GOAL L1

- Policy L-2: Include San Mateo County
- Program L 2b: There should be no development in the Baylands.
Add Baylands Master Plan.
- Since Palo Alto owns the airport, not sure that land uses have to be approved by County. I prefer the more overarching new Policy L185.
- Policy L-6/L12: There needs to be new (strong) guidelines for development of commercial next to residential. Not sure what is meant by performance measurements? Mandatory guidelines and new zoning need to be created to avoid such issues as happened recently - a three story glass office next to a single story bungalow.

GOAL L2

- Policy L25: I am opposed to listing types of professions with exclusion of others.
- Policy L26: I have a major concern with this bullet. There should be NO NEW development in the Baylands with the exception of levees or berms. This concept should be in the Safety element instead of here.

GOAL L3

- Policy L12: IR needs to add a new component on review of Eichlers, SSO, housing in flood zone
- Policy L13: While some modest second units are desirable, it is important to have them adhere to current zoning lot size for development, FAR, set-backs. I agree to comments made by Arthur Keller in writing on second units.
- Policy L13: Add "encourage".
- Program L34: remove CN from this list. Again, in a mixed use (housing and retail) zone, housing should be second story only.
- Policy L14: Combine with L13.
- Policy L15: OMIT.
- Some neighborhoods are very small and have no space for any public area, nor are they close to any parks. Some neighborhoods are huge and have parks, but still not close to every neighbor within the neighborhood. It is fine to have a policy to create more open space, but this wording using neighborhoods doesn't work for me.
- Policy L 16: Remove "existing." I would not support putting retail into current neighborhoods. Not appropriate for CN.

GOAL L4

- Policy L19: Add “second floor” to housing. CN are not appropriate for housing.
- Program L44: Sounds like an action item. The devil is in details. For CN districts see comments in opening general remarks above.
- Policy L 20: Not appropriate for CN
- POLICY L21: Use “encourage” not “provide”. Taking Midtown as an example, I would not like to remove any retail space. Plus who is going to pay for this? The merchants are barely surviving. Will the city pay for improvements in a private center? See next comment re rest rooms. I support public art and street trees.
- Program L17: Same comment as above. Who would pay for this? This program should be omitted, since all centers CURRENTLY have public bathrooms available during business hours - drug stores, grocery stores, food facilities.
- Program L22: Same comments as L21. Who would pay for this? Use “encourage merchants to enhance.” Also omit “variety of paving materials.”
- Policy L 52: Mixed use center “South Palo Alto.” As there is no such designation, more specificity is need? Are we talking about the East Meadow area, where Google has purchased property?
- Program L55: Will the City of Palo Alto Economic Development start to assist businesses to (re)locate in the city?
- Policy L25: How does one enhance the character of SOFA as a mixed use area? Are there guidelines? Mandatory items? Task forces? I would omit policy.
- Program L 29: What comparable area is referred to? Downtown is over-developed and should not be used as a guideline or standard. I do not think we have a model area in our city for comparison.
- General point: I suggest that any Cal Ave development be done in conjunction with the Evergreen neighborhood and that should be added to the Comp Plan.
- Program L31: North of Sheridan....omit, since that is where the new Public Safety building will be built
- Policy L33: add “second floor” to housing. Any new housing should be fully parked...preferably underground. Is this Policy needed? T&C has just been renovated.
- Program L 36: Same comments as before in zoning. There are too many similar uses in CN. Too many dry cleaners, hair salons, exercise facilities and not enough places to buy goods...bakeries, shoes, etc. Medical offices and most neighborhood serving offices are not desired. What is purpose of program?
- Program L 38: I do not support ANY changes to R1 near CN zones.
- Program L 39: Been there done that
- Policy L 40 and L 41 are stale. Planning has occurred and it is very difficult to get the 15 owners to collaborate. The center is currently under parked: the only way

to get more parking would be to construct a garage. Agree that signage is definitely needed, but who would pay for it? We have broached this with merchants in past and no one was willing to pay. Street furniture not high priority.

- Program L 41: This wording is stale. Since the project is already in a committee and conclusions will be decided before the end of the comp plan revision, this should be removed.
- Policy L 41: Remove as redundant to the many other references to mixed use housing.

GOAL L-5

- Policy L-45: Stale. Remove

GOAL L 6

- New guidelines/zoning are needed for Eichler development, SSOs, new housing in flood plain.
- Program L 52: Inappropriately high fencing is the most abused and ignored of zoning regulations.

GOAL L 7

- Historic - should Eichlers be defined as historic?
- Program L 57: I would add "create incentives to."
- Program L 60: I do not support TDRs.

GOAL L 8

- Program L 68: Stale. Needs updating especially in light of the Cubberley contract. Perhaps it should say something about developing a specific redevelopment plan in conjunction with PAUSD.

GOAL L9

- Policy L73: There needs to be a review of "public art" in private developments. Several of the newer projects have art that doesn't relate to neighborhood in terms of streetscape and massing.
- Program L80: I would like to see more undergrounding. It has been effectively halted due to lack of funding. This needs to continue
- Policy L 185: Add "and the Baylands Master Plan"

Date: Tuesday March 15, 2016
To: Citizen Advisory Committee (CAC)
From: Ellen Uhrbrock, Member CAC
Title: Land Use and Community Design Element Discussion

Summary - Point of Consensus

Define *small business* and include it throughout the element. Suggested definition – “commercial business with 25 employees or less on site in Palo Alto and dependent on customers to walk in to shop or for service.”

Define *regional collaboration* and include it throughout the element. Suggested definition – “include Santa Clara and San Mateo counties and Stanford”

Define “*resilient*” (Goal 1)

Summary – Further Discussion

Need for new mixed use designations

Add – Small commercial ground floor offices and shops (see *small business* definition above)

Height Limitations

Add 2nd and 3rd floor residential units above ground floor commercial businesses. All units equipped with Wi-Fi – subsidized if necessary. Residential units suitable for mixed income residents, employees and owners of small businesses, young professionals, students and seniors.

Approve and add high-rise residential condo/apartment buildings and retirement homes suitable for mixed use of income, age, and occupation including home offices.

Commercial Growth

Housing Opportunities

See above – Mixed use designations and height limitations

Hamilton Hitchings
Land Use Element Comments
Citizen Advisory Committee for the Comprehensive Plan Update
3/14/2016

The City Council directed staff to come up with a fifth DEIR scenario that would actually meaningfully reduce the impacts of growth including both traffic and parking and improve the quality of life.

The council asked to evaluate regulating employment densities to help mitigate the impacts of growth. I propose that we instead target reducing day commuter car trips via managing car parking availability, cost and public transportation alternatives.

