



COMPREHENSIVE PLAN UPDATE CITIZENS ADVISORY COMMITTEE NATURAL ENVIRONMENT AND SAFETY ELEMENTS

Tuesday, October 18, 2016

Rinconada Library – Embarcadero Room
1213 Newell Road
Palo Alto, CA 94303
5:30 PM to 8:30 PM

DATE: Tuesday, October 18, 2016
TO: Citizen Advisory Committee (CAC)
FROM: Elena Lee, Interim Planning Manager,
Planning & Community Environment Department
TITLE: CAC –Natural Environment Element and Safety Element Discussion

What to Expect at the Meeting

This meeting will cover the second CAC discussion of the Draft Natural Environment Element, focusing on four goals of that element (Air Quality, Noise, Energy, and Climate Change & Adaption), and the first CAC discussion of the Safety Element. The agenda allots approximately 1.25 hours for the Natural Environment Element discussion and 1.25 hours for the Safety Element. The background and outstanding issues for each Element are described separately, below.

The meeting will begin with a public comment period, followed by CAC discussion of the above four goals of the Natural Environment Element, in order to review changes to date and discuss issues highlighted at the October 5th Natural Environment subcommittee meeting. The CAC will then initiate a discussion of the organization, content and key issues of the Safety Element, discussed in detail at the September 27th joint meeting of the Safety and Sustainability subcommittees. Note again that the Safety Element is being separated from the Natural Environment Element in response to the City Council's December 14, 2015 motion.

City staff from a range of departments have been asked to review both the Natural Environment and the Safety Elements, and staff experts are attending the subcommittee meetings to offer input. Staff experts will continue to be involved in the review of and revisions to the policies and programs in both Elements throughout CAC and City Council review.

Natural Environment Element

To date, the CAC has had one meeting to discuss the Natural Environment Element, and the Natural Environment subcommittee has met twice.

The Natural Environment subcommittee met on August 30th to discuss the overall organization of the element; specifically the distribution of goals between the existing Natural Environment Element and the new Safety Element. A draft element reflecting this input was then presented to the CAC at the September 20th meeting. For the final hour of that meeting, the CAC reviewed and discussed the organization, and some goals, of Natural Environment Element. The September 20th packet, including the draft element, is available at this location: <http://www.paloaltocompplan.org/cac/citizens-advisory-committee/#September 20, 2016>.

While the CAC did not cover all goals in the Natural Environment Element, the group did provide direction on a recommended Element organization, working from the initial August 30 subcommittee input and considering the division of topics between the Natural Environment Element and the new Safety Element. CAC members also provided general comments on important Natural Environment topics such as the urban forest, water conservation, open space access, creek corridor protection, greenhouse gas (GHG) reductions, and the links between climate change and energy.

CAC discussions of the Natural Environment Element in October and November will tackle the goals in two parts. The CAC discussion of the Natural Environment Element on October 18 will focus on Goals N-5 through N-8: Air Quality, Noise, Energy, and Climate Change & Adaptation. Therefore, this staff report and the attached policy framework covers those four goals only. The CAC meeting on November 15 will address Goals N-1 through N-1: Open Space, Creeks and Riparian Areas, Urban Forest and Understory, and Water Resources.

Note that the goals in the existing Natural Environment Element that the City Council directed to move to a new Safety Element (Goal N-6: Hazardous Materials, Goal N-7: Solid Waste, and Goal N-10: Natural Hazards) will be discussed as part of CAC review of the Safety Element.

Update from the Natural Environment Subcommittee

The Natural Environment subcommittee met again on October 5th. At this meeting, the discussion was focused on the following four goals of the element, to allow for a more in-depth discussion:

- Goal N-5: Air Quality
- Goal N-6: Noise
- Goal N-7: Energy
- Goal N-8: Climate Change & Adaption

This meeting was attended by the following guest experts, who provided background information and policy input to the subcommittee:

- Phil Bobel, City of Palo Alto Assistant Director of Public Works
- Christine Tam, City of Palo Alto Utilities Department Senior Resource Planner
- Andrew Swanson, Palo Alto Airport Manager

Outcomes of these discussions are summarized below. The attached Natural Environment Element has been revised to reflect the input from the full CAC on September 20th as well as the October 5th subcommittee input described below.

Outstanding Natural Environment Issues to Address

The Natural Environment subcommittees discussed the key issues described below on October 5th; these issues may merit further discussion by the full CAC.

