



Planning & Transportation Commission Staff Report

From: Jonathan Lait, Planning and Development Services Director
Lead Department: Planning and Development Services

Meeting Date: October 11, 2023
Report #: 2309-2021

TITLE

Recommendation on a Resolution Amending the Land Use Element of the Palo Alto Comprehensive Plan and an Ordinance Amending the Palo Alto Municipal Code Title 18 (Zoning) to Implement Housing Element Programs 1.1A and 1.1B

RECOMMENDATION

Staff recommends that the Planning & Transportation Commission (PTC) recommend to the City Council the following amendments to implement the 2023-2031 Housing Element Programs 1.1A and 1.1B:

1. Amendments to the Palo Alto Comprehensive Plan Land Use Element (Attachment A)
2. Amendments to Title 18 (Zoning) of the Palo Alto Municipal Code (PAMC) (Attachment B)

EXECUTIVE SUMMARY

Program 1.1 in the recently adopted Housing Element necessitates certain amendments to the Land Use Element of the Comprehensive Plan and Zoning Ordinance. The proposed zoning amendments include a new chapter in Title 18 to consolidate existing and proposed housing incentive programs. Consistent with Program 1.1, the proposed zoning amendments rezone certain Housing Element opportunity sites to modify densities and other development standards that support multifamily housing at capacities identified in the Housing Element. Program 1.1A also includes higher-density site-specific zoning regulations for Stanford-owned properties along El Camino Real near Page Mill Road, and at Pastuer Drive and Sand Hill Road.

According to Housing Element Law, the rezonings in Program 1.1A to meet the RHNA must be completed within one year of the required Housing Element adoption date (i.e., by January 31, 2024). According to the adopted Housing Element, the City is also committed to completing Program 1.1B (GM and ROLM rezonings).

Attachment B represents amendments to Title 18 in the form of a new chapter, 18.14: Housing Incentives and revisions to base district regulations. Changes include rezonings to allow multifamily housing as a permitted use, increases in residential density/FAR and modifications to other development standards, as specified in the Housing Element to meet the RHNA and sites inventory estimates. These proposed amendments necessitate changes to base district regulations in existing zoning chapters (18.12, 18.13, 18.16, 18.18, 18.20, and 18.28); these changes are shown in underline/~~strikeout~~.

The PTC reviewed a draft version of the zoning amendments during a study session on September 13, 2023. This report summarizes and responds to PTC and community feedback during the study session and highlights resulting changes to the draft ordinance. The ordinance now includes site specific standards for the Stanford-owned sites on Pasteur Drive and on El Camino Real. Additionally, the report and ordinance suggests expanding the policy recommendation for Program 1.1A to extend proposed rezoning on El Camino Real to create an expanded Focus Area on El Camino Real between Page Mill Road and Matadero Avenue. If supported by the PTC and City Council, these proposed changes would be formalized during the next revision to the Housing Element but are being advanced as part of these zoning amendments given the January 31, 2024 deadline.

BACKGROUND

Housing Element Adoption

On May 8, 2023, at a joint public hearing, the PTC recommended that the City Council adopt – and subsequently the City Council adopted – the 2023-2031 Housing Element. The Element aims to implement State Housing Element law, including meeting the RHNA and fulfilling AFFH objectives. More information about the Housing Element can be found at the project website: www.paloaltohousingelement.com.

Housing Element Program 1.1

Program 1.1 represents the City's rezoning program to meet the "Adequate Sites Inventory" required under State law and is excerpted in Attachment C. This program necessitates amendments to the Zoning Ordinance to modify density and other development standards.

These rezonings must accommodate multifamily housing at the capacity levels prescribed in the Housing Element. In summary, Program 1.1 requires the following zoning amendments on Housing Element opportunity sites:

- Rezoning opportunity sites in the R-1, ROLM, RP, GM, and PF districts to allow multiple-family housing as a permitted use and up-zonings to increase residential densities and/or FARs, including on Stanford Lands (see further details below)
- Modifications to other development standards on opportunity sites to ensure that development is feasible at current and planned densities (e.g., landscape coverage)

- Statutory requirements that residential uses occupy at least 50 percent of the total floor area of a mixed-use project on an opportunity site

Program 1.1A calls for specific zoning regulations for three Stanford University-owned properties. On these three sites, the Housing Element inventory targeted specific unit counts and called for higher FAR and taller height limits in order to fulfill those targets (see excerpt from the Housing Element Program 1.1A in Figure 1).

Figure 1: Excerpt from Program 1.1A

The rezoning includes the following requirements for these Stanford-owned properties:

- i. For the housing opportunity site located at the corner of Pasteur Drive and Sand Hill Road and the adjoining property at 1100 Welch Road, as an alternative to the State Density Bonus law, amend zoning regulations to allow approximately net new 425 units up to 85 feet in height; redevelopment of the Welch Road property shall comply with the replacement housing provisions of the Housing Crisis Act, which will substantially protect tenants from displacement.
- ii. For the housing opportunity site located at 3128 El Camino Real (McDonald's), as an alternative to the State Density Bonus law, amend zoning regulations to allow at least 144 housing units with a maximum height of 50 feet nearest El Camino Real and transitioning taller away from the street to minimize a wall effect; allow a minimum of 315 housing units if combined with an adjacent property.
- iii. For the housing opportunity site located at 3300 El Camino Real, as an alternative to the State Density Bonus law, allow up to 200 housing units, up to a 1.4:1 floor area ratio (FAR) with a 20% inclusionary housing requirement consistent with the City's Planned Home Zoning process; commercial office approved or permitted on this property is in addition to the floor area allowed for the future housing project.

Source: Palo Alto Housing Element (June 2023), Excerpt from Program 1.1A, p. 5-5

HCD Review & Changes to the Sites Inventory

On August 3, 2023, the City received a comment letter from HCD requesting modifications to the Housing Element prior to HCD certification. In particular, members of the public and HCD have called for additional analysis of the Sites Inventory to ensure and demonstrate that sites are viable for redevelopment during the 8-year planning cycle, including that existing uses are likely to cease. To address these comments, City staff and the Housing Element consultant are exploring changes to the Sites Inventory, including adding sites to the inventory and increasing densities. Given the deadline for this rezoning effort, City staff are daylighting these proposed changes as part of the Program 1.1 rezoning task.

The next version of the Housing Element will formalize updates to the Sites Inventory, Program 1.1, and additional analysis to demonstrate viability of these sites. The PTC can expect to review the revised Element before the end of the year.

Feedback from 9/13/23 PTC Study Session

On September 13, 2023, the PTC held a study session to review these draft Comprehensive Plan and Zoning Amendments, not including the three Stanford-owned properties.

The Commission provided the following comments:

- Commissioners generally supported applying draft standards only to the Housing Element opportunity sites, as proposed by the Housing Element, and not citywide
- Commissioners generally supported the proposal to create a separate chapter in the Zoning Ordinance to implement Housing Element incentives and programs
- Several Commissioners expressed concerns about potential stormwater management/flooding impacts in the GM/ROLM focus area due to potential increases in lot coverage and changes in landscape coverage requirements
- Several Commissioners expressed concern that new and higher-density development standards would result in focus areas looking quite different and potentially inconsistent with the rest of Palo Alto.
- Some Commissioners noted the need for neighborhood services in this GM/ROLM area, including parks, schools, transit, and services
- Some Commissioners were concerned about the prevalence of townhome typologies (at and suggested higher minimum density standards
- Some Commissioners wanted to see other Housing Element programs implemented as part of this zoning ordinance update (e.g., family-oriented units, commercial FAR reductions)

Community members provided the following comments:

- Community members were generally supportive of zoning changes that support development of more housing, particularly, affordable housing, and that streamline the project review process
- Several commenters supporting extending zoning amendments to apply citywide—not just to Housing Element opportunity sites
- Some community members objected to the RHNA projections in light of changes to projections of jobs and jobs/housing ratio in the city
- Some commenters had ideas for specific improvements to Housing Element policies and zoning regulations including: development of City-owned parking lots for housing; greater use of Section 8 vouchers; and regulations for union construction labor, including wages and health care provisions
- Some commenters expressed concerns that some Housing Element opportunity sites are not viable housing sites within the next 8-year cycle and should be removed from the inventory
- Some commenters requested less complexity in the regulations, and better alignment between zoning regulations and the (higher-density) projects that are currently being approved/constructed in the city

PROJECT DESCRIPTION & ANALYSIS

Comprehensive Plan Amendments

The recently adopted Housing Element of the Palo Alto Comprehensive Plan identifies planned changes to uses and densities that will need to be updated in the Land Use Element of the Comprehensive Plan to ensure consistency between the Comprehensive Plan and the proposed zoning. Attachment A annotates proposed amendments to the Land Use Element of the Comprehensive Plan to update FAR ranges, consistent with the Housing Element and proposed changes to the Zoning Ordinance. All of the land use designations that support Housing Element opportunity sites already allow multifamily housing as a permitted use; therefore, no use changes are required in the Comprehensive Plan.

Zoning Ordinance Amendments

The rezonings in Program 1.1A to meet the RHNA must be completed within one year of the required Housing Element adoption date (i.e., by January 31, 2024). According to the adopted Housing Element, the City is also committed to completing Program 1.1B (GM and ROLM rezonings) by January 31, 2024. Attachment B aims to codify Program 1.1A and 1.1B in the Zoning Ordinance. It also consolidates a range of housing programs that will support implementation of the Housing Element into a single chapter. Basic contents of the ordinance are described below. Changes since the PTC's September 13th study session are summarized in the next section of the report.

Section 18.14.020: Housing Opportunity Sites.

This section modifies base district development standards on Housing Element opportunity sites. Regulations for these sites are those specified in the base district regulations, except as modified by this proposed chapter. In zones that regulate residential density, primarily the RM zones, these modifications increase maximum residential density limits consistent with Appendix D of the Housing Element. All zoning districts regulate FAR, so amendments also modify FAR limits.

This section also modifies other development standards that were identified as constraints to development in Chapter 4 of the Housing Element. For most districts, this includes modifications to the landscape coverage standard which generally requires landscape planting on the ground-floor. As stated in the adopted Housing Element, despite the well-meaning value of enabling trees, shrubs and groundcover, this often represents a constraint to development by shrinking the building footprint. Therefore, proposed modifications to this standard require generally the same amount of landscaping, but allow it to be met above the ground-floor, permitting a larger building footprint, while still enabling planted areas for residents.

In the employment districts (i.e., ROLM, GM, RP), the Housing Element specifies much higher densities compared to what the existing base district regulations allow. As a result, Chapter 4 of the Housing Element identified additional standards that would represent constraints to development at higher densities. The zoning amendments therefore modify standards for lot

coverage, parking, and building height, in addition to increasing FAR and reducing landscape coverage requirements.

Also included in this subsection are site specific zoning regulations including Program 1.1A standards for Stanford-owned properties as well as a proposed idea for an El Camino Real Focus Area. See the next section regarding additional changes since the PTC's September 13th review.

Section 18.14.030: Housing Incentive Program (HIP)

This section is a placeholder location to consolidate regulations pursuant to the existing HIP and amendments proposed as part of Program 3.4 of the Housing Element. This ordinance does not include changes to the HIP at this time.

Section 18.14.040: Affordable Housing Incentive Program (AHIP)

This section is a placeholder location to relocate existing 18.32 AHIP regulations into this consolidated chapter of housing incentives. This ordinance does not include amendments to this program at this time.

Base Districts

The ordinance amends several of the base zoning districts for two main purposes:

- (1) To allow multifamily as a permitted use on Housing Element opportunity sites, where otherwise not allowed; and
- (2) To provide a cross-reference to modified development standards for opportunity sites in the new Section 18.14.040.

Changes to Draft Ordinance Since 9/13/23 PTC Study Session

City staff and consultant revised the ordinance since the PTC's review on September 13th to incorporate comments from the PTC and feedback from the City Council Housing Ad Hoc committee. Moreover staff and consultants suggest further revisions in response to HCD's comment letter. Additionally, the report summarizes requests that were not pursued as part of the report and/or draft ordinance and explains why.

El Camino Real & Page Mill Focus Area

The revised draft ordinance proposes higher density standards for a specific segment of El Camino Real to create a housing Focus Area between Page Mill Road and Matadero Avenue, as shown in Figure 2. There are several reasons for this expanded proposal:

1. **Neighborhood Context & Services:** This location has excellent access to services, shopping, California Avenue, jobs, Stanford, and transit. It is also primary surrounding by commercial uses, with only one interface with a lower density residential neighborhood with 1- and 2-story homes at Matadero Avenue. The proposed development standards aim to mitigate this adjacency through required height transitions and daylight planes. At Palo Alto Square, there already exists taller buildings than what are proposed here,

with two ~140-foot tall office buildings already located near the Page Mill Road intersection

2. **Community & Decision-Maker Input.** Second, and in part for the aforementioned reasons, the Housing Element Working Group, City Council Ad Hoc Committee, and the PTC have previously discussed creating a cohesive plan for this area as part of the Housing Element.
3. **Motivated Property Owners:** Over the past several months, four separate property owners/lessees along this corridor have expressed interest in residential or mixed-use development or submitted preliminary or formal planning applications. In the case of the applications, project proposals have included density bonuses under State Density Bonus law that far exceed base district regulations due to requests for waivers and concessions (see images below.)