In-terms of office growth, every square foot of office space we build is one less square foot of housing. It's pretty simple, office space is the most profitable, followed by luxury housing. Redwood City is adding 2,200 apartments and so far they are all luxury units. If we want more affordable housing then there must be regulation. There are currently apartments available for rent in Palo Alto, it's just that they are expensive.

The City Council asked to further evaluate regulating office and R&D growth beyond scenario 2. Thus, the current language below Program L-9 in the proposed draft of the Land Use Element limits growth to 50,000 square feet for Downtown, Cal Ave and the El Camino Corridor falls short, and it should be reduced further and expanded to all of Palo Alto except Stanford Research Park.. I feel a simpler mechanism would be simply to limit new additional office space for all of Palo Alto to 5,000 square feet per development until such time as the jobs to housing ratio drops significantly, say to 2.0.

In terms of items that the CAC reached consensus on, "Regional collaboration on big issues like housing" was not one and myself and other Palo Altans are not supportive of, and in particular ABAG regulations and feel our housing discussion to focus on residents who want to remain or who already work in Palo Alto.

It should be very clear the City Council and majority of Palo Altans do not support raising the 50' height limit in order to accommodate more office development nor for mixed use buildings with office space in them. The housing element can meet its target without raising the 50 foot height limit and many Palo Altans including myself do not support raising it. However, some would like to see an additional story allowed for high density housing near CalTrain stops. Housing element H2.1.1 proposes evaluating this. If this was to be pursued, that additional story should be used exclusively for low income and affordable housing beyond what is already required for that building.

We need a zoning designation for retail plus housing and should opportunistically convert some zoning to it.

Low density residential neighborhoods are not zoned as hotels or boarding houses and renting to occupants for less than one month should not be permitted.

We need to protect low density residential neighborhoods and not upzone them with the exception of modest loosening of ADUs as long as FAR requirements are not expanded for them.

In general, TDR's have contributed significantly of the City's growth problems so are counter productive to limiting growth and should be reduced or eliminated.

Also, I believe the City Council wanted to hear our thoughts on L-8 so I'd like the CAC to discuss that as well.

Zero setbacks are a bad idea and were hurt Alma Plaza and Alma near downtown.

Deferring to the Rail Corridor Study, which reaches all the way across El Camino into Barron Park and College Terrace is not a good idea since it does not take a holistic approach.

There should be no additional new development in the Baylands for environmental, global sea rise, winter storm tidal flooding and seismic liquefaction safety reasons.

We should limit use of coordinated area plans and they should be required to conform to the comprehensive plan and city ordinances.

We should not move items to other elements such as retail mix, basements and airport, although moving the transportation policies is fine.

Basements should count towards FAR.

Buildings should be bird-safe.

In general, I find the current draft changes of the Land Use Element vague, deferring far too much to future studies and not fully reflecting the direction of the City Council and feedback from the CAC so there is more work to do.

What is the current total square footage added downtown since 1986?

I very much appreciate the redlined version in the packet, showing additions and deletions while retaining the program and policy numbers as presented in the existing comp plan; it made for a much more efficient and effective review.

Not surprisingly, housing is dominating discussion around this element. The current draft seems vaguely designed to support the goal of “more”. As we’ve learned from the experience of promoting/facilitating “more” commercial development, if you don’t carefully define what you want, you get what you get. It would be a folly to embrace a land use element that merely resulted in more luxury housing that was equally unattainable. Furthermore, as long as we continue adding office space, the demand for “more” housing will only grow.

And just like commercial growth was to parking, residential growth has disproportionate impacts on parks, recreation, and community services infrastructure, not to mention schools. We have a lot of park and open space acreage, but even now, only 4% of it is in our neighborhoods, readily accessible to most residents without a car. Significant new residential growth will require additional neighborhood parks, community services and schools to support that increased resident population. Those all require real estate. An open-ended “more” strategy is unmanageable and unsustainable.

Refinements to Points of Consensus

I agree that there is consensus around “promoting a mix of housing options and types as a key to a diverse community.” However, I do NOT think there is consensus around what that mix should look like (see Affordability, below).

I do not think there is consensus around blanket support for “regional collaboration on big issues like housing.” There is strong opposition within the community to ABAG’s RHNA allocations, in particular counting the housing needs for the entire sphere of influence (SIO) in Palo Alto’s allocation (as opposed to the County). Similarly, accommodating housing for all the new jobs proposed for Mountain View’s North Bayshore development in addition to our own is a very tall order. It may be fair to say that there is consensus around investigating opportunities to collaborate regionally, but an unqualified commitment to regional collaboration doesn’t pass muster.

AREAS FOR FURTHER DISCUSSION

Housing Affordability

It is overly simplistic to expect that if we just build enough housing, it’ll be affordable to all (or most, or even many). The comp plan should provide clear policy guidance about what types of housing we want to prioritize (as opposed to an inclusive, open ended range of types) based on

commonly understood affordability goals. It also should address how much we want (not infinite) and how best to mitigate the population impacts.

We need clear and consistent language when we talk about “affordable” housing. In the current public discourse, sometimes people mean FMV housing that is naturally more affordable, due to size or character (though still well above the regional average), sometimes they mean BMR housing for, alternately, very low income, low income or moderate income, perhaps even moderate to high income.

It would be helpful to relate affordability to percent of median income ranges and connect the dots, at least generally, between our cohorts of commuting workers (e.g., tech engineers, teachers, service workers) and the levels of affordability and size of housing that they need.

The CAC should also be working from a common understanding of how BMR housing works. Does the City have any tools to regulate around BMR housing for incomes at 100% of median income, 150%?

Neighborhood Centers

This is an area targeted in the draft for vague, new housing opportunities, despite considerable negative impacts that seem inconsistent with other policies designed to protect neighborhood character and sustainability goals. The mere fact of more units should not, alone, justify the impacts.

New Program under Policy L-19 to “Update the use definitions for Neighborhood Commercial, CC, CS and CD”: What is the nature and purpose of the “Updates”? As for CN, by definition as “neighborhood center” it already includes housing and a mix of small scale local businesses. Changing the definition to encourage denser housing development in neighborhood centers will adversely affect their scale and character as well as safety, congestion and SOV commutes.

Policy L-41: I do not support “encouraging” additional residential development in the Midtown area, particularly when combined with Policy L-40 designed to slow traffic. Midtown is not an employment center nor a transit hub and the retail is highly used by children, youth and teens. Safeway and the pharmacies create an established, high inflow of vehicle trips into the area. The Shuttle does not connect to Cal Ave train depot and even if going to University depot, the Shuttle schedule does not accommodate commute times. Increasing housing density will increase congestion, worsen safe access on bike or foot and change the character and scale of the neighborhood significantly, while not reducing SOV commutes.