Air Quality

- **Bay Area Air Quality Management District (BAAQMD) standards and controls.** Subcommittee members questioned whether compliance with BAAQMD emissions controls (Program N5.1.1) is a strong enough air quality policy. Members have suggested that Palo Alto may need to adopt its own, stronger controls, especially for particulate matter (PM), very fine particles that are associated with significant health impacts. Tailpipe and industrial emissions are regulated under the California Clean Air Act and Federal Clean Act, and local regulations cannot supersede or be more stringent than these regulations. However, the City can impose its own regulations on other sources, activities and behaviors that generate emissions, like vehicle idling, single-occupant vehicle trips, or gas-powered lawn equipment.
- **Impact of Power Sources on Special-Status Species.** Members of the subcommittee expressed concern about the potential that the City could procure power from alternative energy projects that might impact endangered species. An optional policy has been suggested that would prohibit the City from purchasing power from projects that have been sued due to potential special-status species impacts. Staff checked with CPAU about the possibility of a proposed new policy limiting city power procurement to sources/projects where there have been no lawsuits about impacts on endangered species. The concern is that lawsuits indicate an issue with the power sources impact on endangered species, even if the lawsuit failed. CPAU is committed to providing a [carbon-neutral electricity supply \[link\]](#) from sources including solar, wind, landfill-gas-to-energy plants and hydroelectric projects and has many long term power contracts in place to ensure a reliable supply of renewable energy. CPAU requires that all of the facilities from which CPAU procures electricity must comply with applicable State, federal and local environmental rules and regulations, including individual environmental review and permitting processes. CPAU relies on those State and federal environmental laws and controls that protect endangered species, which the developers of renewable energy power plants must comply with and which the governing bodies approving those developments must enforce.
- **Stanford Bonfires and Special Event Fireworks.** A subcommittee member expressed concern about the air quality impacts of large student bonfires at Stanford and special event fireworks in Palo Alto and surrounding cities. Other subcommittee members felt that since bonfires are permitted under Stanford's General Use Permit (GUP) and fireworks happen infrequently, the

issue does not need to be addressed in the Comprehensive Plan. No policy or program has been added.

Noise

- **Noise Impact Analysis Requirements.** A CAC member suggested removing wording from Policy N6.3 requiring noise impact analysis for any project subject to CEQA. This change would require noise impact analysis for all or an expanded category of projects. It is also important to note that while not all projects are subject to full, formal noise analyses, noise impact standards are in place for all projects, even ministerial.
- **High-Speed Rail Noise.** CAC members asked for additional information on how loud High Speed Rail (HSR) through Palo Alto would be. This is a complex question. As described in the Comprehensive Plan Draft EIR. See pages 4.10-22 and -23 of:

http://www.paloaltocompplan.org/wp-content/uploads/2016/02/4-10_Noise.pdf

HSR generates noise in several different ways, including the noise of the wheels on the rails, motor/gear noise, cooling fan noise, train whistle noise, and noise of air passing over or being pushed aside by various parts of the train. Each of these noise sources has different characteristics, and the train is louder when it is going faster. In addition, how noise is perceived changes based on distance, topography, landscaping, time of day, other ambient noise, and even weather. Finally, as CAC members have observed, different noise metrics are used to measure different aspects of noise - for example, the loudest maximum noise emitted as opposed to the overall community noise level during a 24-hour period.

However, the California High Speed Rail Authority (CHSRA) EIR/EIS includes an explanation of the various types and intensities of noise impacts along the entire HSR route, including the Peninsula, under different possible alternative HSR configurations. See:

https://www.hsr.ca.gov/docs/programs/eir-eis/statewide_final_EIR_vol1ch3part2.pdf

Through Palo Alto, maximum operating speeds of HSR would be in the range of 94-123 mph. (See Figure 3.4-2.) The HSR EIR/EIS states that noise levels of high-speed trains at speeds of 100 to 150 mph are similar to that of freight and commuter trains at speeds of 50 to 80 mph. As shown on Figure 3.4-7, the maximum noise level (Lmax) of HSR would be similar to Caltrain or a diesel truck with muffler, at around 80 to 90 decibels (dBA) at 100 feet away. It would be substantially less than a jet plane, which is 120 dBA (keep in mind that decibels are logarithmic). However, the EIR/EIS acknowledges that there would be the potential for “high” noise impacts in the SFO to Gilroy segment under the “Modal Alternative” (at-grade HSR) because of the increased number of trains. If HSR is grade separated (called the “High Speed Train” alternative), the noise impacts along the segment including Palo Alto would drop to a “medium” level (the terminology used by the EIR/EIS) because of the reduced need for warning whistles. See Figures 3.4-10 and 3.4-12 and the text on pages 3.4-16 and -17.