Proposal for 3150 El Camino Real: 380 units, 84 feet, 4.1 FAR

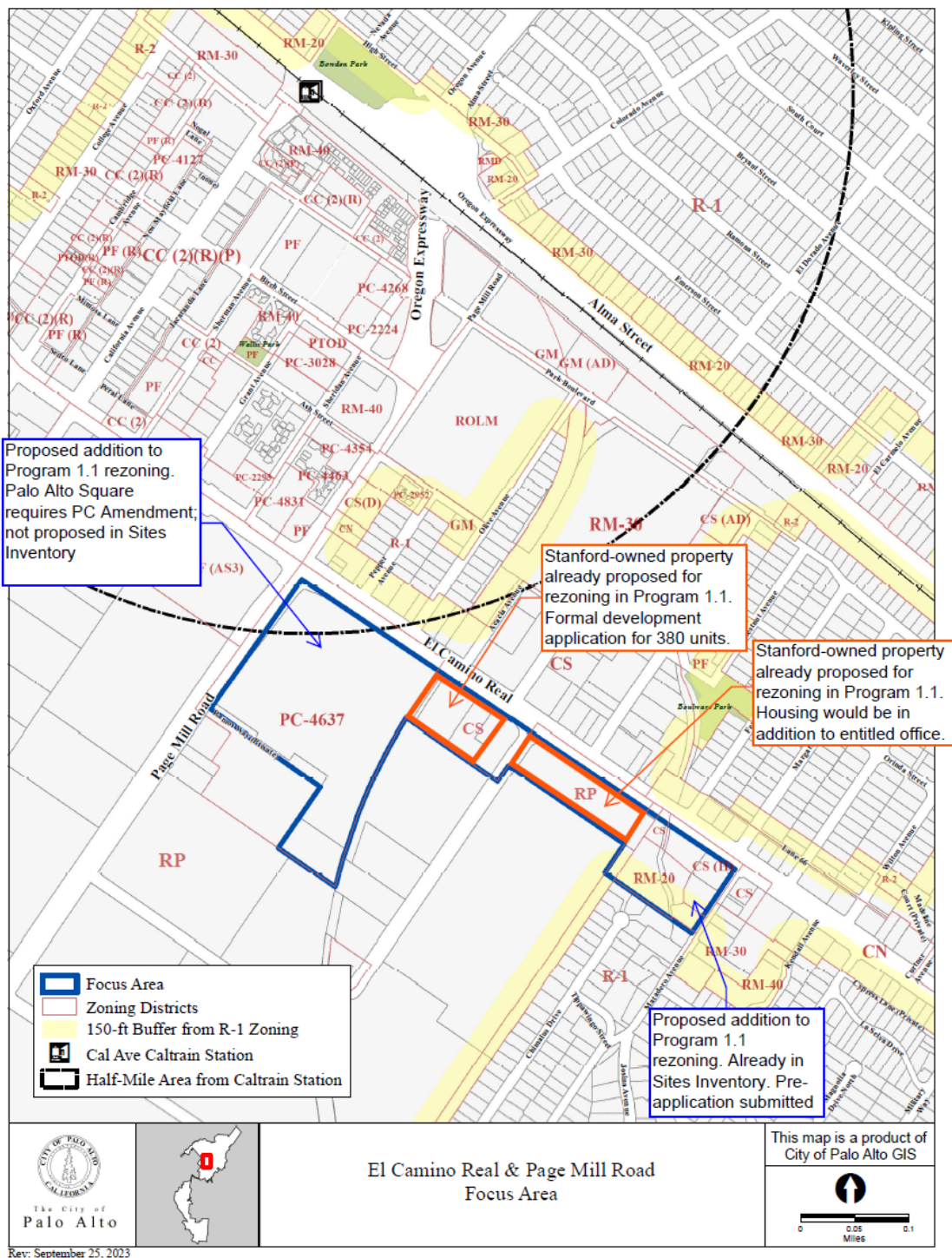


Proposal for 3400 El Camino Real: 185 units, 75 feet, 1.9 FAR

The owner of Palo Alto Square, the largest site at the corner of Page Mill Rd., has expressed interest in adding housing to some of the existing parking pads but has not filed any applications. Because Palo Alto Square is subject to a Planned Community zone ordinance, an amendment to that ordinance would be required to allow multifamily housing at these

densities. This would also provide the City with an opportunity to weigh on site planning, access, drive aisles, etc. Although conceptually, this site is an integral part of the Focus Area concept, it is not included in the City's Sites Inventory at this time. Note that the Parmani Hotel is included in the proposed rezoning, but has not expressed interest in redevelopment into housing.

Figure 2: El Camino Real Focus Area1



Site-Specific Standards for El Camino Real Focus Area

The draft ordinance proposes a series of standards that would modify base district regulations on the Stanford sites and the El Camino Real Focus Area. Notably, these regulations are

optional to the base district regulations and provided as an alternative to State Density Bonus Law. In other words, developers could choose whether to propose a Density Bonus project relying on base district regulations or to use these higher standards in lieu of State law. These standards are shown in Table 3 of the ordinance and summarized as follows:

- Maximum FAR of 4.0
- Maximum building height up to 85 feet (with requirements for upper story step backs beyond 55 feet/typically 5 stories on El Camino Real)
- Maximum lot coverage of 70%
- Minimum open space of 100 sq. ft./unit (either common or private)
- Maximum density: none
- Daylight planes/height transitions where sites abut R-1 zoning districts, as typically required by base district regulations (see yellow buffer in Figure 2)

Other Proposed Regulations and Potential Impacts Related to the Focus Area

Architectural Review. Projects in the Focus Area would be required to go through Architectural Review (2 to 3 hearings with the Architectural Review Board) and would need to meet either the Objective Design Standards or Context-Based Design Criteria.

20% Inclusionary Requirement. The City typically requires that projects set-aside 15% of units for below-market rate housing at moderate income levels. Rental projects are permitted to pay a fee in lieu of this requirement. However, in order to take advantage of these standards in the Focus Area, developers would need to provide 20% below-market rate housing at up to 80% AMI and would not have the opportunity to pay a fee in-lieu. (The Pasteur Dr. Site is excepted and may pay the in-lieu fee payment, since it is intended for Stanford affiliates.) As a result of this draft regulation, the Focus Area could achieve more below-market rate units within mixed income developments. However, at least one developer has suggested that a 20% BMR requirement at 80% of AMI is infeasible,

Potential Development. Importantly, not all sites can achieve the standards identified in the draft ordinance. In particular, the Creekside Inn site at 3400 El Camino Real is constrained by the creek, required creek setbacks, hotel buildings to be retained, and by the height transition requirements where the site abuts an R-1 zoning district. Similarly, the 3300 El Camino Real site has an approved entitlement for an office project, at 0.4 FAR, and a no-build PG&E easement that constrains a significant portion of the site. Notably, due to these constraints, the next iteration of the Housing Element will reduce the Sites Inventory's realistic capacity for this site from 200 units to approximately 100 units.

Palo Alto Square has high-density office buildings and uses proposed to remain and therefore any new residential floor area would be additive. The 3150 El Camino Real site is the least constrained, since it anticipates complete redevelopment, and is therefore the most likely to utilize the maximum standards achievable. To create consistency between these sites and

simplify implementation in the code for City staff and decision-makers, a consistent set of standards is applied across the Focus Area.

The two projects that have submitted formal applications to the City propose standards in line with what is being proposed here; these applications total approximately 560 units. Taking a proactive approach to rezoning allows the City to set standards that are in line with market demands, but that establish the City's priorities (e.g., stepbacks, height transitions, on-site affordable housing, Architectural Review, etc.) rather than allow waivers and concessions under State law to drive architectural design. If the City did not move forward with this Focus Area concept, it would need to remove these sites from the Sites Inventory and find alternate sites that could accommodate lower-income households.

Traffic Operations. In addition to an analysis of potential vehicle miles traveled (VMT) impacts under CEQA (see discussion below), the City will also need to analyze operational traffic impacts. This will include traditional level of service (LOS) analysis, which would describe any necessary improvements such as signal timing or signal warrants.

Precedential effect. It should be noted that this proposed concept is likely not replicable in many other parts of the city. As noted at the outset of this section, this particular segment of El Camino Real is well suited for higher density development based on existing services, transit access, height context, and lack of sensitive adjacent uses.

Comments Raised but Not Further Addressed in the Draft Ordinance:

Other Programs. Implementation of additional Housing Element Programs beyond Program 1.1 are not proposed as part of this ordinance to adhere to the statutory timeline and integrity of this ordinance.

Sites Inventory Analysis. Additional analysis of density changes prescribed by the Housing Element is not presented here. Please see the Housing Element and specifically Attachment C (excerpt of Chapter 3) to the September 13, 2023 PTC staff report for details about why these development standards are identified as constraints to development in the Housing Element. Also, see the body of the September 13, 2023 PTC staff report for details on how City staff and consultants identified specific development standards to address constraints and fulfill the objectives outlined in the Housing Element.

Pasteur Drive & Sand Hill Road Property

Separate from Stanford's El Camino Real properties, Program 1.1A of the Housing Element also calls for site-specific standards for Pasteur Drive at Sand Hill Road (see Figure 3). This property is proposed to have similar standards as the El Camino Real Focus Area, but different authorizing regulations given the population served and context of the site.

This site context is central to Stanford campus, primarily the medical school. There are no abutting residential neighbors that are not affiliated with the university. The housing would

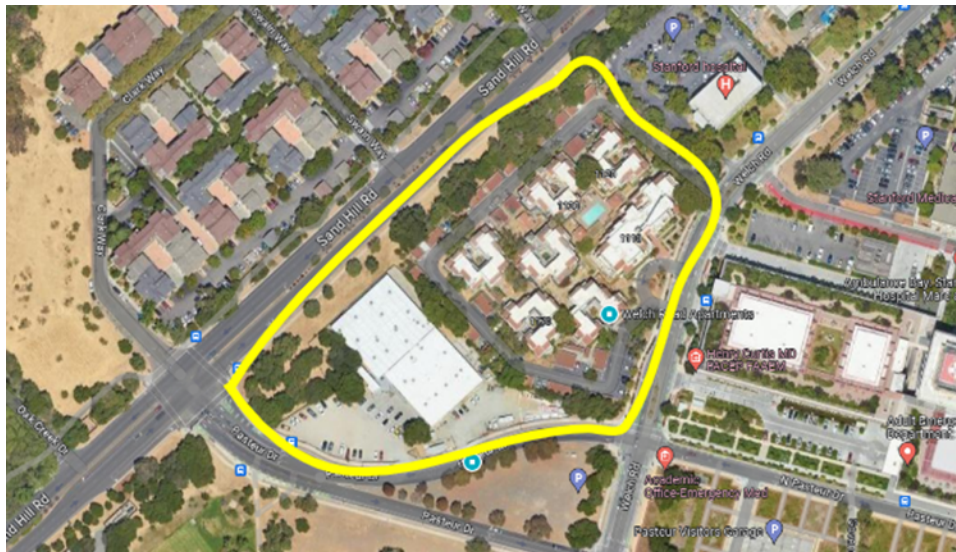
only be occupied by Stanford affiliates, including medical school residents, faculty, staff, and postdoctoral fellows.

At this property, a development project would be able to pay the affordable housing fee in-lieu of providing on-site below-market rate housing. The City can leverage these funds to build stand-alone affordable housing projects elsewhere in the city. Moreover, Stanford's policy is to rent to affiliates at rates that are discounted from the market to assist with affordability—typically this represents a 20% reduction.

As required by Senate Bill (SB) 330, a project at this site is required to replace the existing 150 units at Welch Road Apartments. Housing Element Program 1.1 envisions approximately 450 units for the site.

A project on the Pasteur Drive site would need to meet Objective Design Standards, with modifications proposed in the draft ordinance, and therefore could be eligible for Streamlined Review.

Figure 3: Pasteur Dr. & Sand Hill Rd. (Welch Rd. Apartments and Construction Yard)



Requests for Analysis by the PTC

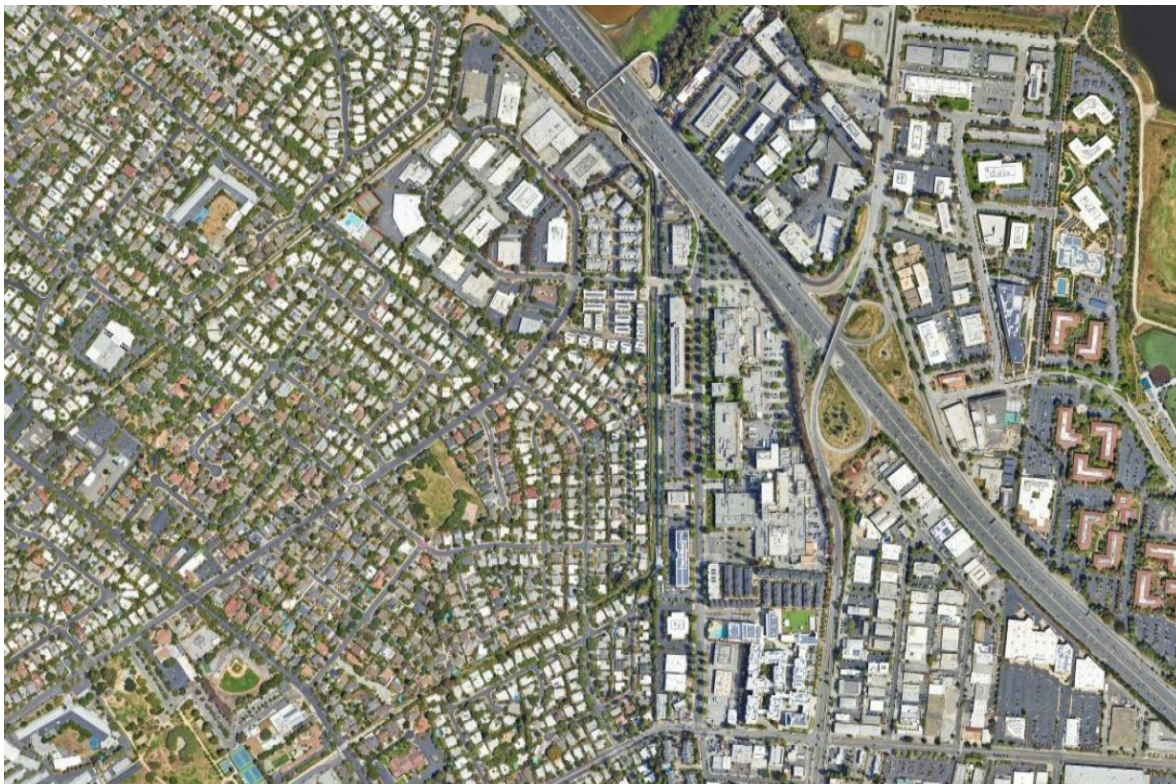
Commissioners requested additional analysis related to minimum densities and stormwater management/flood hazards. These are explored below.