I would like to see something in the comp plan that enables mini-neighborhood centers in underserved areas of the city with neighborhood serving retail, like a small corner/general store (not a grocery) where you can pick up milk, or printer paper or a flashlight without driving all the way across town.

Mixed Use Designations and Commercial Growth Limits

These two policy areas go hand in hand in my view. More office space = more jobs = greater housing demands. Mixed use designations are a good tool to co-locate compatible uses, but they should not be used to sidestep efforts to control commercial growth. We should scrutinize consistency of policy incentives.

Mixed Use

Did not find Staff edits reflecting a way to resolve the conflict over retail/housing vs retail/housing/office or vague “mixed use with limited office”. Definition of mixed use category retains Live/Work and Residential/Office (aren’t those the same?) as well as Retail/Office and Residential/Retail.

Revised Program L-10 provides some design guidelines, but doesn’t address the desired “Mix.” Furthermore, L-10 calls for zero setbacks along the street, a design element not likely to get consensus on this panel, particularly in light of Council’s recent efforts to increase setbacks along El Camino Real.

Commercial Growth Limits

Understanding that Council wants to take the lead on L-8, I don’t think that should preclude the CAC from sharing its thoughts on commercial growth. Indeed, I think they want to hear our insights about community preferences/priorities/concerns in this area.

I think that commercial growth should be controlled throughout the city, not just the nine planning areas. I do NOT think that a tie to Congestion Management Plan data is an adequate or appropriate substitute. Growth impacts extend far beyond traffic and the hard decisions about how much growth to accommodate should reflect consideration of all of them. The same is true for residential growth.

Height Limits

Meaningful discussion of height limits should consider how much, at what price point and how fast we want to accommodate housing growth. While there is strong opposition to raising height limits, some might be won over if a case were made that the only way to get x number of new units at y price point is by adding a story or two for certain residential developments. If it is demonstrated that in order to get that x units at y price, we’d have to go up to eight or ten stories, the converts may go the other direction.

QUESTIONS RELATED TO COUNCIL DIRECTION

1. Council direction asks us to “evaluate policies and programs that control the occupant density of existing commercial uses.” Beyond the limited data from the business registry cited in the packet, I think it’s fair to assume we don’t know much about this area. Are there any other data sources that can put the registry numbers in context? Does the registry data offer any insight into subcategories of office use that vary significantly in occupant

density? Do nearby cities have any data about changes over time? Examples of policies and programs to control commercial occupant density? Surely Palo Alto isn't the only city concerned about this?

2. Regarding “comparative impacts of restaurants versus other retail on trip generation and parking,” can we expect information beyond the registry, such as trips and parking due to customer flow as opposed to employees?
3. More frequent use of Coordinated Area Plans. Code chapter 19.10 seems to have already established a procedure to initiate CAPs, yet Council is asking for “language to [make CAPs] a more frequently used planning tool.” What have been deterrents to more frequent use? Are they related to the requirements in Ch.19.10? Workload? Insufficient emphasis in the Comp Plan? Staff guidance about why they have not been more frequently used would be helpful here.
4. Any lessons learned from the Cal Ave/Frys or East Meadow Circle Area Plans that should inform comp plan revisions?
5. Not sure what “look at mechanisms for office, medical office, and R/D development and its impact on the jobs housing balance” means. Mechanisms to measure impacts of those functions (or each of them) on jobs/housing balance? Reduce such impacts? Mitigate them?

March 14, 2016

Comments on Land Use Element

Shani Kleinhaus

General format comment: Please use page numbers in our package?

General comments and recommendations

1. Add a policy and program for Bird Friendly Building Design under GOAL L-6.
 - NEW POLICY - Buildings and other structures will minimize hazards to birds and the potential for bird collision
 - NEW PROGRAM – develop an ordinance for Bird Friendly Architecture
2. Consolidate all the policies and programs related to the airport under the Landuse Element, and bring back to discussion by the CAC
3. Integrate the Urban Forest Master Plan (UFMP) into all the Policies and Programs that direct streetscape and other land-use aspects. Incorporate UFMP goals of not losing canopy cover in the city as a whole, and of expanding canopy in South Palo Alto. Add implementation of the Urban Forest Master Plan and adding trees (especially native oaks) as a public benefit. Consider incentives for including trees in new developments.
4. Palo Alto should develop a Policy and programs that retain landscaping in private yards and setbacks.
5. Recommend including basements in FAR calculation.
6. To protect and enhance riparian corridors:
 - NEW POLICY – Protect creeks and riparian corridors.
 - NEW PROGRAM – Develop a Creek Corridor guidelines that provides minimum rather than maximum setbacks and creates “creekside overlay zones” to minimize lighting and other urban-related disturbances in creek corridors.
7. Replace “street trees” with “trees” throughout the plan. Change “Urban Forest Management Plan” to “Urban Forest Master Plan”.
8. Add a policy to evaluate the City’s Sustainability and Climate Action Protection Plan to ensure consistency with the Urban Forest Master Plan and the Comprehensive Plan.
9. Re-evaluate the East Meadow Circle Concept Plan to consider residential use.
10. Create a policy and programs to explore acquisitions of land for parks under GOAL L-8.

Kleinhaus 1

11. **New Policy**: Collaborate with regional efforts to adapt to **Sea level Rise**
Add program: Study potential impacts and externalities of development in areas vulnerable to storm related flooding and/or sea level rise.

General comments and recommendations

GOAL L-1

Goal L-1 Policy L-2 PROGRAM L-2B

Is this program obsolete? If not, then move to a new Airport Section in the Landuse Element. (move all airport-related policies and programs from transportation to landuse element)

POLICY L-10 – Please retain the existing policy.

I strongly disagree with zero setbacks. Also, parking does not always have to be at the rear. Alma Plaza is the ultimate example of how disastrous the combination of zero setbacks and parking in the rear has been. Front gardens should be encouraged and setbacks should be wide enough to allow wide-canopy trees (as opposed to palms) to line the streets and pedestrian movement.

Land Use Definitions as they correspond to the categories on the Land Use and Circulation Map

Publicly Owned Conservation Land: Open lands whose primary purpose is the preservation and enhancement of the natural state of the land and its plants and animals. Only compatible resource management, (add: compatible) recreation, and educational activities are allowed.

Public Park: Open lands whose primary purpose is active recreation and whose character is essentially urban. These areas (remove: have been planted with non-indigenous landscaping and) require a concerted effort to maintain recreational facilities and landscaping. (we hope that over time landscaping should orient to more California native plants)

Streamside Open Space:

This definition is not enough to protect streams, riparian ecosystems and water quality. A Riparian Corridor policy is needed. Setbacks should be a set at a minimum, not a maximum.

Open Space/Controlled Development

Is this meant for private property?