- **Rail Crossing Quiet Zones.** In reviewing Program N6.9.2, which calls for Quiet Zones to be established, the subcommittee questioned whether the transformation of at-grade rail crossing into Federal Railroad Administration (FRA) “Quiet Zones” is enforceable, and whether resulting mitigation could be implemented. Train horn usage for warnings at at-grade crossings is a federally-mandated and federally-controlled requirement. ([link](#)) The sound level produced is federally-regulated, and the length of the horn blow is somewhat up to the discretion of the train operator. However, there is a process for a local jurisdiction to pursue with the FRA to establish a “Quiet Zone.” While the process is lengthy, California has 46 [designated Quiet Zones](#) in 20+ cities, including Campbell, Atherton, and San Jose. The FRA website on Quiet Zones is here: <http://www.fra.dot.gov/eLib/details/L03055> . In addition, the Transportation Element includes Policy T3.16, which prioritizes grade separation in the City, and which would eliminate the need for train whistles.

Energy

- **Cost of Alternative Energy.** CAC members raised the point that CPAU’s commitment to obtaining carbon-neutral energy from alternative sources is important and valued, however, achieving these goals should not be pursued at the expense of making power too expensive for lower-income households.
- **Offsets.** The idea of carbon “offsets” is that an individual or utility purchases a reduction in carbon emissions through another, offsite (or even out of state) project that achieves emission reductions, in order to balance or “offset” the emissions that person or utility generates directly. CPAU’s near term [carbon neutral electricity plan](#) (as approved by the City Council) includes the purchase of renewable energy certificates (RECs) to offset its emissions. The adopted plan will phase out RECs for electricity by the end of 2017; achieving a carbon-neutral natural gas supply is more difficult and still being addressed. CAC members expressed concerns that using carbon offsets means the City is not actually reducing or eliminating emissions, and also that money from the offsets Palo Alto buys goes to projects in other states that may or may not reflect local values and don’t affect GHG emissions locally. On the other hand, eliminating offsets or RECs would likely mean it will take the City longer to achieve its goal of a carbon-neutral power supply.

Climate Change

- **Carbon Free Buildings.** Policy N8.3 calls for carbon-free buildings by 2025. Subcommittee members have expressed concern over the potential impacts of such a policy on the urban forest, and favor the option of deleting this policy entirely. Other CAC members believe the policy could be kept but revised.

Natural Environment Element Policy Framework Changes and Issues

Since the CAC's initial review on September 20, the policies in the attached framework have been re-organized based on subcommittee and CAC input and the policies and programs have been renumbered to match the updated Comp Plan format of other Elements.

Tracked changes in the attached policy framework illustrate insertions and deletions from the existing Natural Environment Element based on PTC revisions, City staff input, EIR mitigation measures, S/CAP strategies, and subcommittee input. When individual policies and programs have been moved to other Elements, those are shown as deletions and noted in comment bubbles. (Those entire goals that have been moved to the Safety Element are not shown in strikethrough.)

Goal 5: Air Quality

- Program N5.1.3 was added to support decreased emissions of very fine particulate matter, which has serious respiratory health impacts.
- Policy N5.2, calling for reduced emission of particulates from multiple sources, was separated into two policies, one (new Policy N5.2, with relocated Program N5.2.1) focused specifically on automobile emissions and the other (Policy N5.3) targeting other sources.
- Program N5.2.2 was also added. It calls for educating residents on the impacts of extended auto idling on air quality, and was developed in response to a member of the public who spoke during oral communications on October 5th; subcommittee members supported the oral statement.
- New Program N5.2.3 would implement BAAQMD standards for design near major roadways, in order to reduce exposure to auto emissions.
- New sources of pollutants were added to Policy N5.3, to more accurately reflect current primary pollution sources of concern. The wording regarding "to the extent allowed by law" was added to reflect that some emissions sources are regulated by the State and federal government rather than by local jurisdictions. Previous Program N-42, prohibiting new wood burning stoves, has been deleted, as such appliances are already prohibited. In order to prioritize education over incentives, a proposed PTC program to provide incentives to replace wood burning fireplaces has been deleted.
- Program N5.3.1, which calls for cooperation with the County and BAAQMD, the regulatory agencies, to ensure healthful mining and industrial operations, has been added to reflect concerns over the Lehigh cement plant, but is intentionally worded broadly to capture other pollution sources as well.
- Program N5.3.2, which calls for providing information about the overall health impacts of particulate emissions, has been added.
- Program N5.3.4 was added to encourage reduced use of concrete and asphalt in public projects such as parks, in order to reduce particulate emissions from concrete and asphalt manufacturing and transport.

