

Appendix A

Relevant 2030 Comprehensive Plan Goals, Policies, and Programs Related

Land Use and Community Design Element

GOAL L-1 A compact and resilient city providing residents and visitors with attractive neighborhoods, work places, shopping districts, public facilities and open spaces.

- **Policy L-1.2** Limit future urban development to currently developed lands within the urban service area. The boundary of the urban service area is otherwise known as the urban growth boundary. Retain undeveloped land west of Foothill Expressway and Junipero Serra as open space, with allowances made for very low-intensity development consistent with the open space character of the area. Retain undeveloped land northeast of Highway 101 as open space.
- **Policy L-1.3** Infill development in the urban service area should be compatible with its surroundings and the overall scale and character of the city to ensure a compact, efficient development pattern.

GOAL L-2 An enhanced sense of “community” with development designed to foster public life, meet citywide needs and embrace the principles of sustainability.

- **Policy L-2.9** Facilitate reuse of existing buildings.
- **Policy L-2.11** Encourage new development and redevelopment to incorporate greenery and natural features such as green rooftops, pocket parks, plazas and rain gardens.

GOAL L-3 Safe, attractive residential neighborhoods, each with its own distinct character and within walking distance of shopping, services, schools and/or other public gathering places.

- **Policy L-3.1** Ensure that new or remodeled structures are compatible with the neighborhood and adjacent structures.

Transportation Element

GOAL T-1 Create a sustainable transportation system, complemented by a mix of land uses, that emphasizes walking, bicycling, use of public transportation and other methods to reduce GHG emissions and the use of single-occupancy motor vehicles.

- **Policy T-1.4** Ensure that electric vehicle charging infrastructure, including infrastructure for charging e-bikes, is available citywide.

- *Program T1.4.2* Periodically review requirements for electric and plug-in vehicle infrastructure in new construction. Consider and periodically review requirements for electric and plug-in infrastructure for remodels. Consider costs to the City, including identifying payment options.
- **Policy T-1.16** Promote personal transportation vehicles an alternative to cars (e.g. bicycles, skateboards, roller blades) to get to work, school, shopping, recreational facilities and transit stops.
- **Policy T-1.19** Provide facilities that encourage and support bicycling and walking.
 - *Program T1.19.5* Improve amenities such as seating, lighting, bicycle parking, street trees, public art and interpretive stations along bicycle and pedestrian paths and in City parks to encourage walking and cycling and enhance the feeling of safety.

GOAL T-3 Maintain an efficient roadway network for all users.

- **Policy T-3.7** Encourage pedestrian-friendly design features such as sidewalks, street trees, on-street parking, gathering spaces, gardens, outdoor furniture, art and interesting architectural details.
- **Policy T-3.8** Add planting pockets with street trees to provide shade, calm traffic and enhance the pedestrian realm.
- **Policy T-3.9** Support citywide sustainability efforts by preserving and enhancing the tree canopy where feasible within the public right-of-way, consistent with the Urban Forest Management Plan, as amended.

GOAL T-5 Encourage attractive, convenient, efficient and innovative parking solutions for all users.

- **Policy T-5.1** All new development projects should manage parking demand generated by the project, without the use of onstreet parking, consistent with the established parking regulations. As demonstrated parking demand decreases over time, parking requirements for new construction should decrease.
 - *Program T5.1.1* Evaluate the need to update parking standards in the municipal code, based on local conditions, different users' needs and baseline parking need. Allow the use of parking lifts for office/R&D and multi-family housing as appropriate.
- **Policy T-5.6** Strongly encourage the use of below-grade or structured parking, and explore mechanized parking instead of surface parking for new developments of all types while minimizing negative impacts including on groundwater and landscaping where feasible.
- **Policy T-5.8** Promote vehicle parking areas designed to reduce stormwater runoff, increase compatibility with street trees and add visual interest to streets and other public locations. Encourage the use of photovoltaic panel or tree canopies in parking lots or on top of parking structures to provide cover, consistent with the Urban Forest Master Plan.

Natural Environment Element

GOAL N-1 Protect, conserve and enhance Palo Alto's citywide system of open space, including connected and accessible natural and urban habitats, ecosystems and natural resources, providing a source of public health, natural beauty and enjoyment for Palo Alto residents.

- **Policy N-1.1** Preserve, protect and enhance public and private open space and ecosystems of Palo Alto from the foothills to the baylands. Respect the role that natural and landscaped areas within the urbanized part of the city play in a resilient ecological continuum, as illustrated on Map N-1.
- **Policy N-1.3** Encourage the management of private open space areas, including agricultural land, golf courses, private residential yards, and other land that provides habitat for wildlife in a manner that protects and enhances habitat and reinforces natural wildlife corridors, consistent with the Parks, Trails, Open Space and Recreation Master Plan and UFMP, as periodically amended.

GOAL N-2 A thriving urban forest that provides public health, ecological, economic, and aesthetic benefits for Palo Alto.

- **Policy N-2.1** Recognize the importance of the urban forest as a vital part of the city's natural and green infrastructure network that contributes to public health, resiliency, habitat values, appreciation of natural systems and an attractive visual character which must be protected and enhanced.
- **Policy N-2.3** Enhance the ecological resilience of the urban forest by increasing and diversifying native species in the public right-of-way, protecting the health of soils and understory vegetation, encouraging property owners to do the same and discouraging the planting of invasive species.
- **Policy N-2.6** Improve the overall distribution of citywide canopy cover, so that neighborhoods in all areas of Palo Alto enjoy the benefits of a healthy urban canopy.
- **Policy N-2.8** Require new commercial, multi-unit and single-family housing projects to provide street trees and related irrigation systems.
- **Policy N-2.10** Preserve and protect Regulated Trees, such as native oaks and other significant trees, on public and private property, including landscape trees approved as part of a development review process and consider strategies for expanding tree protection in Palo Alto.
 - *Program N2.10.1* Continue to require replacement of trees, including street trees lost to new development.

Business and Economics Element

GOAL B-4 The stimulation of diverse commercial, retail and professional service business opportunities through supportive business policies and a culture of innovation.

- **Policy B-4.5** Maintain distinct business districts as a means of retaining local services and diversifying the City's economic base.