New Policy and program is needed to limit the size of mansions.

GOAL L-2

In the proposed new program (see below) Define Shoreline Development? Is there a map associated with Shoreline Development?

New Program: Develop new development requirements for shoreline development to ensure that new development is designed and located to provide protection from potential impacts of flooding resulting from sea level rise and significant flood events. Requirements may include: new setbacks to ensure to structures are set back far enough inland that they will not be endangered by erosion; limits on subdivisions and lot line adjustments in areas vulnerable to sea level rise to avoid the creation of new shoreline lots; incentive or transfer of development rights (TDR) programs to relocate existing development away from high risk areas; and/or triggers for relocation or removal of existing structures based on changing site conditions and other factors. [EIR Mitigation Measure GHG-3. Note that additional mitigation measures to address sea level rise and climate change adaptation will be added to the revised Safety Element.][L26]

GOAL L-4

POLICY L-19: I am not supportive of adding housing to ALL neighborhood centers (Alma Plaza is an example of how unfortunate outcomes can result from such policy). The propose New Program “ Update the use definitions for the Neighborhood Commercial, Community Commercial, Service Commercial, and Downtown Commercial District” should be revised as part of the CAC role in the Comprehensive plan update.

I would remove Policy L-19 and move the New program “Identify and prioritize the Centers and/or Employment Districts that would benefit from a Coordinated Area Plan...” to Policy L-18

POLICY L-20: Remove? It is not clear what this does. If there is space – plant trees for small pocket parks.

POLICY L-22: Remove? Not clear why maintenance is a policy...

POLICY L-24 and Program L-21: Add trees and reference to the Urban Forest Master Plan.

Policy L-33 and L-43: Add consistency with the Urban Forest Master Plan. New Program under Policy L-43: integrate UFMP into this program.

POLICY L-46: The policy states,

“Maintain the East Bayshore and San Antonio Road/Bayshore Corridor areas as diverse business and light industrial districts, consistent with the approved East Meadow Circle Concept Plan (Appendix Y of this Comprehensive Plan). [L106]”

The City should start looking at retreat as adaptation to Seal Level Rise. The City should stop encouraging new development there, and start considering retreat as sea level rises.

GOAL L-6: Well-Designed Buildings That Create Coherent Development Patterns And Enhance City Streets and Public Spaces (add: ecology and public health)

- Add Bird Friendly Building Design (see above)

POLICY L-48: remove the word “creative”

GOAL L-8

Add a policy and program to:

- Acquire more parks
- Implement the Park, Recreation and Natural Open Space Master Plan.

Remove PROGRAM L-70 it is included in the Parks Master Plan.

GOAL L-9:

New Program – Shade:

This new program should be modified to **prohibit shading of creeks and public open space**. Here is an alternative:

New Program: Develop an ordinance that will require development projects of a certain size or location to avoid potential shade/shadow impacts to creeks and public open spaces (other than public streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21.

POLICY L-71 and Program L-72: Remove? Prominent Gateways should be avoided near creeks and open space. Let nature speak for itself. Gateways should not create hazards to birds.

New Program regarding setbacks: add the Urban Forest Master Plan. Remove “innovative new designs.” Or specify that new designs should not create hazards to birds.

POLICY L-73: To this or as a separate policy, add implementation of the Urban Forest Master Plan and adding trees as a public benefit. Consider incentives for including trees in new developments.

POLICY L-74: Remove? It happens with no need for special policy?

POLICY L-75: Remove? Alma Plaza shows that this policy should not be applied uniformly.

New policies (under PROGRAM L-81:?) regarding the airport:

New Policy: Regulate land uses in the Airport Influence Area to ensure consistency with the Palo Alto Airport Comprehensive Land Use Plan. [L185]

Add consistency with the Baylands Master Plan

New Policy: Palo Alto is committed to preservation of the Baylands as called for in the Baylands Master Plan, which is incorporated here by reference. [L186]
This does not strong enough to protect the Bayland ecosystem. Need specific language on hierarchy of decision-making regarding landuse and activities at the airport.

This should be a part of an airport section in the Land Use Element. Overall, the Baylands Master Plan should be dominant over the Airport Master Plan. The entire issue merits more discussion by the CAC.

LAND USE AND COMMUNITY DESIGN ELEMENT
CAC March 15, 2016

GOAL 1

WELL-DESIGNED, COMPACT, RESILIENT ATTRACTIVE SPACES

- what does resilient mean and is it covered in any of the Policies?

L-2 Why add transportation? That's discussed elsewhere and dilutes the land use issue by being here.

L-3 "Respect views of foothills is too much of a catch all. A 3D map could be built and used as a guideline for different areas of the city. Maybe parts of downtown should not be affected by this rule.

L-6+ (new Policy) What performance measures and what architectural standards are being referred to? This Policy is not useful if the measures and standards are not defined.

L-7 Need to prioritize regional, city and surrounding neighborhoods. Palo Alto city goals should be first. Maybe we might "consider impact" on regional and surrounding neighborhood needs?

PL-7 System to monitor and report regularly and define what it means for the rate of growth to reach maximum within months, years?

PL-8 Program L-8 should be a policy or Policy L-8 should be a program. They're the same level of detail but for different items. should be programs.

L-9 What are desirable characteristics – does this even make sense as a Policy? The planning and zoning process be a separate program?

PL-10 Why are buildings from one to three stories called out in this program?

Definitions

All the definitions should be under review. A few comments are below:

Open Space – what does compatible mean? Compatible with preservation and enhancement? Then say it.

Public Parks –need further definition to include types of parks?

Transit-oriented Residential. Should the 2000 foot walkable definition be increased to at least 3,000 feet?

GOAL 2

**SENSE OF COMMUNITY FOR PUBLIC LIFE, CITY NEEDS AND ADAPTED TO
CLIMATE CHANGE**

- **Why shouldn't the city do things city that resist climate change and when necessary adapt? Adapting to climate change rather than doing things to resist it seems inconsistent with everything Palo Alto is about. CAC should suggest that council review this Goal.**

New policy – Should Diversity be included only as a Policy or should diversity be elevated into the GOAL? This is an important statement to make for the community and seems buried under a “Sense of Community” goal

New Program – Suggests new development requirements for Shoreline - what shoreline development? Should there be any planned Shoreline Development? Is shoreline defined as a Center or District?

L-10 To maintain a structure of structure of Hoods, Centers and Districts is laudable, especially with the intent to integrate those areas into the city and regions street and transit plans, not to mention the importance of a properly defined structure to things like the Shuttle program.

L-11 Could be a Program under L-10. It's about connecting “communities” not building a sense of Community.