- The issue of replacing of gas powered appliances with electric appliances, referenced in a deleted PTC program, is covered in the Energy section.

Goal 6: Noise

- Policies have been revised based on City staff review to reflect an appropriate level of detail, consistent with the level of detail in other Comp Plan policies. The level of detail in the current wording is more appropriate for the Noise Ordinance, so Program N6.3.1 has been added to update noise impact review procedures.
- “Publicly owned conservation land” (consistent with the wording of the land use designation) was added to Policy N.6.3 as a land use that is sensitive to noise impacts.
- Policy N.6.3 continues to be restricted to projects that are subject to CEQA, in order target major projects with the highest potential to result in noise impacts. In addition, Programs under Policy N.6.3 have been deleted to provide the City greater flexibility, and the option to apply more stringent criteria when needed, such projects that may impacts parks, open spaces and other sensitive areas.
- In Policy N6.5, “publicly owned conservation land” was added to the list of sensitive noise receptors that require protection from noise impacts.
- Program N6.9.3 was added, to ensure that the future High-Speed Rail project adheres to detailed noise and vibration mitigation guidelines established as part of the project’s environmental review process.
- Policy N6.10 was updated to identify specific design measures that can reduce the noise impacts of rail infrastructure on nearby residential land uses.
- Program N6.11.2, requiring formal, ongoing noise monitoring of large-scale construction projects, was added.

Goal 7: Energy

- At the recommendation of staff experts, Policy N7.1 was split into two separate policies. The City has already achieved carbon neutral electricity (new Policy N7.1), and is currently working towards carbon neutral natural gas (Policy N7.2).
- Programs N7.1.1 and N71.2 were added in support of Policy N7.1. They advocate for low cost, environmentally sensitive electricity and the phasing out of carbon offsets.
- Policy N7.5 was revised to establish a more direct path to carbon free, low cost electric power.
- Policy N7.6 was revised to improve consistency with the City’s Long Term Electric Acquisition Plan (LEAP).
- Past Policy N7.7 and accompanying Programs N7.7.1 and N7.7.2, supporting the development of an independent power grid in Palo Alto, were moved to the Infrastructure section of the Draft Safety Element.
- Program N7.9.2 was revised to include green roofs as sustainable infrastructure that could be promoted.

Goal 8: Climate Change and Climate Adaptation

- Policy N8.3 was revised to pursue “zero net carbon buildings” rather than “zero net energy homes.” Since Palo Alto already has carbon neutral electricity, it is more efficient for buildings to plug in to that existing carbon neutral energy source rather than for each individual new home or building to install its own independent energy supply with, e.g., solar panels and an inverter.
- A clause to avoid potential impacts to the urban forest was also added to Policy N8.3. CAC members are very concerned that a push towards alternative energy could lead to trees being trimmed, removed, or not planted, in order maximize solar access.

Safety Element

The City Council directed the creation of a new Safety Element in their review of the vision and goals of the Natural Environment Element in December 2015. That motion called for the removal of Natural Hazards (Goal N-10), Hazardous Waste (Goal N-6) and Solid Waste (Goal N-7) from the Natural Environment Element, to be placed in the Safety Element. Working from this direction, as well as September 20th CAC input on relevant Natural Environment policy, previous recommendations from the PTC, City staff feedback, EIR mitigation measures, a series of State legal requirements, and the relevant City documents described below, city staff and consultants developed a Draft Safety Element policy framework for discussion at the September 27th joint meeting of the Safety and Sustainability subcommittees.

Relevant City Plans, Studies, and Policy Documents

The policy direction and findings of a number of plans and studies, either adopted or underway, must be considered in developing a coordinated, effective Safety Element. Relevant documents include the City’s ongoing Local Hazard Mitigation Plan, Emergency Operations Plan, Urban Water Management Plan, various infrastructure Master Plans, and the findings of the Infrastructure Blue Ribbon Commission. A list of these documents, with hyperlinks, is provided in Attachment F.

Update from the Safety and Sustainability Subcommittees

The Safety and Sustainability Subcommittees met jointly on September 27th (staff report http://www.paloaltocompplan.org/wp-content/uploads/2016/09/Staff-Report_20160927.pdf) for their initial review of the new Safety Element. The discussion was comprehensive and included organizational, policy and program changes. The attached Draft Safety Element policy framework has been revised to reflect the input from that meeting, as well as City staff.