Stormwater Management & Flooding Hazards

As noted above, several Commissioners expressed concern about potential flooding and stormwater management impacts due proposed changes to landscape coverage and open space requirements. To clarify the proposed changes, generally, the draft ordinance does not propose to change the landscape coverage requirement (e.g., 20% or 30%). Instead, the draft ordinance allows more flexibility regarding where the requirement can be met—not just at the ground-level, but on above-grade on courtyard or rooftop (if permitted by the district). In the

GM and ROLM zones and Focus Area, the draft ordinance proposes two changes that would have opposite effects: first, to add a landscape coverage requirement for the GM, where one currently does not exist, and second to modestly reduce the requirement in the ROLM zone, from 30% to 20%.

As illustrated in the image below, the GM/ROLM Focus Area is currently dominated by impervious surfaces, with large building footprints and large surface parking lots. Landscaping is generally limited to trees within surface lots. Moreover, much of the development in this industrial area took place in the 1950s and therefore preceded current requirements for stormwater management. As a result, on many of these sites, stormwater sheet-flows off-site during storm events.



GM/ROLM Industrial Area at right; Residential neighborhoods at left

Any new development project in this area—whether residential or non-residential—would likely improve stormwater conditions. Under regional stormwater management regulations, projects are required to treat all stormwater on-site, typically through the use of stormwater planters or bioretention basins. These techniques slow and treat stormwater before it enters the stormwater drainage system.



Bioretention basin (left) and flow-through stormwater planters (right) or two of the typical ways that projects meet C.3 Stormwater Management regulations

Minimum Density Standards

The draft ordinance identifies minimum density standards for most zoning districts to prevent projects from developing at densities lower than what is appropriate for a given district. As a couple Commissioners noted, developers often favor building townhomes since they are less expensive to construct and have high sale prices compared to stacked flat condominiums and apartments. Residential densities for townhomes can vary from 10 to 40 du/ac, depending on whether they are attached, detached, clustered, or if new streets are required as part of a subdivision.

As summarized in Table 1, the draft ordinance takes a modest approach, raising the floor to at least 20 du/ac. In the case of the RM-20 and RM-30 zones, where maximum densities for Housing Element opportunity sites are set at 30-50 du/ac and where sites tend to be smaller, increasing the minimum standard further could constrain development. On the other hand, the ROLM/GM zoned sites tend to be larger and will require more on-site circulation, which tends to drive down residential densities.

Table 1: Minimum Residential Densities

Zoning District	Existing (Base District)	Proposed (Housing Element Opportunity Sites or Focus Area only)
RM-20	11	20
RM-30	16	20
RM-40	21	31
CC/CC(2)/CS/CN	None	20
CD-C/CD-N	None	20
RP	None	25
GM	None	25
ROLM	16	25



3-story infill townhomes with tuck-under parking in Albany at left (39 du/ac); 2-story townhomes with drive aisles in San Mateo at right (15 du/ac)

STAKEHOLDER ENGAGEMENT

Preparation of the Housing Element included a range of community outreach methods, including surveys, Working Group meetings, community workshops, and public hearings. Hundreds of community members have participated in the Housing Element update over the course of the project. To announce the release of the Public Review draft, an email blast was sent to over 400 recipients with information about the Public Review draft release. Meetings included a November 16, 2022 Community Meeting, a November 28, 2022 joint City Council/PTC meeting, a March 8, 2023 PTC hearing, and the May 8, 2023 joint City Council/PTC hearing. The City's Housing Element website, www.paloaltohousingelement.com, serves as the library for draft and final documents, past and upcoming meetings.

ENVIRONMENTAL REVIEW

Consultants prepared an Addendum to the Comprehensive Plan Environmental Impact Report (EIR) to analyze the potential environmental impacts of the 2023-2031 Draft Housing Element. This includes the implementation of Program 1.1 and the associated increase in housing production including and beyond what was projected by the RHNA and Housing Element sites inventory.

Adjustments to the site inventory may result in changes to the previously studies impacts. In this event, staff will conduct any additional analysis required by the California Environmental Quality Act.

ATTACHMENTS

Attachment A: Attachment B: Amendments to Title 18 to Implement Housing Element Program 1.1

Attachment B: Amendments to Title 18 to Implement Housing Element Program 1.1

Attachment C: Housing Element Appendix D

AUTHOR/TITLE:

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LAND USE AND COMMUNITY DESIGN

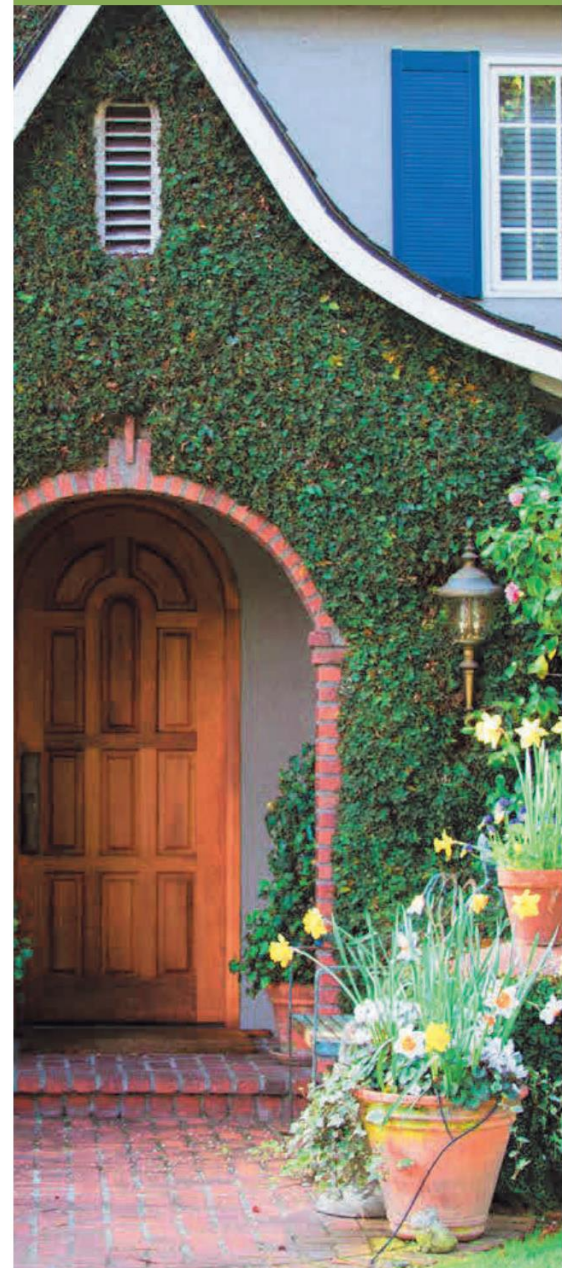
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VISION: *Palo Alto's land use decisions shall balance our future growth needs with the preservation of our neighborhoods, address climate protection priorities through sustainable development near neighborhood services and enhance the quality of life of all neighborhoods.*

INTRODUCTION

The Land Use and Community Design Element sets the foundation for future preservation, growth and change in Palo Alto and serves as the blueprint for the development of public and private property in the city. It includes policies and programs intended to balance natural resources with future community needs in a way that makes optimal use of available land, to create attractive buildings and public spaces that reinforce Palo Alto's sense of place and community, to preserve and enhance quality of life in Palo Alto neighborhoods, to support thriving commercial areas that meet the needs of local residents, and to maintain Palo Alto's role in the success of the surrounding region.

This Element meets the State-mandated requirements for a Land Use Element. It defines categories for the location and type of public and private uses of land under the City's jurisdiction; it recommends standards for population density and building intensity on land covered by the Comprehensive Plan; and it includes a Land Use Map (Map L-6) and Goals, Policies and Programs to guide land use distribution in the city. By satisfying these requirements, the Land Use and Community Design Element lays out the basic guidelines and standards upon which all of the other Comprehensive Plan elements rely and build. Other elements of the Plan correspond with the land use categories and policy direction contained in this Element, while providing more specialized guidance focused on particular topics, such as transportation or conservation.



CONNECTIONS TO OTHER ELEMENTS

The Land Use and Community Design Element is replete with direct connections to all of the other elements of the Comprehensive Plan. Its guidance for land uses is strongly linked to the Housing Element's prescriptions for residential development, even though the Housing Element is cyclically updated on a separate State-mandated timetable. The inextricable tie between land use and transportation is clearly apparent both in this Element and the Transportation Element, as the co-location of land uses significantly affects the ability of transit, walking and biking to replace vehicle travel, in addition to capitalizing on the presence of rail service in Palo Alto. The success of programs in the Natural Environment and Safety Elements are largely dependent on land uses decisions that protect the environment as well as people and property. The Land Use Element dovetails with both the quality of life initiatives in the Community Services and Facilities Element, and the prosperity objectives of the Business and Economics Element.

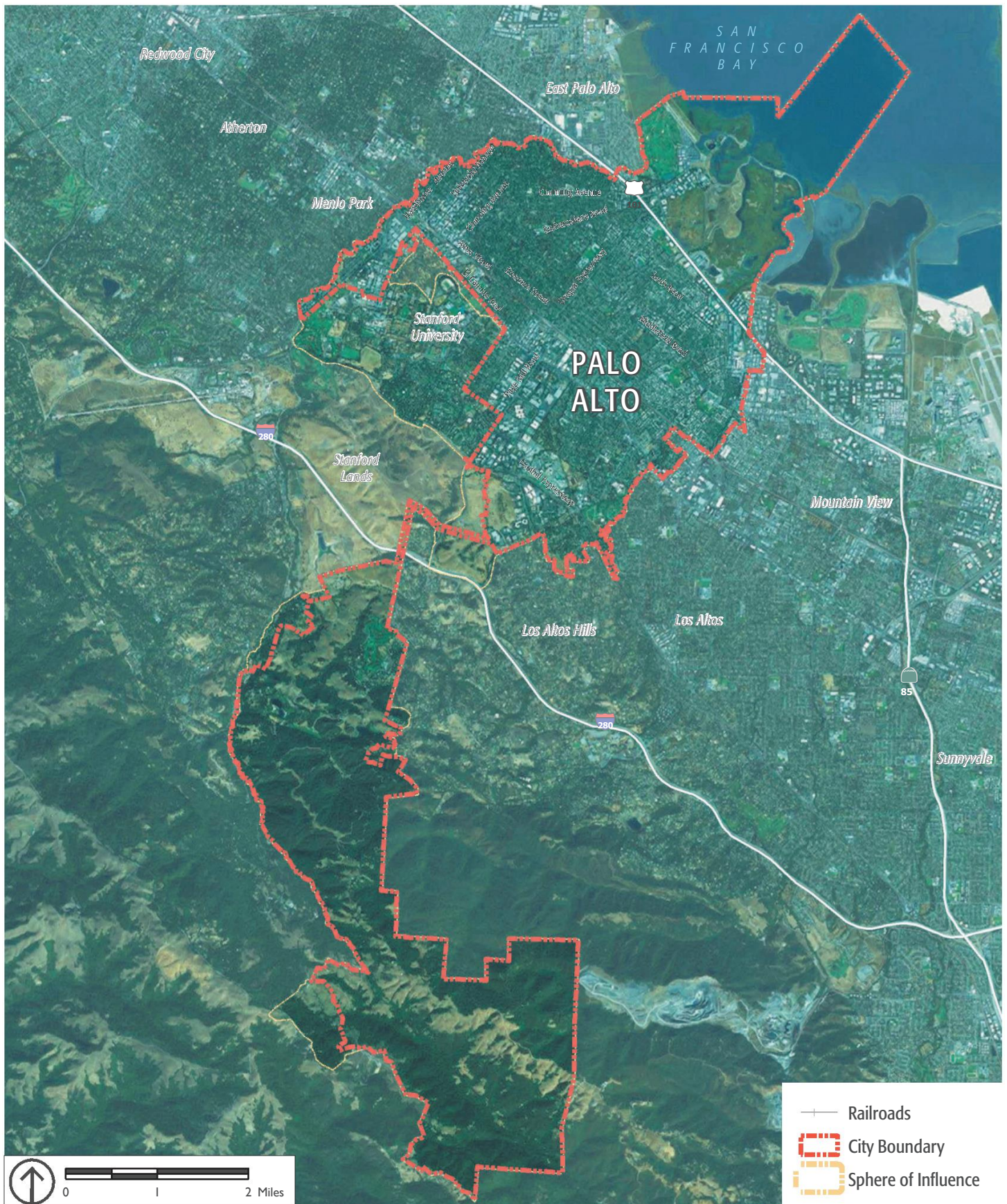
PLANNING CONTEXT

NATURAL ENVIRONMENT

With a backdrop sweeping from forested hills to the Bay, Palo Alto is framed by natural beauty. Views of the foothills contribute a sense of enclosure and a reminder of the close proximity of open space and nature. Views of the baylands provide a strong connection to the marine environment and the East Bay hills. Together with the city's marshland, salt ponds, sloughs, creeks and riparian corridors, these natural resources, clearly visible in the aerial photograph in Map L-1, are a major defining feature of Palo Alto's character.