**GOAL 3
SAFE, ATTRACTIVE, CHARACTER, WALKING**

L-12 Preserve Character - Doesn't the city act stronger than “encouraging” (Eichler homes) today? Should this be stronger?

L-15 Gathering Spaces – “Gathering Spaces” should be defined in the definition section.

New Program – BnB – This should be written as a Policy.

**GOAL 4
PEDESTRIAN SCALE MIXED USE FOCAL POINTS
-(why focal points rather than “gathering Places” defined as providing focal points?**

Background – Definitions need to be reviewed. For example Cal Ave, T&C and S El Camino both aspire to and create the traffic challenges of being very regional and are not particularly neighborhood sensitive.

New Program – Coordinated Area Plans – This should be written as and elevated to the level of Policy! Maybe all Centers or ED’s should have Coordinated Area Plans eventually.

L-23 University Ave – Why not just refer to the Downtown Coordinated are plan?

New Program – Isn’t this just the coordinated plan?

L-24 University Ave pedestrian – Add bike parking for bicyclers in the policy.

PL-21 – U Ave – incorporate this program into the Policy l-24

PL 25 and 26 – Why aren’t these written to be one program?

L-28 What does it mean to keep Cal Ave as intermediate character?

PL-27 Should be a Cal Ave Coord Plan per suggestion

L-29 Cal Ave mixed use – Under L-28 as coordinated Plan incl PL 29

L-31 Cal Ave mixed use – Incorporate into L-28 in Coordinated Plan or as Program

PL-31 Cal-Ventura – These are very prescriptive statements that might not belong in a Comp Plan?

L-32 T&C as community serving – T&C is well beyond Community serving at this point and I doubt retailers would want you to think of them as community only. At least PA serving if not regional.

L-39 Hood Centers as pedestrian – Is this “pedestrian friendly” within the Center or to and from the Center?

PL 38 Zoning – Medium density or high density housing near Neighborhood Centers should be high priority. Also public transportation for Neighborhood Centers should be a policy.

GOAL 5

EMPLOYMENT DISTRICTS WITH CHARACTER

GOAL 6

BUILDING DESIGN

PL -48 Zoning – This might be better positioned as a Policy rather than a program?

PL-53 Awards – This program would fit better under Policy L 50 or 49?

GOAL 7

HISTORIC PRESERVATION

L new after L-51– Historic potential – This is dangerous and could cause new evaluations to create economic hardship and delay or end otherwise valuable development.

L-52 City Historic – This policy seems to allow the city more leeway on altering facilities than offered to public

L-56 U Ave historic preservation – If the Policy is to reinforce U Ave should there be some sort of U Ave specific registry or other device to single identify and promote U Ave?

L-57 Historic incentives – Are all these programs for real?

GOAL 8

ATTRACTIVE, SAFE FACILITIES IN ALL NEIGHBORHOODS FOR ENRICHED PUBLIC LIFE

L-61 Gathering places – Should be defined like other Centers and Mapped etc.

GOAL 9

ATTRACTIVE PUBLIC SPACES AND STREETS

L-81 Utility Elements – Policy should include maintenance or should be a program for maintenance.

L- Don – There should be a policy about attractive and MAINTAINED public gathering spaces

Bonnie Packer's Comments to March, 2016, Draft Land Use and Community Design Element.

Goal L-1

Substitute "Adaptable" for "Resilient" Goal L-1. "Resilient" is often used in the context of mental health – it seems odd here.

Suggested edits to Program L-2B (delete "City Staff will" and the second "will")

PROGRAM L-2B Review development proposals within the Airport Influence Area to ensure consistency with the guidelines of the Palo Alto Airport Comprehensive Land Use Plan, and when appropriate, refer development proposals to the Santa Clara County Airport Land Use Commission for review and comment.[L5]

Where there are already zoning regulations in place, change language from "Review and change..." to "Continue to implement..." This is from PTC edit of Program L-4. This applies to many programs in this draft.

What is meant by "performance measures in New Policy (Former PROGRAM L-5)? *NEW POLICY: Ensure the use of performance measures and architectural standards to minimize negative impacts where land use transitions occur.[former PROGRAM L-5] [L12].* Shouldn't this new policy be combined with Program L-4?

From PTC: Add to Policy L-7 new Program or new Policy: "Participate in regional strategies to address the interaction of jobs, housing balance and transportation issues."

Policy L-8 (and Program L-8) on non-residential caps: I strongly suggest that we draft a policy without specific numbers – as this is a 15-20 year plan and if the city is to be "resilient" or "adaptable" we should include a resilient and adaptable policy as follows:

Policy L-8: Periodically review caps on the amount of square feet for new non-residential development in appropriate areas of the city, based on various data sources such as Congestion Management Plan (or a similar plan) and the economic situation at the time.

Program L-7: Is there a more current study other than the 1989 study mentioned here?

Delete the following: *New Policy: Limit approvals of new office and research and development uses Downtown, in the California Avenue area, and along the El Camino Real corridor, to a combined maximum of 50,000 square feet per fiscal year. [The City Council will consider this policy based on their experience with the interim office/R&D annual limit that is currently in effect.] [L19]*

This is not a Policy for a forward looking comp plan – it is current reaction to a current situation and if kept in the Plan it could seriously impact economic and business vitality.

Program L-10. Don't limit mixed use to one- three stories. This will conflict with Policies/Programs that may allow 50 foot or more height limits in PTOD areas.

What is the desired result of changing the FAR in the following New Program? If it is for more housing, the Program should say so.

New Program: Re-evaluate development standards in the Neighborhood Commercial, Community Commercial, Service Commercial, and Downtown Commercial Districts (CN, CC, CS, and CD) to consider substituting residential FAR for non-retail commercial FAR.[L22]

Add PTC Policy L1.7 regarding infill development: "Manage redevelopment of vacant and underused properties to promote infill development." **Add PTC Program L1.7.1:** "Create a list of

vacant and underused properties and identify potential barrier to infill development on those sites and work with property owners to overcome such barriers.”

Goal L-2

In the first New Policy delete the last phrase: *New Policy: As a key component of a diverse, inclusive community, allow and encourage a mix of housing types, sizes, and affordability, ~~in order to ensure that those workers whose jobs play a key role in our quality of life—such as teaching, childcare, nursing, and public safety—can choose to live here.~~* [L25]

This New Policy is admirable, but do not limit housing to certain kinds of workers. This may be illegal. So delete the last phrase.