The subcommittee recommended the following reorganization of the Safety Element for improved flow and cohesiveness:

- Goal S-1: Community Safety
- Goal S-2: Natural Hazards

- Goal S-3: Human-Caused Threats
- Goal S-4: Infrastructure
- Goal S-5: Emergency Management

Subcommittee members also introduced a series of recommended policy and program additions that are reflected in the attached draft element. These additions, presented goal-by-goal below, are intended to address safety in Palo Alto from multiple angles and to incorporate and reflect various City efforts around emergency preparedness and public safety.

Goal 1: Community Safety

- The subcommittee suggested splitting Community Safety and Emergency Preparedness into two separate sections, with Community Safety becoming the new first section of the Element to emphasize its paramount importance, and Emergency Management coming at the end of the Element to explain how the City will respond to the threats and hazards addressed in Goals S-2 and S-3. As a result of splitting these two topics, a new Goal S-1 for Community Safety was drafted for CAC consideration.
- New Policy S1.3 addresses crime prevention through a multidisciplinary approach. New program S1.3.1 supports that policy.
- A new Program S1.4.2, promoting involvement in neighborhood crime prevention, was added beneath Policy S1.4, which encourages community-based law enforcement.
- Policy S1.5, encouraging collaboration with the Police Department for effective law enforcement strategies that protect civil liberties, was added. Program S1.5.1 for increased police training was also added. A CAC member suggested specific wording requiring the use of body cameras and how recordings from them should be made available. This is an important issue in Palo Alto and the Palo Alto Police Department is continuing to phase in the use of body cameras (in addition to existing use of cameras in police cruisers). PAPD is also working through legal and logistical issues to adopt a formal policy on body cameras, taking into account public concerns about privacy and surveillance. Therefore, based on staff review, the wording in the attached policy framework is intentionally broader than what was suggested by the CAC member in order to allow flexibility as PAPD works through this process.
- Previous Program N-82, now Program S1.1.1, was updated to increase the time that residents should be self-sufficient after a disaster from 72 hours to a full week, and to encourage residents to store a full week's supply of water for the entire household.

Goal 2: Natural Hazards

- Programs in the Earthquake section were updated to reflect the work of the Seismic Risk Management Advisory Group, which shares members with the CAC. Program S2.6.3, which calls for utilizing recently-completed city inventories of seismically vulnerable buildings to promote retrofits, was added. In addition, a CAC member pointed out that the current TDR program to incentivize retrofits is controversial and is being reconsidered.
- Program S2.7.6 was added to flood policy; it promotes the replacement of local bridges to decrease flood risk.
- Program S2.9.2 calls for working with outside agencies to determine whether Bay sea levels warrant improved adaptation strategies.
- Program S2.9.3 calls for the implementation of new development regulations in response to potential sea level rise and storm surge.

- A new set of policies and programs for drought safety was added; Policy S2.11 and three accompanying programs target drought preparation and response.
- New Program S2.3.2 would upgrade fire stations to ensure they can function fully in the event of an earthquake. This program is a response to the City's Blue Ribbon Infrastructure Committee, which found that some fire station doors would be inoperable after earthquakes.
- Program S2.3.3 calls for reviewing the City's fire service contract with Stanford University, to ensure that it does not impact the Department's ability to serve the City.

Goal 3: Human-Caused Threats

- This goal has been expanded to encompass a range of human-caused threats based on the range of threats addressed in the THIRA. Hazardous materials is now one type of human caused threat under this goal and no longer has its own individual goal.
- Program S3.1.5, calling for proper pharmaceutical and household waste disposal, was added to hazardous materials policy.
- New Policy S3.5 calls for monitoring State and federal terrorism response planning to ensure that Palo Alto is well-prepared in the event of terrorist act. Program S3.5.1 calls for updating the City's *2001 Terrorism Response Plan* in support of that policy.
- Policy S3.6, which calls for decreasing the risks associated with local rail infrastructure, was added. Two associated programs, targeting freight and passenger trains, were also added.