Preserving the city's attractive and valuable natural features is important for a number of reasons. Ecologically, these areas provide key habitat for wildlife, create a buffer from developed areas and act as a natural filtration system for storm water runoff. For the community, they represent an important facet of the look and feel of Palo Alto, contributing to a sense of place both through direct public access to natural areas and the views that establish Palo Alto's local scenic routes.





Source: City of Palo Alto, 2013; ESRI, 2016; PlaceWorks, 2016.

REGIONAL PLANNING

Palo Alto cooperates with numerous regional partners on a range of issues of common interest. Regional planning partners include the California Department of Transportation (Caltrans) and other State agencies, Metropolitan Transportation Commission and Association of Bay Area Governments, Santa Clara Valley Transportation Authority, San Mateo County Transit District, Santa Clara County, San Mateo County and neighboring cities. The City of Palo Alto works together with the cities of East Palo Alto and Menlo Park on a variety of shared programs relating to economic development, social services, education, public safety and housing.

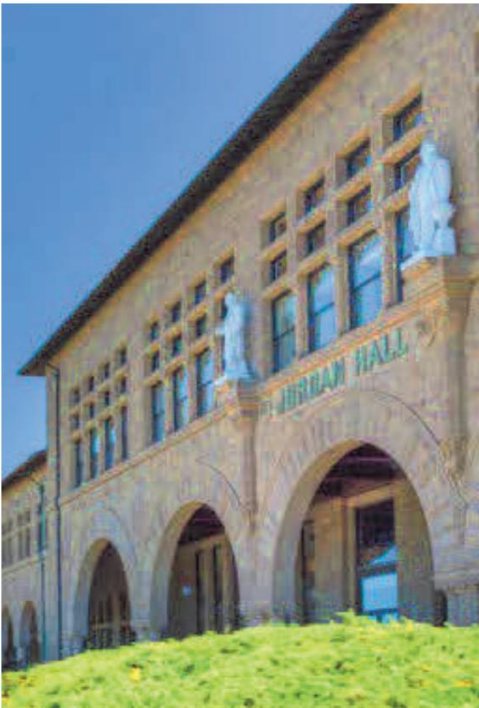
Palo Alto also works with Mountain View, Los Altos and Los Altos Hills on joint ventures such as fire protection and water quality control. In addition, Palo Alto elected officials and staff participate in numerous countywide and regional planning efforts, including via both advisory and decision-making boards and commissions.

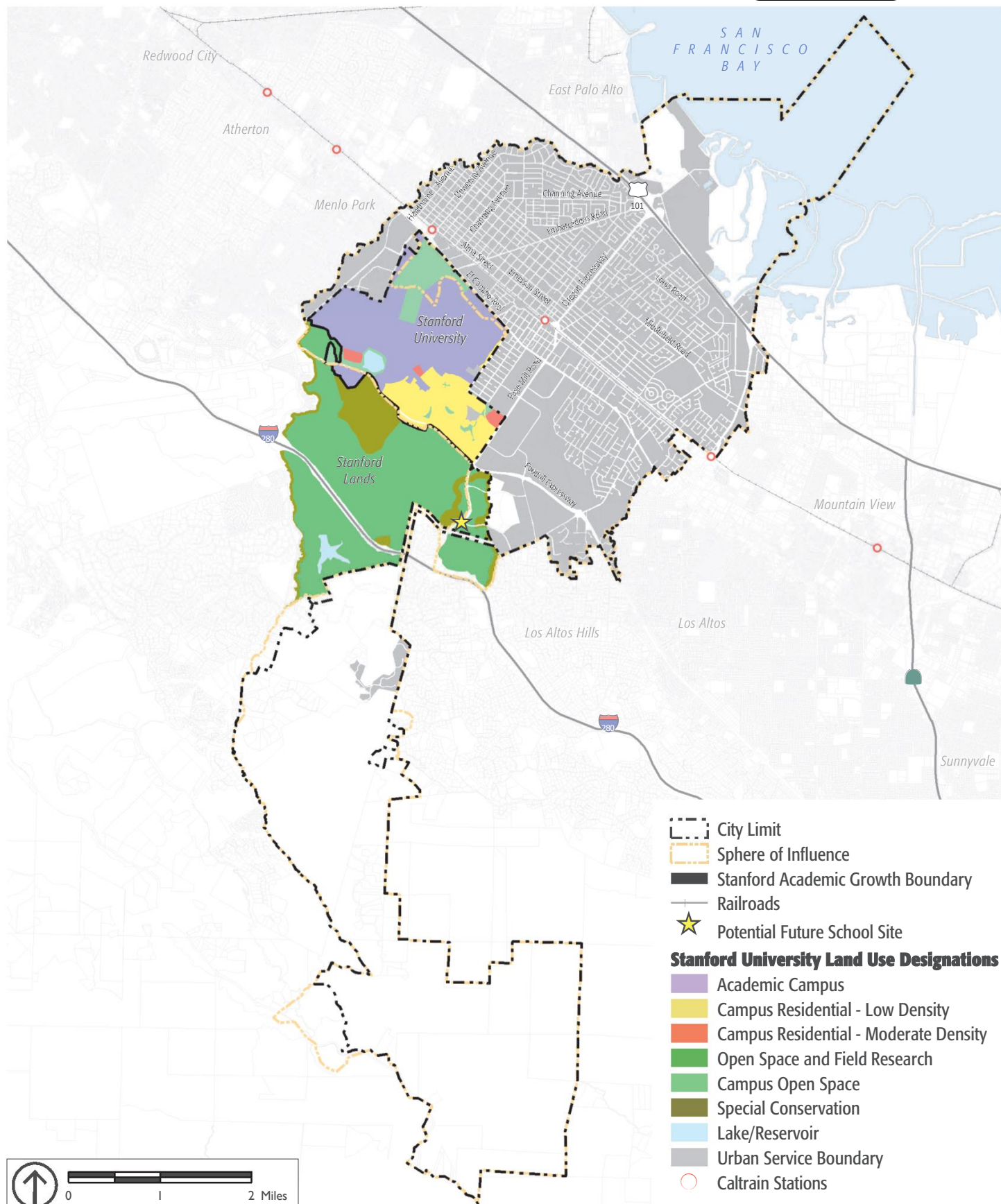
Palo Alto also maintains a strong relationship with Stanford University. Although the campus lies outside of the city limits, as shown in Map L-2, important Stanford-owned lands are within Palo Alto, including Stanford Shopping Center, Stanford Research Park and the Stanford University Medical Center. The City, Santa Clara County and Stanford maintain an inter-jurisdictional agreement regarding development on unincorporated Stanford lands and collaborate on selected land use and transportation projects.

CITY EVOLUTION

EARLY HISTORY

There is evidence in the archaeological record of people living along San Francisquito Creek as far back as 4000 BC, and the first widely recognized inhabitants are the Costanoan people starting in about 1500 BC. The Costanoan are Ohlone-speaking Native Americans who lived near the water from San Francisco Bay to Carmel. Costanoan and earlier artifacts have been identified in the city, particularly along the banks of San Francisquito Creek. Preservation of these resources is a high priority for the City and essential to defining the character of the community.





Source: City of Palo Alto, 2013; USGS, 2010; NHD 2013; ESRI, 2010; Tiger Lines, 2010; Stanford University, 2000; PlaceWorks, 2014.

CITY DEVELOPMENT

From its earliest days, Palo Alto has been a world-class center of knowledge and innovation. The city incorporated in 1894 on land purchased with the specific intent of serving the newly established Stanford University. Originally centered on University Avenue, Palo Alto grew south and east, incorporating the older town of Mayfield and its California Avenue district in 1925. By the 1970s, the city had almost doubled in size, stretching into the foothills and south to Mountain View, with commercial centers along Middlefield Road in Midtown and El Camino Real through formerly unincorporated Barron Park, and research and development areas at the city's outskirts.

Today, Palo Alto covers almost 26 square miles (16,627 acres) of land, about a third of which is open space, including 34 city-owned parks and 1,700 acres of protected baylands. Ensuring that activities in and around the baylands, including airport operations, occur with minimal environmental impacts is of major importance to the City and region.

COMPACT DEVELOPMENT

Palo Alto was an early adopter of compact development principles, as embodied in the Urban Service Area designated to manage growth in the current Comprehensive Plan. Through this strategy, the City has endeavored to direct new development into appropriate locations—such as along transit corridors and near employment centers—while protecting and preserving neighborhoods as well as the open space lands that comprise about half of the city.

SUSTAINABILITY AND RESILIENCE

Palo Alto is regarded as a leader in sustainability, having adopted its first Climate Action Plan in 2007 and continuing through the City's multi-faceted efforts to



eliminate the community's dependence on fossil fuels and adapt to the potential effects of climate change. Through the direct provision of public utility services by the City to the community, Palo Alto is able to achieve truly outstanding energy efficiency and water conservation. The City and community also are leaders in promoting non-automobile transportation, waste reduction and diversion and high-quality, low-impact development.

In addition to efficiency and conservation, the City sees an adequate housing supply as a fundamental component of a sustainable and equitable community. As of the adoption of this Comprehensive Plan, renting or owning a home in Palo Alto is prohibitively expensive for many. The housing affordability crisis in Palo Alto and in the Bay Area more broadly has a number of negative consequences, including diminished socioeconomic diversity and increased traffic congestion as local workers commute from distant places where housing is cheaper. In response, this Element lays out a multi-faceted strategy to both preserve existing housing and create new housing in a variety of types and sizes. Most new housing is anticipated to be multi-family housing on redeveloped infill sites near housing. These policies and programs work hand-in-hand with Housing Element programs and focus change along transit corridors, while preserving the character of established single-family neighborhoods.

Together, all of these efforts make Palo Alto a more resilient community, able to adjust behaviors and actions in an effort to protect and preserve environmental resources.

CITY STRUCTURE

COMPONENTS

The city is composed of unique neighborhoods and distinct but connected commercial centers and employment districts. Understanding how these different components of the city structure support one another and connect to the region can help inform land use planning. By reflecting the existing structure in its policies, Palo Alto will ensure that it remains a community that encourages social contact and public life and also maintains quality urban design.

RESIDENTIAL NEIGHBORHOODS

Palo Alto's 35 neighborhoods are characterized by housing, parks and public facilities. Their boundaries are based on land use and street patterns and community



perceptions. Most of the residential neighborhoods have land use classifications of single-family residential with some also including multiple-family residential, and transitions in scale and use often signify neighborhood boundaries.

Each neighborhood is a living reminder of the unique blend of architectural styles, building materials, scale and street patterns that were typical at the time of its development. These characteristics are more intact in some neighborhoods than in others. The City strives to complement neighborhood character when installing streets or public space improvements and to preserve neighborhoods through thoughtful development review to ensure that new construction, additions and remodels reflect neighborhood character.

Neighborhoods built prior to the mid-1940s generally have a traditional pattern of development with relatively narrow streets, curbside parking, vertical curbs and street trees between the curb and sidewalk. Many homes are oriented to the street with parking often located to the rear of the lot.

Many later neighborhoods were shaped by Modernist design ideas popularized by builder Joseph Eichler. The houses are intentionally designed with austere facades and oriented towards private backyards and interior courtyards, where expansive glass walls “bring the outside in.” Curving streets and cul-de-sacs further the sense of house as private enclave, and flattened curbs joined to the sidewalk with no planting strip create an uninterrupted plane on which to display the house. Some neighborhoods built during this period contain other home styles such as California ranch.

Both traditional and modern Palo Alto neighborhoods have fine examples of multi-unit housing that are very compatible with surrounding single-family homes, primarily because of their high-quality design characteristics, such as entrances and gardens that face the street rather than the interior of the development. Examples include duplexes and small apartment buildings near Downtown, as well as second units and cottage courts in other areas of the city.

COMMERCIAL CENTERS

Centers are commercial and mixed use areas that serve as focal points of community life. These commercial centers are distributed throughout the city, within walking or bicycling distance of virtually all Palo Alto residents, as shown in Map L-3. There are three basic types of Centers in Palo Alto:

- Regional Centers include University Avenue/Downtown and Stanford Shopping Center. These areas are commercial activity hubs of citywide and regional significance, with a mix of shopping, offices and some housing.

Downtown is characterized by two- and three-story buildings with ground floor shops. Downtown Palo Alto is widely recognized for its mix of culture, architecture and atmosphere of innovation, which make it a uniquely special place. Trees, benches, outdoor seating areas, sidewalks, plazas and other amenities make the streets pedestrian-friendly. Transit is highly accessible and frequent. Downtown plays a key role in concentrating housing, employment, shopping and entertainment near each other and regional rail and other transit, exemplifying and supporting citywide sustainability and resiliency. However, a recent cycle of economic growth has brought increased pressure for additional office space in Downtown Palo Alto. In recent years, the demand has become so strong that other important uses that contribute to Downtown's vitality, such as storefront retail, are at risk of being pushed out. This Element includes policies and programs to preserve ground floor-retail uses Downtown and sustain its role as a gathering place. Programs are also included to convert some unused development potential from commercial to residential potential in the future.

Stanford Shopping Center has evolved from its original auto-oriented design into a premier open-air pedestrian environment known for extensive landscaped areas surrounded by retail and dining.

- Multi-Neighborhood Centers, including California Avenue, Town and Country Village and South El Camino Real, are retail districts that serve more than one neighborhood with a diverse mix of uses including retail, office and residential. They feature one- to three-story buildings with storefront windows and outdoor seating areas that create a pedestrian-friendly atmosphere.

These centers also contain retail uses clustered around plazas and parks that provide public gathering spaces. They can be linked to other city Centers via transit.