New Program about sea level rise is far too detailed and not appropriate for Palo Alto’s comp plan. For example, what is meant by shoreline development? Palo Alto does not have a shoreline. We have the Baylands Master Plan. This item lifted from the draft EIR does not reflect the reality in Palo Alto and should not be included. Sea level rise issues are important and should be addressed in the Natural Environment Element and written in a way that correctly applies to our City’s geography. **Instead use PTC policies L5.17 and L5.18.**

Goal L-3

New Program: ~~Develop a new conservation district tool to regulate design and compatibility within established single family residential neighborhoods and ensure that appropriate home improvements and remodels are allowed while preserving existing neighborhood character.~~ [L30]

Delete this New Program. What do we need it for? What is a conservation district tool? This is clearly incompatible with the long standing belief in this City that DESIGN WILL NOT BE REGULATED. This was clearly established in the development of the Single Family Individual review process. (See Zoning Code Section 18.12.110) I believe Policy L-12 adequately addresses the issue of compatibility.

Policy L-13 and Program L-14. Define terms. What is meant by a micro-unit or a studio?

Note to CAC box: The Housing Element has policies to encourage all types of housing, not just for seniors.

Policy L-14 *Design and arrange new multifamily buildings, including entries and outdoor spaces, so that each unit has a clear relationship to a public street.* [L35] **This is poorly drafted. The City does not design buildings. The City establishes design guidelines and development standards for buildings. Requiring each unit to have a clear relationship to a public street is in conflict with development standards for other multi-family residential zones such as Village Residential, which would allow small units around a central courtyard.**

Policy L-16 *Consider siting small neighborhood-serving retail facilities in existing or new residential areas.* [L37] Add “Mixed Use” to this concept. .

Suggested edits: *New Program: ~~Develop an ordinance~~ Consider allowing the Zoning Ordinance to ~~address permit emerging short term accommodation~~ cooperative residential sharing arrangements or co-housing in a way that balances private property rights with impacts to neighborhoods and preserves the local housing supply.* [L39]

Not sure what is intended by this proposed new program – AirB&B? or is it trying to address co-housing which is what my suggested edits would do.

Goal L-4.

What are “formula retail limits” referred to in *New Program: Evaluate the effectiveness of formula retail limits adopted for California Avenue and consider whether these limits should be applied in other Centers. Develop incentives for local small businesses where warranted.*[L42]

Coordinated Area Plans – add San Antonio Road. There will be major changes in this area due to Mountain View’s North Bayshore Precise Plan and it is very possible more residential-serving services would come to this area, especially if we plan for mixed use with residential for San Antonio east of Middlefield. Right now Council is considering moving Housing Element sites from San Antonio and that would be short-sighted without further study.

Policy L-23. Because Cal Ave is becoming a more vital business district, change the wording that describes University Ave/Downtown as the central business district to “a major business district”.

Delete this “*New Program: Evaluate to what extent the City can and should specify the types and scale of commercial operations, development, manufacturing, etc., are appropriate for Downtown or California Avenue.* [L55]” as unnecessary. The Zoning Code defines the scale and type of commercial activities for these areas.

Add **housing** to *PROGRAM L-23: Identify strategies to reuse surface parking lots and improve pedestrian and transit connections at Stanford Shopping Center.* [L62]

Is the following cap still relevant?: *PROGRAM L-24: Maintain a Stanford Shopping Center development cap of 80,000 square feet of additional development beyond that existing on June 14, 1996.*[L63]

Cal Ave is a Transit Oriented area and should not be limited to two or three story buildings. There may be opportunities to have taller buildings here. So modify *POLICY L-31: as follows: Develop the Cal-Ventura California Avenue area as a well-designed mixed use district with diverse land uses, ~~two to three story buildings~~, and a network of pedestrian oriented streets providing links to California Avenue.* [L73]

Under Program L-31, delete reference to Hewlett-Packard.

Policies L-32 and 33 re Town and Country Village. These policies need to be updated to reflect current conditions.

Policy L-35 re South El Camino Real. **Do not limit development to one-, two and three-story buildings.** There may be opportunities for taller buildings if the site and transitions to adjacent sites allow it.

Add a policy **to prepare a coordinated area plan for San Antonio Road** similar to the statements describing the CAP for South El Camino Real.

Policy L-36 regarding **South ECR:** add mixed use and residential uses on these shallow parcels.

Policy L-40 ; **Change “Revitalize” to “Maintain the vitality of...”** This policy was drafted when Midtown was in a slump. That has changed.

Program L-39: **Midtown:** is this still relevant? **Use, instead, PTC Program L3.16.1.** Prepare an area plan for the Midtown Neighborhood Center.....”

Program L-40. Improvements to Middlefield Rd in Midtown have been made. Perhaps the improvements are not enough. Consider redrafting this program to reflect current and possible future conditions.

Program L-41. Does the Parks Master Plan address restoring the creek in Hoover Park? If not, this should be deleted.

Policy L-42: Employment districts – should this be in the Transportation Element and shouldn't Traffic Demand Management programs be added?

Policy L-44. Needs rewording. The City does not develop Stanford Research Park. Stanford does that. Anyway, the idea having the park served by transit modes belongs in the Transportation Element. Could be worded as follows: “Ensure that various transit modes serve all Employment Districts, including Stanford Research Park.”

Policy L-45: Needs deletion and/or rewording. The City does not develop the Stanford Medical Center. Stanford does that. Isn't this obsolete as the Medical Center redevelopment is approved?

Policy L-46. Parts of San Antonio Road now include housing and the Housing Element includes housing sites on San Antonio Road. So this policy needs to be reworded.

Goal L-6

Policy L-49: Add public health and well being.

Add “energy efficient” to Policy L-50 about signage. **(From PTC)**

Add PTC Policy L2.9 and the Programs under that policy to address Infrastructure improvements, and new technology.

Goal L-7

The following new policy is over-reaching and over burdensome. It would require a historic evaluation –the criteria are not even defined here - to any building that may be demolished whether historical or not. It must be deleted. *New Policy: If a proposed development would affect a potential historic resource that has not been evaluated for inclusion into the City's Historic Resources Inventory, require an evaluation prior to the issuance of a demolition or alterations permit. [Comp Plan Draft EIR Mitigation Measure CULT-1b] [L122]*

All new policies under L-60: Archaeological resources seem unnecessary, as these are routine requirements for any new development.

[I don't understand why we have put all these EIR mitigations in the comp plan when they will be in the final EIR anyway.]

Goal L-8

Policy L-61 repeats much of what is in the Community Services and Facilities Element. In any event add the word “City-owned” before “community” and add other types of facilities, such as theaters,

art galleries, art studios, to the list. In fact much of what is in Goal L-8 could be deleted as it is covered in the Community Services and Facilities Element

Program L-68 about cooperating with PAUSD is covered in the Community Services and Facilities Element so delete it here.

Goal L-9

Policy L-77 regarding reuse of surface parking lots: **Use PTC Policy L2.5.**

Somewhere here or in the Safety Element, we need to add a Policy that ensures that shrubbery and trees do not obscure Stop signs and other traffic warnings.