Goal 4: Infrastructure

- Since this is a new section, a new Goal was added. It is based on the previous Solid Waste goal but broadened to apply to all types of infrastructure.
- Program S4.5.1 was added beneath Policy S4.5 to encourage efficient residential plumbing systems. It calls for expanding "purple pipe" and recycled water infrastructure.
- A CAC member raised a previous comment from a member of the public recommending a new requirement for "zero water footprint" buildings. Water conservation, rainwater capture, and recycled water are addressed in other policies and programs and a reference to "zero water footprint" has not been added.
- Policies S3.10, S3.11, S3.1, S3.2 and S3.3, are stormwater policies that are presented in the Natural Environment Element. They have been removed from Safety.
- Policy S4.7, which promotes the capture and reuse of stormwater for improved public safety, was added. Programs S4.7.1 and S4.7.2 were added to support that policy.
- Policies regarding solid waste collection and disposal are located here since the focus is on effective provision of solid waste removal and recycling services; solid waste no longer has its own individual goal. Policy N-34 from the original Natural Environment Element, calling for reduced solid waste generation, was updated to promote innovative disposal methods that reduce solid waste disposal. Note that policies protecting the natural environment from pollution are still located in the Natural Environment Element.
- New Program S4.2.6 calls for developing a citywide electronics recycling program.
- A new Telecommunications and Cybersecurity policy section was added. Policy S4.7 and the accompanying two programs would ensure that all homes, business and institutions in Palo Alto have access to secure, state-of-the-art telecommunications systems.
- New Policy S4.8 and Program S4.8.1 call for ensuring that the City's digital infrastructure and public data is secure and new Program S4.8.2 would provide an off-grid citywide communications network for public safety responders.

- New Policy S4.9 and Programs S4.9.1 and S4.9.2 have been added, to encourage an independent, redundant, and resilient power grid in Palo Alto that would remain operational in the event of natural disasters or other threats.
- **Goal 5: Emergency Management**
- The majority of policies and programs under this Goal are new and have been added by the PTC and the Safety subcommittee to reflect current and ongoing efforts such as the Emergency Operations Plan and the Local Hazard Mitigation Plan.
- The subcommittee also suggested the addition of Program S5.1.7, to increase independence and resilience of critical facilities by ensuring that all are equipped with off-grid and/or backup power supplies.

Outstanding Safety Element Issues to Address

The Safety and Sustainability subcommittees discussed the key issues described below on September 27th:

- **100-year flood protection.** Programs S2.8.5 and S2.9.1 call for providing protection from 100-year flood events along creeks and the shoreline. Some CAC members felt strongly that a 100-year level of protection is crucial to protecting life and property and reducing insurance costs, and should be achieved. Other CAC members were concerned that setting 100-year flood protection as the standard would necessitate the use of flood walls or other infrastructure that could negatively impact the natural environment and sensitive species.

CAC Schedule

As discussed at the last CAC meeting, the current CAC schedule is intended to ensure that current CAC members have the chance to review as many elements as possible before the end of 2016. The current schedule is attached. Note that:

- This schedule shows the CAC recommending the Natural Environment Element and the Safety Element to Council at the December 13, 2016 meeting.
- The Business and Economics subcommittee will start their review of the Business and Economics Element in early 2017, and the full CAC will consider the Business and Economics Element at the January 17, 2017 meeting.

Next Steps

The policy framework of the Natural Environment Element and Safety Element will be further revised based on the CAC's recommendations. The Natural Environment subcommittee will then convene for its third review of the Natural Environment Element on November 1, at which it will discuss, with City staff experts, the remaining four goals of the Element:

- Goal N-1: Open Space
- Goal N-2: Creeks and Riparian Areas
- Goal N-3: Urban Forest and Understory
- Goal N-4: Water Resources

The Safety subcommittee will convene for its second review of the Safety Element on November 3, at which it will review changes to the Draft Safety Element resulting from today's CAC meeting.

The CAC will meet for its third discussion of the Natural Environment Element and second discussion of the Safety Element on November 15. Again, in order to ensure that the group has adequate time to cover the many topics covered in the Natural Environment Element, the focus of that meeting will be the four remaining goals listed above.

The CAC will then meet to meet to consider a recommendation on the Draft Natural Environment and Safety Elements on December 13.

Attachments

- October 18 Draft Natural Environment Element-Clean
- October 18 Draft Natural Environment Element-Tracked
- October 18 Draft Safety Element-Clean
- October 18 Draft Safety Element-Tracked
- Comp Plan Monthly Schedule
- Written Communications from CAC members- provided as link only:
(http://www.paloaltocompplan.org/wp-content/uploads/2016/10/Written-Communications-From-CAC-Members_Attachment-F.pdf)
- Written communication from public - provided as link only:
(http://www.paloaltocompplan.org/wp-content/uploads/2016/10/Written-Communication-From-Public_Attachment-G.pdf)