- Neighborhood Centers, such as Charleston Shopping Center, Edgewood Plaza and Midtown Shopping Center, are small retail areas drawing customers from the immediately surrounding area. These centers are often anchored by a grocery or drug store and may include a variety of smaller retail shops and offices oriented toward the everyday needs of local residents. Adjacent streets provide walking, biking and transit connections.

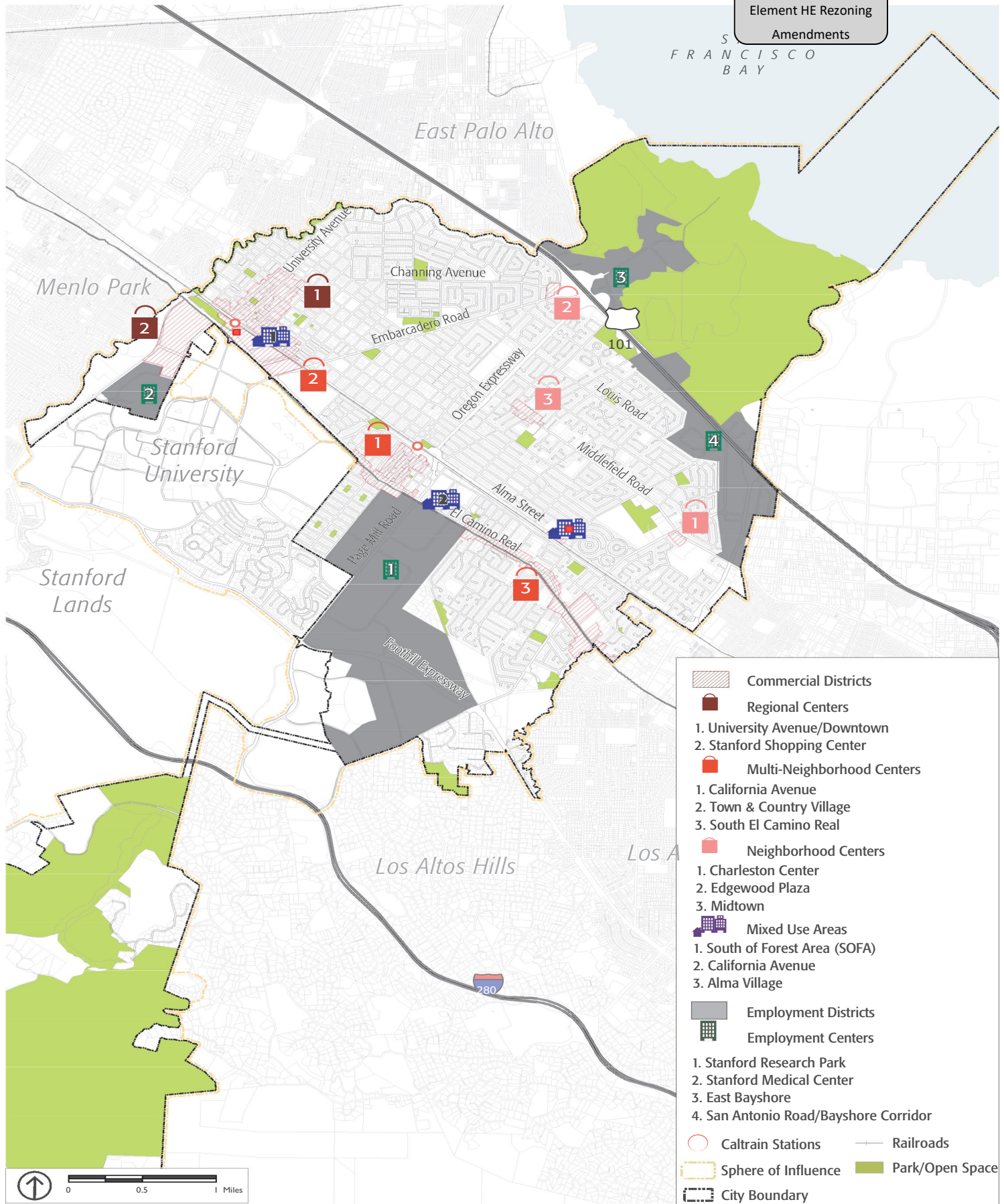
EMPLOYMENT DISTRICTS

Palo Alto's employment districts, such as Stanford Research Park, Stanford Medical Center, East Bayshore and San Antonio Road/Bayshore Corridor, represent a development type not found in other parts of the city. These Districts are characterized by large one- to four-story buildings, with some taller buildings, separated by parking lots and landscaped areas. The Districts are accessed primarily by automobile or employer-supported transit, though future changes in land use and tenancy could support a shift toward transit, pedestrian and bicycle travel.

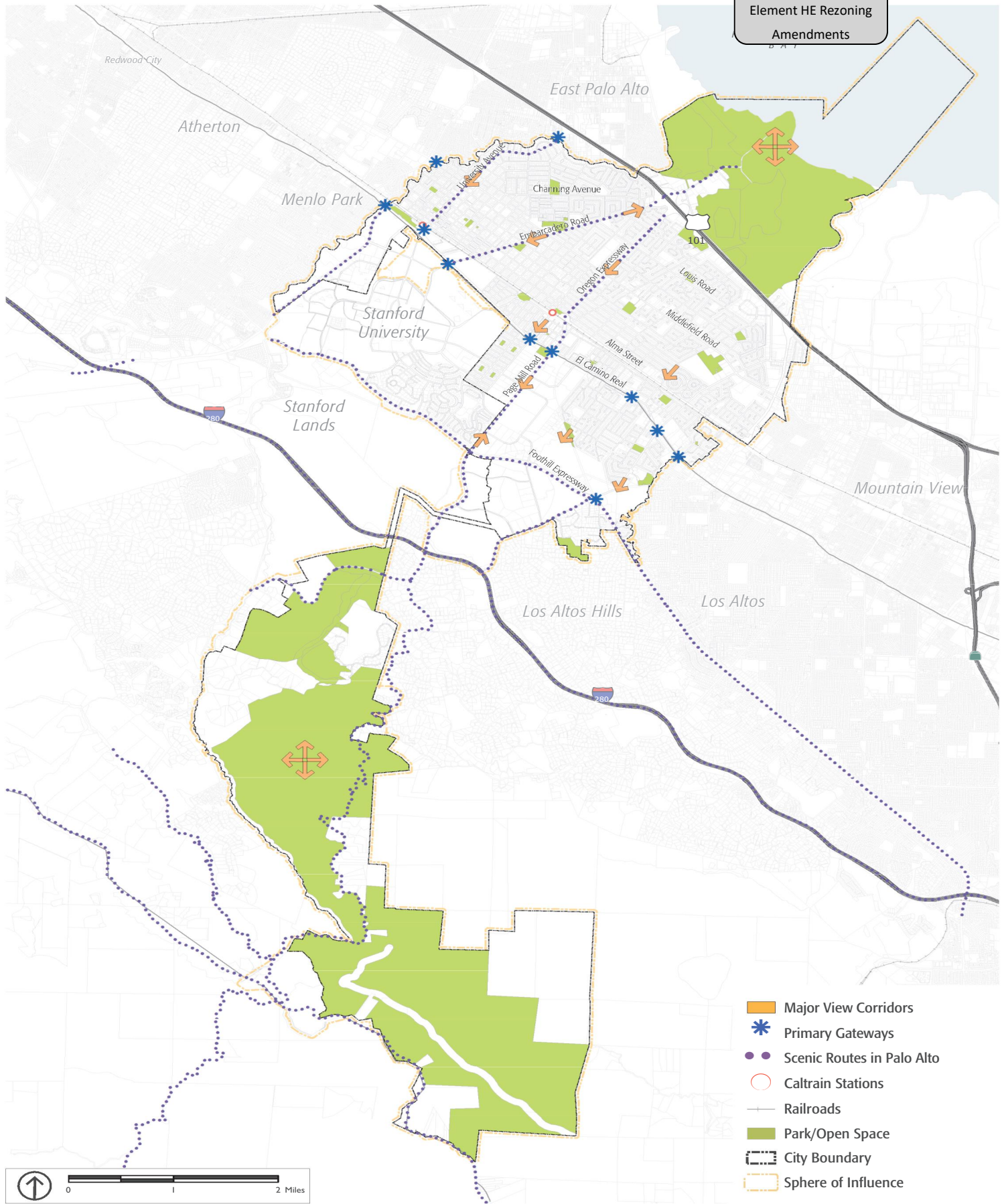
GROWTH MANAGEMENT

The pace of non-residential growth and development in Palo Alto has been moderated by a citywide cap on non-residential development first adopted by the City Council in 1989. Based on the demonstrated and continuous strength of the city's economy, and recent changes in the approach to growth management throughout California, this Plan presents an updated cumulative growth management and monitoring system. This system moderates the overall amount of new office/R&D development and monitors its impacts on Palo Alto's livability.

This updated approach uses 2015 as the baseline from which to monitor new development and establishes a cumulative, citywide cap on office/R&D uses, including conversions of existing square footage to office/R&D space. It also establishes clear guidance to address what the City should do as the cap is approached.



Source: City of Palo Alto, 2013; USGS, 2010; NHD 2013; ESRI, 2010; Tiger Lines, 2010; PlaceWorks, 2014.



Source: City of Palo Alto, 2013; USGS, 2010; NHD 2013; ESRI, 2010; Tiger Lines, 2010; PlaceWorks, 2014.

URBAN DESIGN

The look and feel of Palo Alto is shaped by urban design, which encompasses the wide variety of features that together form the visual character of the city. These elements range from aesthetic to functional and include the design of buildings, the historic character of structures and places, public spaces where people gather, gateways or entrances to the city, street trees lining neighborhoods, art decorating public spaces, as well as parking lots and essential infrastructure. Key community design features are illustrated on Map L-4.

BUILDINGS

Palo Alto has many buildings of outstanding architectural merit representing a variety of styles and periods. The best examples of these buildings are constructed with quality materials, show evidence of craftsmanship, fit with their surroundings and help make neighborhoods comfortable and appealing. To help achieve quality design, the Architectural Review Board reviews buildings and site design for commercial and multi-family residential projects. Palo Alto's commercial and residential buildings have received regional and national design recognition. Design issues in residential neighborhoods include sympathetic restoration and renovation of homes, protection of privacy if second stories are added, and efforts to make streets more inviting to pedestrians.

HISTORIC RESOURCES

Palo Alto has a rich stock of historic structures and places that are important to the city's heritage and preserving and reusing these historic resources contributes to the livability of Palo Alto. The City's Historic Inventory lists approximately 400 buildings of historical merit, with more than a dozen buildings on the National Register of Historic Places, as well as three historic districts (Green Gables, Greenmeadow and Professorville) and one architectural district (Ramona Street). Map L-5 illustrates historic resources in Palo Alto.

Historic sites include the El Palo Alto Redwood, believed to be the site of a 1776 encampment of the Portola Expedition and one of 19 California Points of Historical Interest in the city. The garage at 367 Addison that was the birthplace of Hewlett-Packard is one of seven sites or structures listed on the California Register of Historic Landmarks. The length of El Camino Real from San Francisco to San Diego, including the section that passes through Palo Alto, is a State Historic Landmark. Many historic





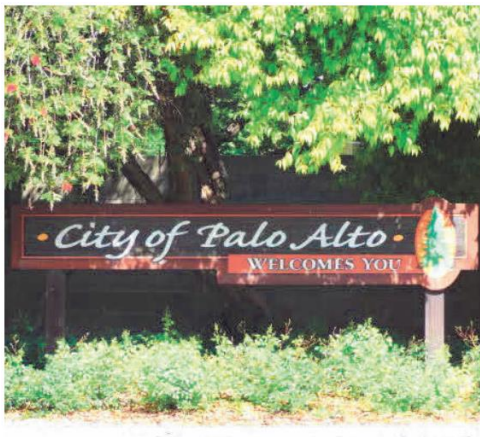
buildings in the city have been rehabilitated and adaptively reused as office or commercial spaces, including former single-family homes in and near downtown.

PUBLIC SPACES, STREETS AND PARKING

Throughout Palo Alto are a variety of public spaces from parks and schools to plazas and sidewalks, to cultural, religious and civic facilities. Each of these can increasingly serve as centers for public life with gathering places, bicycle and pedestrian access, safety-enhancing night-time lighting and clear visual access, and, in some cases, small-scale retail uses such as cafes.