Why is Public Art in the goal that addresses public ways? Policies L-72 and 73 about public art and cultural facilities seem redundant as this is covered elsewhere. Could be deleted.

New Policy on the Airport – This is already addressed in Program L-2B.

General Comment: There are many good sustainability ideas in the PTC draft. I am hoping the Sustainability Committee will address that.

From: Bob Wenzlau **Sent:** Tuesday, March 15, 2016 11:21 AM

To: Lee, Elena

Subject: Re: Wenzlau Comments on Land Use Element

Elena,

Please distribute this comments to the CAC for the Land Use discussion. The direction of the comments are broadly toward sustainability goals and increasing housing relative to jobs. Additionally the comments consider adaptability to sea level rise in the land use plan.

Sustainability Lexicon. The drafting should consider coordinating the various terms of art that encompass sustainability. These include "resilience", "green house gas reduction", "climate impact" and the "environment". While I don't propose the various terms be eliminated, I would ultimately strive toward a common well defined term like sustainability/sustainable knowing that the other terms are assimilated.

Goal L-1. This is an area where "Resilient" might be replaced with "Sustainable"

Goal L-2. The "Adapt to Changing Climate" should be "adapt toward Sustainability"

Policy L-8. I would opt to eliminate numeric goals and instead have the policy be aspirational to allow Council more discretion.

Land Use Definitions. This should be removed from the narrative as there are many other places where these terms can be found.

Policy L-26. Stanford shopping center policy should incorporate sustainability into their planning. Now the shopping center is seemingly entirely focused on auto access, and bike access for example is very complex.

Policy L-26. Please develop the housing potential into the Stanford Shopping Center above the retail.

Policy L-32. Town & Country is a shopping center that serves Palo Alto High, Stanford and neighborhoods, but the shopping center is overly auto oriented. How land use and transportation relate is complex, but the policy should invite use of land to provide for safer bike and pedestrian access and parking.

Policy L-33. The owner of T&C apparently has not long term interest in housing, so how does the comp plan engage with a single owner's aspiration that might differ?

Policy L-71. The concept of a community "gateway" should not be framed around automobile arrival, but rather multi-modal arrival.

Policy L-77. Insert use of permeable parking surfaces. A reversion land use plan should be contemplated as land use for parking diminishes. The use of green parking design should be incorporated.

The following did not appear to have policy components attached to them:

- **Net Zero Calculations.** Use of calculations of sustainability impact for new development. This would be part of the growth management and invited a net-zero or less approach to impact. A program should be inserted that invites development calculations for targeting of net zero.
- **Municipal Service Center.** This land should be evaluated for return to natural habitat. The carve out of the baylands seems inappropriate, and perhaps a restoration could be contemplated. I did not notice discussion of this in the Land Use Element, but it may be there.
- **Resiliency** to sea-level rise should be incorporated into the Land Use Element. This would be an "adaptive" component that would become more acute as the time approaches 2030. Is there a strategy for our baylands, as sea level rise will decimate them. Are their programs that should be added for monitoring and managing short-term impacts say for example the first 12 inches?
- **Land Use Buffering at 101 and other transit corridors.** Highway 101 is an eyesore, and impacts the view from the baylands. Can land use be targeted to install a urban forest buffer between 101 and both the residential and baylands? Can the same be considered for rail/Alma?
- **The Foothills and Fire.** Does our land use plan need to anticipate the benefit, management and impact of forest fire that would occur in the foothills? Please consider policy in the land use section addressing this.
- **Stanford Industrial Park.** Please consider additional housing for use in the Stanford Industrial park.

Thank you,

Bob

From: Elaine Uang
Sent: Wednesday, March 09, 2016 4:06 AM
To: Lee, Elena
Subject: Re: Sustainability Committee

I'm sorry, I cannot make it today. But there are several major Land Use/Sustainability threads that need to be brought up:

- 1) Housing - this was identified as a transportation mitigation strategy for the S/CAP plan, but was dialed back due to "political climate". But if we want to be serious long term about sustainability, especially economic sustainability, we need much more housing for ALL income levels. To that end we need to greatly expand our land use options for multifamily and low/mid-density middle housing (www.missingmiddlehousing.com). Downtown North/South and College Terrace/EVERgreen Park have A LOT of missing middle housing, much of it non-conforming because the 1970s saw a significant downzoning of these areas. We need to bring back a broader range of multifamily housing designations and greatly expand the zoning options for those traditionally housing rich areas.
- 2) Area Plans - True sustainability requires integration and we can't really do integration at the General Plan level but need much more tightly coordinated area plans to deal with land use (distribution of housing, commercial space, retail space, public services), urban design, traffic flow, walkability, bikeability etc.
- 3) Align commercial land use development with transportation goals - we can make a huge dent in transportation impacts just by putting commercial development in the right places and coupling it with trip caps and parking pricing.
- 4) Links back to Transportation + Community Services + Business - all these elements need sustainability review. Re Community Services Libraries, parks, etc) might also want to be thought of as mini-neighborhood centers that can serve as transportation hubs and see some adjacent land use shifts - ie PTOD overlays for some mixed use, ie neighborhood serving retail + missing middle housing (duplexes, quadplexes, courtyard apartments, microunits) Business + Economics - if we want a wide range of businesses in our community we also need to make the land use changes to accommodate those businesses and the people who serve them. We also need to think seriously about the base of customers as well.
- 5) Support compact development - we have excellent open space in the foothills and baylands. But that means making far better use of our urban service area, particularly the downtowns next to the fixed rail stations. We need to layer our land uses much more. More mixed use areas will be critical for promoting walkability, bikeability and to reduce transportation impact, particularly the retail/residential or live/work designations. We should also think about combining public facilities with other uses - libraries and parks work well with child care/schools or senior services facilities.

From: Bob Wenzlau
Sent: Wednesday, March 09, 2016 7:10 AM
To: Lee, Elena
Subject: Re: Sustainability Committee

This is a communication I sent to the Council regarding sustainability, I hope we can review this today as well:

Honorable City Council,

The purpose of this note is to share observations on the sustainability topic as relates to the Comprehensive Plan update. I am a Citizen Advisory Committee (CAC) member, a prospective member of the Sustainability subcommittee, but am offering these comments as a citizen.