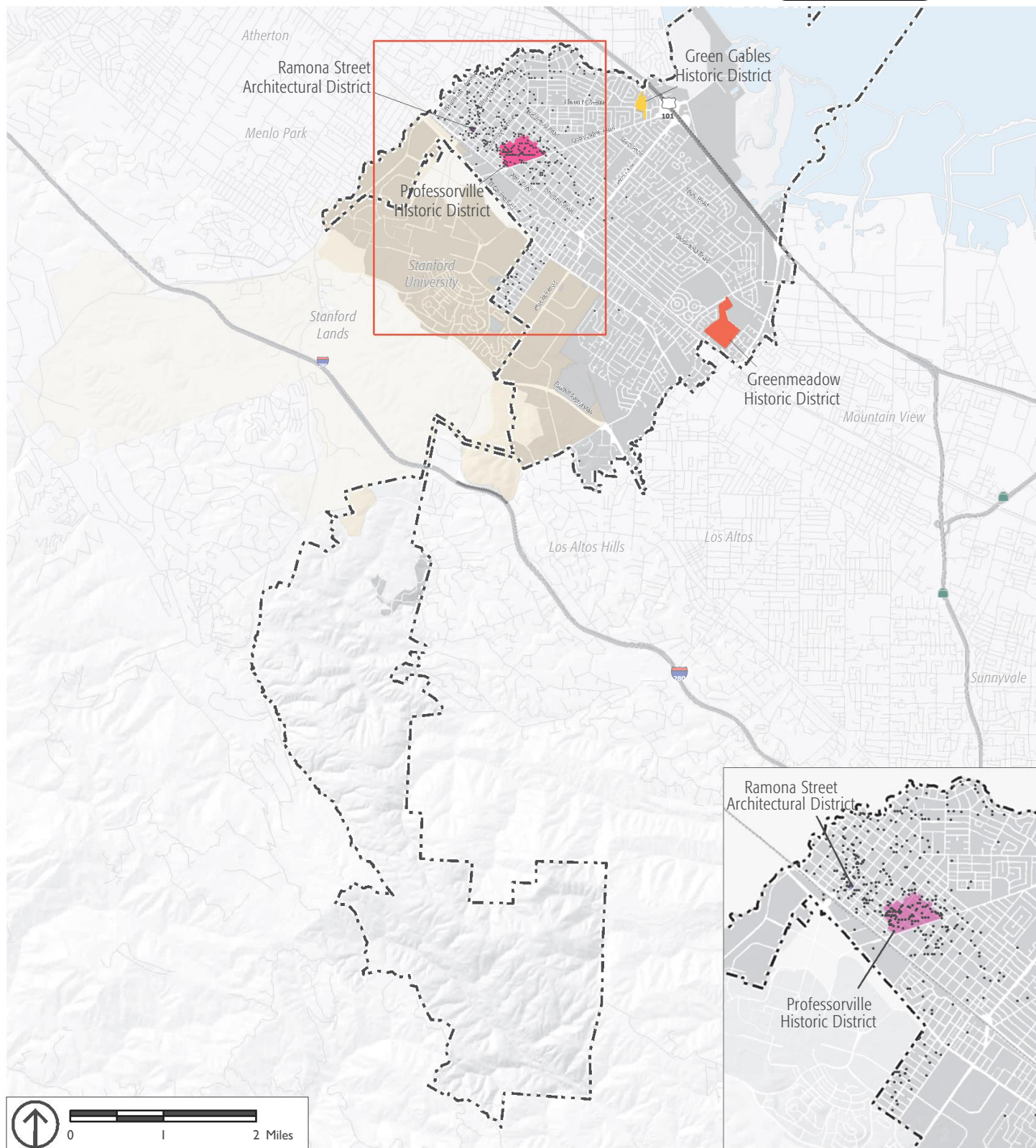
Well-designed streets also invite public use and enhance quality of life. Palo Alto's reputation as a gracious residential community is due not only to its fine street trees and attractive planting areas, but also to appropriate street width for neighborhood character, accommodation of pedestrians and bicycles, height and setbacks of buildings and color and texture of paving materials. These components help to ensure that streets are pleasant and safe for all travelers.

Parking lots occupy large amounts of surface area in the city. Well-designed parking lots make efficient use of space while contributing positively to the appearance of the surrounding area. A parking lot can provide an opportunity for open space and outdoor amenities rather than just a repository for cars. Many parking lots in Palo Alto include trees, landscaping and public art.



GATEWAYS

Community identity is strengthened when the entrances to the city are clear and memorable. In Palo Alto, these entrances or gateways include University Avenue, El Camino Real, Middlefield Road, Oregon Expressway/Page Mill Road, San Antonio Road and Embarcadero Road and the Palo Alto Transit Center and California Avenue Caltrain station. Well-designed gateways are defined by natural and urban landmarks that complement the character and identity of the neighborhood.



Source: PlaceWorks, 2016; The City of Palo Alto, 2013.

- Cultural or historic resource*
- Highways
- - - City Limit

*Cultural and historic resources include Historic Structures on the City of Palo Alto Historic Inventory (categories I, II, III, or IV), and/or Buildings on the National Register of Historic Places, and/or California Registered Historic Landmarks, and/or Points of Historical Interest.

This map is for illustrative purposes only and does not depict the full inventory of historic structures, landmarks, or other cultural resources in Palo Alto. For a more complete listing, please refer to the content of the Palo Alto Comprehensive Plan and the associated environmental review document.

URBAN FOREST

Palo Alto's urban forest—including both public and privately owned trees—is a key part of the community's history, identity and quality of life. It offers enormous social, environmental and financial benefits and is a fundamental part of Palo Alto's sense of place. Regular spacing of trees that are similar in form and texture provides order and coherence and gives scale to the street. A canopy of branches and leaves provides shade for pedestrians and creates a sense of enclosure and comfort. On the city's most memorable streets, trees of a single species extend historic character to the corners of blocks, reducing the apparent width of streets and intersections and defining the street as a continuous space. Protecting, maintaining and enhancing the urban forest, as called for in the 2015 *Urban Forest Master Plan*, is among the most effective ways to preserve Palo Alto's character.



PUBLIC ART

Public art helps create an inviting atmosphere for gathering, fosters economic development and contributes to vital public spaces. Palo Alto's public art program reflects the City's tradition of enriching public spaces with works of art, ranging from the subtle inclusion of handcrafted artifacts into building architecture to more traditional displays of sculpture at civic locations. The Municipal Code requires both public and private projects to incorporate public art.

UTILITIES AND INFRASTRUCTURE

A city is supported by its infrastructure—features such as paving, signs and utilities. These features represent substantial public investments and are meant to serve all community members. Infrastructure improvements must meet current needs and keep pace with growth and development. While the purpose of infrastructure is usually utilitarian or functional, attention to design details can add beauty or even improve urban design. For example, replacing a sidewalk can provide an opportunity to create larger tree wells and provide new street trees.

State law (California Government Code Section 65302.10) requires the City to address potential regional inequity and infrastructure deficits within disadvantaged unincorporated communities (DUCs) in this Element. There are no DUCs within the Palo Alto Sphere of Influence (SOI) with public services or infrastructure needs or deficiencies.

PALO ALTO AIRPORT

Palo Alto Airport (PAO) is a general aviation airport owned and operated by the City of Palo Alto. PAO occupies 102 acres of land east of Highway 101 in the baylands and has one paved runway. The airport functions as a reliever to three Bay Area airports. PAO facilities include an air traffic control tower operated by the Federal Aviation Administration and a terminal building. Flight clubs and fixed base operators operate on-site, offering fuel sales, flight lessons, pilot training and aircraft sales, rentals, maintenance and repair. From 1967 to 2015, PAO was operated by Santa Clara County under a lease agreement. Operations and control have since been transferred to the City and key challenges ahead include addressing deterioration of runway conditions, addressing noise impacts and hours of operation and the relationship between the Airport and the Baylands Master Plan.



LAND USE MAP AND LAND USE DESIGNATIONS

Map L-6 shows each land use designation within the city of Palo Alto. The land use designations translate the elements of city structure into a detailed map that presents the community's vision for future land use development and conservation on public and private land in Palo Alto through the year 2030. Residential densities are expressed in terms of dwelling units per acre. Population densities per acre are not absolute limits.

Building intensities for non-residential uses are expressed in terms of floor area ratio (FAR), which is the ratio of gross building floor area (excluding areas designated for parking, etc.) to net lot area, both expressed in square feet. FAR does not regulate building placement or form, only the spatial relationship between building size and lot size; it represents an expectation of the overall intensity of future development.

The maximums assigned to the land use designations below do not constitute entitlements, nor are property owners or developers guaranteed that an individual project, when tested against the General Plan's policies, will be able or permitted to achieve these maximums.

LAND USE DEFINITIONS

OPEN SPACE

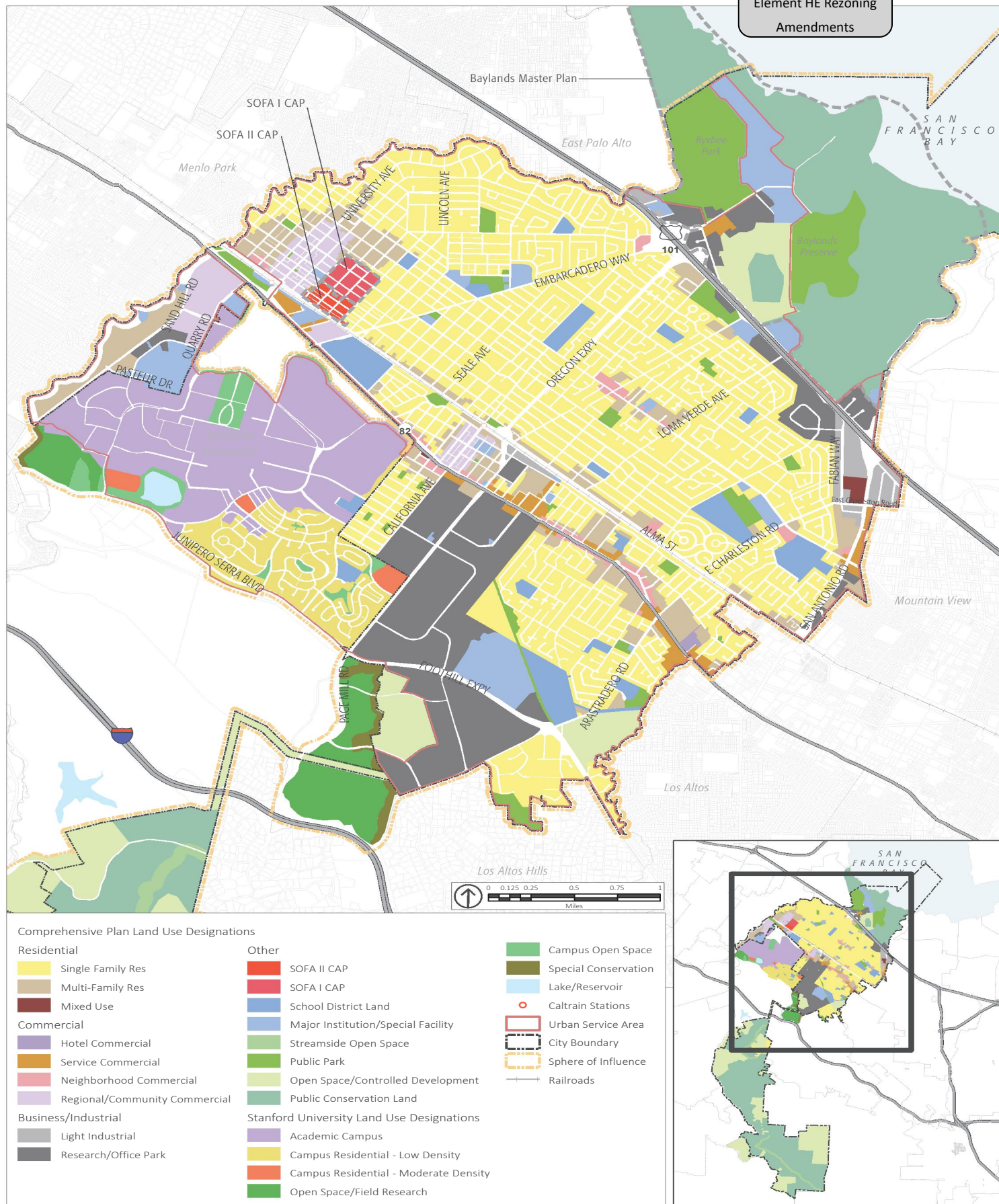
Publicly Owned Conservation Land: Open lands whose primary purpose is the preservation and enhancement of the natural state of the land and its plants and animals. Only resource management, recreation and educational activities compatible with resource conservation are allowed.

Public Park: Open lands whose primary purpose is public access for active recreation and whose character is essentially urban. These areas, which may have been planted with non-indigenous landscaping, may provide access to nature within the urban environment and require a concerted effort to maintain recreational facilities and landscaping.

Streamside Open Space: This designation is intended to preserve and enhance corridors of riparian vegetation along streams. Hiking, biking and riding trails may be developed in the streamside open space. The corridor will generally vary in width up to 200 feet on either side of the center line of the creek. However, along San Francisquito Creek between El Camino Real and the Sand Hill Road bridge over the creek, the open space corridor varies in width between approximately 80 and 310 feet from the center line of the creek. The aerial delineation of the open space in this segment of the corridor, as opposed to other segments of the corridor, is shown to approximate scale on the Proposed Land Use and Circulation Map.

Open Space/Controlled Development: Land having all the characteristics of open space but where some development may be allowed on private properties. Open space amenities must be retained in these areas. Residential densities range from 0.1 to 1 dwelling unit per acre but may rise to a maximum of 2 units per acre where second units are allowed, and population densities range from 1 to 4 persons per acre. Other uses such as agricultural, recreational and non-residential uses may be allowed consistent with the protection and preservation of the inherent open space characteristics of the land.





Item 3
Attachment A - Land Use
Element HE Rezoning
Amendments

RESIDENTIAL

Single-Family Residential: This designation applies to residential neighborhoods primarily characterized by detached single-family homes, typically with one dwelling unit on each lot. Private and public schools and churches are conditional uses requiring permits. Accessory dwelling units or duplexes are allowed subject to certain size limitations and other development standards and duplexes may be allowed in select, limited areas where they would be compatible with neighborhood character and do not create traffic and parking problems. The net density in single family areas will range from 1 to 7 units per acre, but rises to a maximum of 14 units on parcels where second units or duplexes occur. Population densities will range from 1 to 30 persons per acre.



Multiple-Family Residential: The permitted number of housing units will vary by area, depending on existing land use, proximity to major streets and public transit, distance to shopping and environmental problems. Net densities will range from 8 to 40 units and 8 to 90 persons per acre. Density should be on the lower end of the scale next to single-family residential areas. Densities higher than what is permitted may be allowed where measurable community benefits will be derived, services and facilities are available, and the net effect will be consistent with the Comprehensive Plan. Population densities will range up to 2.25 persons per unit by 2030.



Village Residential: Allows residential dwellings that are designed to contribute to the harmony and pedestrian orientation of a street or neighborhood. Housing types include single-family houses on small lots, second units, cottage clusters, courtyard housing, duplexes, fourplexes and small apartment buildings. Design standards will be prepared for each housing type to ensure that development successfully contributes to the street and neighborhood and minimizes potential negative impacts. Net densities will range up to 20 units per acre. Population densities will range up to 2.25 persons per unit by 2030.

Transit-Oriented Residential: Allows higher density residential dwellings in the University Avenue/Downtown and California Avenue commercial centers within a walkable distance, approximately 2,500 feet, of the City's two multi-modal transit stations. The land use category is intended to generate residential densities that support substantial use of public transportation and especially the use of Caltrain. Design standards will be prepared to ensure that development successfully contributes to the street and minimizes potential negative impacts. Individual project requirements will be developed, including parking, to ensure that a significant

portion of the residents will use alternative modes of transportation. Net density will range up to 50 units per acre, with minimum densities to be considered during development of new City zoning regulations. Population densities will range up to 2.25 per person per unit by 2030.

COMMERCIAL

Neighborhood Commercial: Includes shopping centers with off-street parking or a cluster of street-front stores that serve the immediate neighborhood. Examples include Charleston Center, Edgewood Center and Midtown. Typical uses include supermarkets, bakeries, drugstores, variety stores, barber shops, restaurants, self-service laundries, dry cleaners and hardware stores. In locations along El Camino Real and Alma Street, residential and mixed use projects may also locate in this category. Non-residential FARs will range up to 0.4. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations, **generally within 1/2 mile of high quality transit.**

Regional/Community Commercial: Larger shopping centers and districts that have a wider variety of goods and services than the neighborhood shopping areas. They rely on larger trade areas and include such uses as department stores, bookstores, furniture stores, toy stores, apparel shops, restaurants, theaters and non-retail services such as offices and banks. Examples include Stanford Shopping Center, Town and Country Village and University Avenue/Downtown. Non-retail uses such as medical and dental offices may also locate in this designation; software development may also locate Downtown. In some locations, residential and mixed use projects may also locate in this category. Non-residential FARs range from 0.35 to 2.0. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations. **generally within 1/2 mile of high quality transit.**

Service Commercial: Facilities providing citywide and regional services and relying on customers arriving by car. These uses do not necessarily benefit from being in high volume pedestrian areas such as shopping centers or Downtown. Typical uses include auto services and dealerships, motels, lumberyards, appliance stores and restaurants, including fast service types. In almost all cases, these uses require good automobile and service access so that customers can safely load and unload without impeding traffic. In some locations, residential and mixed-use projects may be appropriate in this land use category. Examples of Service Commercial areas include San Antonio Road, El Camino Real and Embarcadero Road northeast of the Bayshore



Freeway. Non-residential FARs will range up to 0.4. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations, **generally within 1/2 mile of high quality transit.**

Mixed Use: The Mixed Use designation is intended to promote pedestrian-oriented places that layer compatible land uses, public amenities and utilities together at various scales and intensities. The designation allows for multiple functions within the same building or adjacent to one another in the same general vicinity to foster a mix of uses that encourages people to live, work, play and shop in close proximity. Most typically, mixed-use developments have retail on the ground floor and residences above. This category includes Live/Work, Retail/Office, Residential/Retail and Residential/Office development. FARs will range up to 1.15, although development located along transit corridors or near multi-modal centers will range up to 2.0 FAR with up to 3.0 FAR possible where higher FAR would be an incentive to meet community goals such as providing affordable housing. The FAR above 1.15 must be used for residential purposes. FAR between 0.15 and 1.15 *may* be used for residential purposes. As of the adoption of this Comprehensive Plan, the Mixed Use designation is currently only applied in the SOFA area. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations, **generally within 1/2 mile of high quality transit.**



Commercial Hotel: This category allows facilities for use by temporary overnight occupants on a transient basis, such as hotels and motels, with associated conference centers and similar uses. Restaurants and other eating facilities, meeting rooms, small retail shops, personal services and other services ancillary to the hotel are also allowed. This category can be applied in combination with another land use category. FAR currently ranges up to 2.0 for the hotel portion of the site. An implementation program indicates that the City will explore increasing this FAR.

Research/Office Park: Office, research and manufacturing establishments whose operations are buffered from adjacent residential uses. Stanford Research Park is an example. Other uses that may be included are educational institutions and child care facilities. Compatible commercial service uses such as banks and restaurants and residential or mixed-uses that would benefit from the proximity to employment centers, will also be allowed. Additional uses, including retail services, commercial recreation, churches and private clubs may also be located in Research/Office Park areas, but only if they are found to be compatible with the surrounding area through

the conditional use permit process. In some locations, residential and mixed-use projects may also locate in this category. Maximum allowable FAR ranges from 0.3 to 0.5, depending on site conditions. Consistent with the Comprehensive Plan, multi-family housing may be allowed in specific locations. [On Housing Element opportunity sites, FAR will range from 1.25 to 2.5, as specified in the Zoning Ordinance.](#)



Light Industrial: Wholesale and storage warehouses and the manufacturing, processing, repairing and packaging of goods. Emission of fumes, noise, smoke, or other pollutants is strictly controlled. Examples include portions of the area south of Oregon Avenue between El Camino Real and Alma Street that historically have included these land uses, and the San Antonio Road industrial area. Compatible residential and mixed use projects may also be located in this category. FAR will range up to 0.5. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations. [On Housing Element opportunity sites, FAR will range from 1.5 to 2.5, as specified in the Zoning Ordinance.](#)

INSTITUTIONAL

School District Lands: Properties owned or leased by public school districts and used for educational, recreational, or other non-commercial, non-industrial purposes. FAR may not exceed 1.0.

Major Institution/Special Facilities: Institutional, academic, governmental and community service uses and lands that are either publicly owned or operated as non-profit organizations. Examples are hospitals and City facilities. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations.

Major Institution/University Lands: Academic and academic reserve areas of Stanford University. Population density and building intensity limits are established by conditional use permit with Santa Clara County. These lands are further designated by the following sub-categories of land use:

- Major Institution/University Lands/Campus Single-Family Residential: Single-family areas where the occupancy of the units is significantly or totally limited to individuals or families affiliated with the institution.
- Major Institution/University Lands/Campus Multiple Family Residential: Multiple family areas where the occupancy of the units is significantly or totally limited to individuals or families affiliated with the institution.

- Major Institution/University Lands/Campus Educational Facilities:
Academic lands with a full complement of activities and densities that give them an urban character. Allowable uses are academic institutions and research facilities, student and faculty housing and support services. Increases in student enrollment and faculty/staff size must be accompanied by measures that mitigate traffic and housing impacts.
- Major Institution/University Lands/Academic Reserve and Open Space:
Academic lands having all the characteristics of open space but upon which some academic development may be allowed provided that open space amenities are retained. These lands are important for their aesthetic and ecological value as well as their potential for new academic uses.

GOALS, POLICIES AND PROGRAMS

GROWTH MANAGEMENT

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

CONCENTRATING DEVELOPMENT WITHIN THE URBAN SERVICE AREA

- POLICY L-1.1** Maintain and prioritize Palo Alto's varied residential neighborhoods while sustaining the vitality of its commercial areas and public facilities.
- 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.
- POLICY L-1.4** Commit to creating an inventory of below market rate housing for purchase and rental. Work with neighbors, neighborhood associations, property owners and developers to identify barriers to infill development of below market rate and more affordable market rate housing and to remove these barriers, as appropriate. Work with these same stakeholders to identify sites and facilitate opportunities for below market rate housing and housing that is affordable.

REGULATING LAND USE

- POLICY L-1.5** Regulate land uses in Palo Alto according to the land use definitions in this Element and Map L-6.
- POLICY L-1.6** Encourage land uses that address the needs of the community and manage change and development to benefit the community.
- PROGRAM L1.6.1** Review regulatory tools available to the City and identify actions to enhance and preserve the livability of residential neighborhoods and the vitality of commercial and employment districts, including improved code enforcement practices.
- POLICY L-1.7** Use coordinated area plans to guide development, such as to create or enhance cohesive neighborhoods in areas of Palo Alto where significant change is foreseeable. Address both land use and transportation, define the desired character and urban design traits of the areas, identify opportunities for public open space, parks and recreational opportunities, address connectivity to and compatibility with adjacent residential areas; and include broad community involvement in the planning process.

REGIONAL COOPERATION

POLICY L-1.8 Maintain an active engagement with Santa Clara County, San Mateo County, neighboring cities, other public agencies including school districts and Stanford University regarding land use and transportation issues.

PROGRAM L1.8.1 Maintain and update as appropriate the 1985 Land Use Policies Agreement that sets forth the land use policies of the City, Santa Clara County and Stanford University with regard to Stanford unincorporated lands.

POLICY L-1.9 Participate in regional strategies to address the interaction of jobs, housing balance and transportation issues.

GROWTH MANAGEMENT AND MONITORING

POLICY L-1.10 Maintain a citywide cap of 1.7 million new square feet of office/R&D development, exempting medical office uses in the Stanford University Medical Center (SUMC) vicinity. Use January 1, 2015 as the baseline and monitor development towards the cap on an annual basis. Require annual monitoring to assess the effectiveness of development requirements and determine whether the cap and the development requirements should be adjusted. Continue to exempt medical, governmental and institutional uses from the cap on office/R&D development.



PROGRAM L1.10.1 Reevaluate the cumulative cap when the amount of new office/R&D square footage entitled since January 1, 2015 reaches 67 percent of the allowed square footage, or 1,139,000 square feet. Concurrently consider removal or potential changes to the cap and/or to the amount of additional development permitted by the City's zoning ordinance.

POLICY L-1.11 Hold new development to the highest development standards in order to maintain Palo Alto's livability and achieve the highest quality development with the least impacts.

POLICY L-1.12 The City will monitor key community indicators on a regular basis to determine whether the policies of this plan and the efforts of Palo Alto residents and businesses are effective at promoting livability. Suggested indicators and monitoring frequency are listed in Table L-1.

TABLE L-1 COMMUNITY METRICS

Measure	Metric	Recommended Monitoring Frequency
Greenhouse Gas Emissions	80% below 1990 emissions by 2030 (S/CAP goal)	Annually as part of Earth Day Report
Vehicle Miles Traveled (VMT) per Capita	Decrease year over year	Annually as part of Earth Day Report
Jobs/Housing Balance (Expressed as a Ratio of Jobs to Employed Residents)	Ratio of jobs to employed residents	Every 4 years
Below Market Rate (BMR) Units	Number of units	Annually as part of report to California Department of Housing and Community Development (HCD)
Progress toward Housing Element Goals	Annual Report to State Housing and Community Development Department	Annually as part of report to HCD
Traffic Volumes on City Streets	Change in PM peak hour traffic volumes at 10 representative local intersections	Every 2 years
Availability of Parks	Percent of residents who live within 1/2-mile of a city park	Every 4 years
PAUSD School Enrollments	Changes in student enrollment at public elementary, middle and high schools	Annually

A SUSTAINABLE COMMUNITY

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-2.1 Maintain a citywide structure of Residential Neighborhoods, Centers and Employment Districts. Integrate these areas with the City’s and the region’s transit and street system.

POLICY L-2.2 Enhance connections between commercial and mixed use centers and the surrounding residential neighborhoods by promoting walkable and bikeable connections and a diverse range of retail and services that caters to the daily needs of residents.



PROGRAM L2.2.1 Explore whether there are appropriate locations to allow small-scale neighborhood-serving retail facilities such as coffee shops and corner stores in residential areas.

- POLICY L-2.3** As a key component of a diverse, inclusive community, allow and encourage a mix of housing types and sizes, integrated into neighborhoods and designed for greater affordability, particularly smaller housing types, such as studios, co-housing, cottages, clustered housing, accessory dwelling units and senior housing.
- POLICY L-2.4** Use a variety of strategies to stimulate housing, near retail, employment, and transit, in a way that connects to and enhances existing neighborhoods.
- PROGRAM L2.4.1** Amend the Housing Element to eliminate housing sites along San Antonio Road and increase residential densities in Downtown and the California Avenue area to replace potential units from the sites eliminated.
- PROGRAM L2.4.2** Allow housing at Stanford Shopping Center, provided that adequate parking and vibrant retail is maintained and no reduction of retail square footage results from the new housing.
- PROGRAM L2.4.3** Allow housing on the El Camino Real frontage of the Stanford Research Park. Explore multi-family housing elsewhere in the Stanford Research Park and near Stanford University Medical Center (SUMC).
- PROGRAM L2.4.4** Assess non-residential development potential in the Community Commercial, Service Commercial and Downtown Commercial Districts (CC, CS and CD) and the Neighborhood Commercial District (CN), and convert non-retail commercial FAR to residential FAR, where appropriate. Conversion to residential capacity should not be considered in Town and Country Village.
- PROGRAM L2.4.5** Update the municipal code to include zoning changes that allow a mix of retail and residential uses but no office uses. The intent of these changes would be to encourage a mix of land uses that contributes to the vitality and walkability of commercial centers and transit corridors.
- PROGRAM L2.4.6** Explore changing the Transfer of Development Rights (TDR) ordinances for both buildings of historic significance and for seismic retrofits so that transferred development rights may be used for residential capacity.
- PROGRAM L2.4.7** Explore mechanisms for increasing multi-family housing density near multimodal transit centers.
- PROGRAM L2.4.8** Identify development opportunities for BMR and more affordable market rate housing on publicly owned properties in a way that is integrated with and enhances existing neighborhoods.
- POLICY L-2.5** Support the creation of affordable housing units for middle to lower income level earners, such as City and school district employees, as feasible.