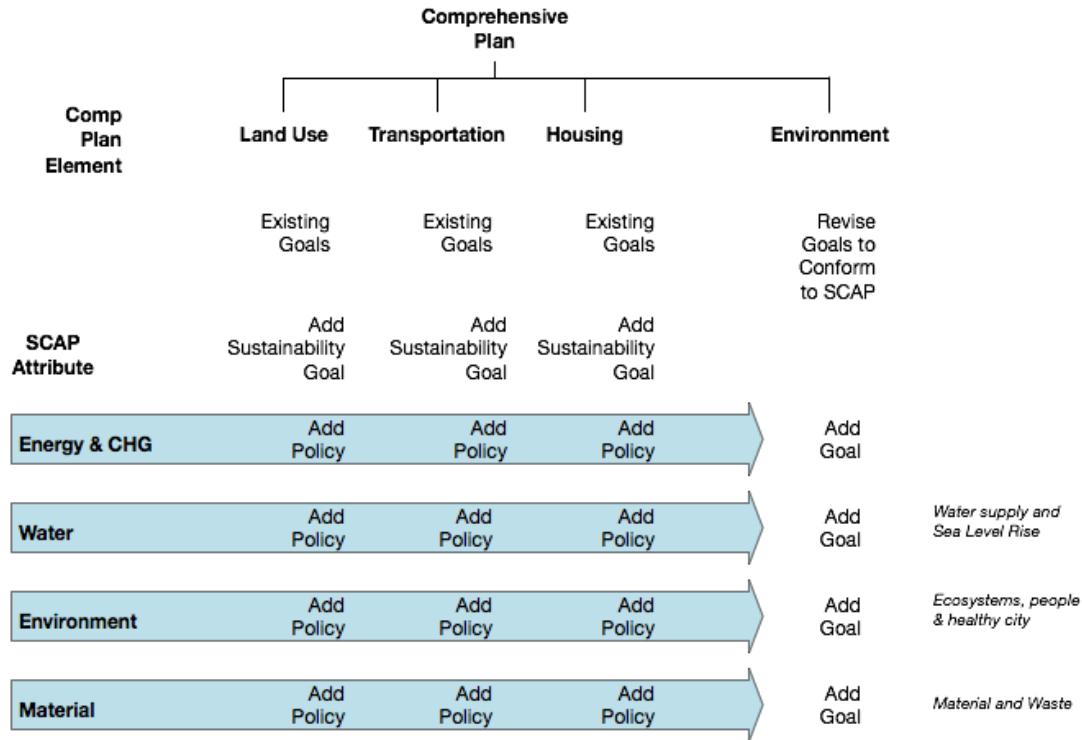
As you know the Comprehensive Plan and the Sustainability / Climate Action Plan (SCAP) are being developed on different schedules. This invites the need for some tactical considerations as to how the two documents inform our community. My remarks are not actionable, but do offer some insight based on working in the process.

Transportation Element of the Comp Plan. This element of the Comp Plan is nearly through the CAC process. Transportation generates the greatest impact on climate, and has the greatest opportunity to be adjusted. The current Comp Plan element does not consider many of the techniques and theories that the SCAP would bring forward. In all likelihood the CAC will complete the transportation element without being informed by the SCAP.

Therefore, in the future the Council might consider asking the CAC to reopen the Transportation element to bring forward the findings of the SCAP. This may be more than a crosswalk, but cause an adjustment to goal and policy if sustainability goals are to be strived for. A cross walk might merely show how the SCAP supplements the Comp Plan, where a more challenging tension is when the SCAP would dictate a policy direction that might be in contrast to a livability/convenience goal/policy the Comp Plan may have held.

Integration of Meeting Units Regarding the SCAP and Comp Plan. The CAC process contemplates a yet to be impaneled subcommittee on sustainability. Though this subcommittee was requested in September 2015, the ability to start the discussions has been elusive. Council should consider merging the SCAP citizen committee with the Sustainability Subcommittee. Both groups could then work to bring the expertise of both the SCAP and Comp Plan together to offer integration approaches. That the subcommittee is likely 4 members, Brown Act limitations would not play a role. The combined effort could outlive the CAC effort to maintain input to staff on sustainability tactics around policy directions. I would welcome the input of members advising the SCAP like Walt Hayes and Bruce Hodge to help inform the comp plan on sustainability topics. Equally the insights of Stefan Heck could be carried into the process, something that has yet to occur.

A hypothetical crosswalk is shown below, and certainly could be evolved:



View Toward the Comp Plan Sustainability Element. The current outline and even goals of the environmental element are an assemblage of legacy goals. There are numerous gaps in the current comp plan where various environmental programs/master plans are not anchored into the comp plan at all. With a view toward sustainability, the subcommittee should be encouraged to consider how the organization of the environmental element of the comp plan is formed. This would mean that goals that are typically the purview of Council, might be offered by the subcommittee for Councils consideration. The graphic below shows at a high level the poor organization structure of the current comp plan environmental structure, toward a new structure that might integrate all forms of environmental media.

Current Comp Plan Structure for Environmental Element



Potential Plan Structure for Environmental / Sustainability Element

Alternate View



View Toward the Cross Walk of Sustainability into Other CAC Elements. My hope is that the SCAP can provide input that can be purposed into the Comp Plan. The SCAP might be longer on program and policy, and less focused on what carbon level we aspire to at any future year. There is just too much to learn by doing, and less by planning. If the SCAP could begin dropping out programs categorized by the Comp Plan element, then we as a subcommittee could begin inserting these into the Comp Plan. By getting some programs in the Comp Plan related to sustainability topics, then city departments could begin the process of implementation around these programs. I would hope that the SCAP could offer policy statements that we could use in the Comp Plan as these can then anchor any programs. The Comp Plan should also be clear to anchor the SCAP as a relied upon document so any conflicts between the two documents would come to Council for resolution.

Thank you for the chance to inform you of some thoughts to make sure integration of the SCAP and Comp Plan is as successful as possible.

CAC Sustainability Subcommittee
March 9, 2016 Meeting
Summary of consensus items

- Subcommittee is concerned about consistency between the SCAP and the Comprehensive Plan. They want to make sure that both processes are coordinated. Subcommittee would like the timeline and the draft to review.
- Protection and integration of nature into overall city is very important
Protecting open space is important
(protect, adapt and retreat)
- More parks are needed
- Definition should be provided for sustainability.
- Support for EPA definition: Sustainability is based on a simple principle: Everything that we need for our survival and well-being depends, either directly or indirectly, on our natural environment. To pursue sustainability is to create and maintain the conditions under which humans and nature can exist in productive harmony to support present and future generations.
- Housing is important
City should reconsider 50 foot height limit in certain areas, just for housing.
- Top of floors of buildings should be solar or green roof
- Airport should be removed from Transportation Element and moved to the Land Use element. Uses that impact the environment should be phased out.
- Sustainability for walkability should be considered. Biking and walking are different.
- Need to recycle more construction debris
- Roadways and parking lots should not be expanded and decreased. These areas should be replaced with more greenery/natural use.
- Infrastructure, such as roads, storm water treatment facilities should be used to add greenery, such as trees.