PROGRAM L2.5.1 Collaborate with PAUSD in exploring opportunities to build housing that is affordable to school district employees.

POLICY L-2.6 Create opportunities for new mixed use development consisting of housing and retail.

POLICY L-2.7 Support efforts to retain housing that is more affordable in existing neighborhoods, including a range of smaller housing types.

PROGRAM L2.7.1 Review development standards to discourage the net loss of housing units.



POLICY L-2.8 When considering infill redevelopment, work to minimize displacement of existing residents.

PROGRAM L2.8.1 Conduct a study to evaluate various possible tools for preventing displacement of existing residents.

PROGRAM L2.8.2 Develop and implement a system to inventory the characteristics of existing housing units and track changes in those characteristics on a regular basis. Make the information publicly available.

POLICY L-2.9 Facilitate reuse of existing buildings.

POLICY L-2.10 Ensure regular coordination between the City and PAUSD on land development activities and trends in Palo Alto, as well as planning for school facilities and programs. Under State law, impacts on school facilities cannot be the basis for requiring mitigation beyond the payment of school fees or for denying development projects or legislative changes that could result in additional housing units. The City will, however, assess the reasonably foreseeable environmental impacts of development projects that result in new school construction or enrollment.

PROGRAM L2.10.1 Collaborate with PAUSD to plan for space to accommodate future school expansions or new school sites, and evaluate zoning space to accommodate new schools.

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.

POLICY L-2.12 Ensure that future development addresses potential risks from climate change and sea level rise.

DISTINCT NEIGHBORHOODS

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.

NEIGHBORHOOD COMPATIBILITY

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

POLICY L-3.2 Preserve residential uses from conversion to office or short-term rentals.

PROGRAM L3.2.1 Evaluate and implement strategies to prevent conversion of residential and neighborhood-serving retail space to office or short-term vacation rentals.

POLICY L-3.3 Recognize the contribution of cottage cluster housing to the character of Palo Alto and retain and encourage this type of development.

RESIDENTIAL DESIGN

POLICY L-3.4 Ensure that new multi-family buildings, entries and outdoor spaces are designed and arranged so that each development has a clear relationship to a public street.

POLICY L-3.5 Avoid negative impacts of basement construction for single-family homes on adjacent properties, public resources, and the natural environment.

PROGRAM L3.5.1 Develop a program to assess and manage both the positive and negative impacts of basement construction in single family homes on the community and the environment, including:

- Impacts to the natural environment, such as potential impacts to the tree canopy, groundwater supply or quality and soil compaction.
- Safety issues such as increased surface flooding increased groundwater intrusion with sea level rise, emergency access and egress, or sewage backflows.

COMMERCIAL CENTERS

GOAL L-4 Provide pedestrian-scale centers that offer a variety of retail and commercial services and public gathering places for the city's residential neighborhoods and employment districts.

COMMERCIAL CENTERS AND MIXED USE AREAS

POLICY L-4.1 Encourage the upgrading and revitalization of selected Centers in a manner that is compatible with the character of surrounding neighborhoods, without loss of retail and existing small, local businesses.

POLICY L-4.2 Preserve ground-floor retail, limit the displacement of existing retail from neighborhood centers and explore opportunities to expand retail.

PROGRAM L4.2.1 Study the overall viability of ground-floor retail requirements in preserving retail space and creating an active street environment, including the types of locations where such requirements are most effective.

PROGRAM L4.2.2 Evaluate the effectiveness of formula retail limits adopted for California Avenue. Develop incentives for local small businesses where warranted.

PROGRAM L4.2.3 Explore and potentially support new, creative and innovative retail in Palo Alto.

POLICY L-4.3 Encourage street frontages that contribute to retail vitality in all Centers. Reinforce street corners in a way that enhances the pedestrian realm or that form corner plazas. Include trees and landscaping.

POLICY L-4.4 Ensure all Regional Centers and Multi-Neighborhood Centers provide centrally located gathering spaces that create a sense of identity and encourage economic revitalization. Encourage public amenities such as benches, street trees, kiosks, restrooms and public art.

PROGRAM L4.4.1 Study the feasibility of using public and private funds to provide and maintain landscaping and public spaces such as parks, plazas, sidewalks and public art within commercial areas.

PROGRAM L4.4.2 Through public/private cooperation provide well-signed, clean and accessible restrooms.

PROGRAM L4.4.3 Collaborate with merchants to enhance the appearance of streets and sidewalks within all Centers. Encourage the formation of business improvement districts and undertake a proactive program of maintenance, repair, landscaping and enhancement.

PROGRAM L4.4.4 Identify priority street improvements that could make a substantial contribution to the character of Centers, such as widening sidewalks, narrowing travel lanes, creating medians, restriping to allow diagonal parking and planting trees.

POLICY L-4.5 Support local-serving retail, recognizing that it provides opportunities for local employment, reduced commute times, stronger community connections and neighborhood orientation.

PROGRAM L4.5.1 Revise zoning and other regulations as needed to encourage the preservation of space to accommodate small businesses, start-ups and other services.

PROGRAM L4.5.2 Consider planning, regulatory, or other incentives to encourage property owners to include smaller office spaces in their buildings to serve small businesses, non-profit organizations, and independent professionals.

HOTELS

POLICY L-4.6

Sites within or adjacent to existing commercial areas and corridors are suitable for hotels. Give preference to housing versus hotel use on sites adjacent to predominantly single-family neighborhoods.

PROGRAM L4.6.1 Explore increasing hotel FAR from 2.0 to 3.0 in the University Avenue/Downtown area and 2.5 in areas outside of Downtown.

REGIONAL CENTERS

University Avenue/Downtown

POLICY L-4.7

Maintain and enhance the University Avenue/Downtown area as a major commercial center of the City, with a mix of commercial, civic, cultural, recreational and residential uses. Promote quality design that recognizes the regional and historical importance of the area and reinforces its pedestrian character.

POLICY L-4.8

Ensure that University Avenue/Downtown is pedestrian-friendly and supports bicycle use. Use public art, trees, bicycle racks and other amenities to create an environment that is inviting to pedestrians and bicyclists.

PROGRAM L4.8.1 Prepare a Coordinated Area Plan for Downtown.

PROGRAM L4.8.2 Study the feasibility of converting parts of University Avenue to a pedestrian zone.

Stanford Shopping Center

POLICY L-4.9

Maintain Stanford Shopping Center as one of the Bay Area's premiere regional shopping centers. Promote bicycle and pedestrian use and encourage any new development at the Center to occur through infill.

PROGRAM L4.9.1 While preserving adequate parking to meet demand, identify strategies to reuse surface parking lots.

PROGRAM L4.9.2 Explore adding additional Floor Area Ratio (FAR) for retail at Stanford Shopping Center.



MULTI-NEIGHBORHOOD CENTERS

California Avenue

POLICY L-4.10

Maintain the existing scale, character and function of the California Avenue business district as a shopping, service and office center intermediate in function and scale between Downtown and the smaller neighborhood business areas.

PROGRAM L4.10.1 Prepare a coordinated area plan for the North Ventura area and surrounding California Avenue area. The plan should describe a vision for the future of the North Ventura area as a walkable neighborhood with multi-family housing, ground floor retail, a public park, creek improvements and an interconnected street grid. It should guide the development of the California Avenue area as a well-designed mixed use district with diverse land uses and a network of pedestrian-oriented streets.

PROGRAM L4.10.2 Create regulations for the California Avenue area that encourage the retention or rehabilitation of smaller buildings to provide spaces for existing retail, particularly local, small businesses.



POLICY L-4.11

Improve the transition between the California-Cambridge area and the single family residential neighborhood of Evergreen Park. Avoid abrupt changes in scale and density between the two areas.

Town and Country Village

POLICY L-4.12

Recognize and preserve Town and Country Village as an attractive retail center serving Palo Altans and residents of the wider region. Future development at this site should preserve its existing amenities, pedestrian scale and architectural character while also improving safe access for bicyclists and pedestrians and increasing the amount of bicycle parking.



POLICY L-4.13

In Town and Country Village, encourage a vibrant retail environment and urban greening.

POLICY L-4.14

In Town and Country Village, encourage improvement of pedestrian, bicycle and auto circulation and landscaping improvements, including maintenance of existing oak trees and planting additional trees.

El Camino Real

POLICY L-4.15 Recognize El Camino Real as both a local serving and regional serving corridor, defined by a mix of commercial uses and housing.

NEIGHBORHOOD CENTERS

POLICY L-4.16 Improve the local-serving focus, and provide safe pedestrian, bicycle and multimodal access to all three Palo Alto Neighborhood Centers – Charleston Shopping Center, Edgewood Plaza and Midtown Shopping Center. Support their continued improvement and vitality.

PROGRAM L4.16.1 Maintain distinct neighborhood shopping areas that are attractive, accessible and convenient to nearby residents.

POLICY L-4.17 Encourage maximum use of Neighborhood Centers by ensuring that the publicly maintained areas are clean, well-lit and attractively landscaped.

POLICY L-4.18 Maintain Midtown Shopping Center as an attractive, pedestrian-oriented, one- to two-story Neighborhood Center with diverse local-serving uses and adequate parking, and a network of pedestrian-oriented streets, ways and gathering places. Encourage retention of Midtown's grocery store and a variety of neighborhood retail shops and services.

EMPLOYMENT DISTRICTS

GOAL L-5 High quality employment districts, each with their own distinctive character and each contributing to the character of the city as a whole.

POLICY L-5.1 Foster compact Employment Districts developed in a way that facilitates transit, pedestrian and bicycle travel. Provide mixed uses to reduce the number of auto trips.

PROGRAM L5.1.1 Explore with Stanford University various development options for adding to the Stanford Research Park a diverse mix of uses, including residential, commercial hotel, conference center, commercial space for small businesses and start-ups, retail, transit hub and other community-supporting services that are compatible with the existing uses, to create a vibrant innovation-oriented community.



- POLICY L-5.2** Provide landscaping, trees, sidewalks, pedestrian path and connections to the citywide bikeway system within Employment Districts. Pursue opportunities to include sidewalks, paths, low water use landscaping, recycled water and trees and remove grass turf in renovation and expansion projects.
- POLICY L-5.3** Design paths and sidewalks to be attractive and comfortable and consistent with the character of the area where they are located.
- POLICY L-5.4** Maintain the East Bayshore and San Antonio Road/Bayshore Corridor areas as diverse business and light industrial districts.

GOAL L-6 Well-designed buildings that create coherent development patterns and enhance city streets and public spaces.

DESIGN OF BUILDINGS AND PUBLIC SPACE

- POLICY L-6.1** Promote high-quality design and site planning that is compatible with surrounding development and public spaces.

PROGRAM L6.1.1 Promote awards programs and other forms of public recognition for projects of architectural merit that contribute positively to the community.



- POLICY L-6.2** Use the Zoning Ordinance, design review process, design guidelines and Coordinated Area Plans to ensure high quality residential and commercial design and architectural compatibility.
- POLICY L-6.3** Encourage bird-friendly design.
- PROGRAM L6.3.1** Develop guidelines for bird-friendly building design that minimizes hazards for birds and reduces the potential for collisions.
- POLICY L-6.4** In areas of the City having a historic or consistent design character, encourage the design of new development to maintain and support the existing character.
- POLICY L-6.5** Guide development to respect views of the foothills and East Bay hills along public street corridors in the developed portions of the City.

- POLICY L-6.6** Design buildings to complement streets and public spaces; to promote personal safety, public health and well-being; and to enhance a sense of community safety.
- PROGRAM L6.6.1** Modify design standards to ensure that mixed use development promotes a pedestrian-friendly relationship to the street, including elements such as screened parking or underground parking, street-facing windows and entries, and porches, windows, bays and balconies along public ways, and landscaping, and trees along the street. Avoid blank or solid walls at street level.
- POLICY L-6.7** Where possible, avoid abrupt changes in scale and density between residential and non-residential areas and between residential areas of different densities. To promote compatibility and gradual transitions between land uses, place zoning district boundaries at mid-block locations rather than along streets wherever possible.
- PROGRAM L6.7.1** Implement architectural standards to assure they effectively address land use transitions.
- POLICY L-6.8** Support existing regulations that preserve exposure to natural light for single-family residences.
- POLICY L-6.9** Discourage the use of fences that obscure the view of the front of houses from the street.
- POLICY L-6.10** Encourage high quality signage that is attractive, energy-efficient, and appropriate for the location, and balances visibility needs with aesthetic needs.

GOAL L-7 Conservation and preservation of Palo Alto's historic buildings, sites and districts.

HISTORIC RESOURCES

- POLICY L-7.1** Encourage public and private upkeep and preservation of resources that have historic merit, including residences listed in the City's Historic Resource Inventory, the California Register of Historical Resources, or the National Register of Historic Places.
- PROGRAM L7.1.1** Update and maintain the City's Historic Resource Inventory to include historic resources that are eligible for local, State, or federal listing. Historic resources may consist of a single building or structure or a district.
- PROGRAM L7.1.2** Reassess the Historic Preservation Ordinance to ensure its effectiveness in the maintenance and preservation of historic resources, particularly in the University Avenue/Downtown area.



POLICY L-7.2

If a proposed project would substantially affect the exterior of a potential historic resource that has not been evaluated for inclusion into the City's Historic Resources Inventory, City staff shall consider whether it is eligible for inclusion in State or federal registers prior to the issuance of a demolition or alterations permit. Minor exterior improvements that do not affect the architectural integrity of potentially historic buildings shall be exempt from consideration. Examples of minor improvements may include repair or replacement of features in kind, or other changes that do not alter character-defining features of the building.



POLICY L-7.3

Actively seek state and federal funding for the preservation of buildings of historical merit and consider public/private partnerships for capital and program improvements.

POLICY L-7.4

Relocation may be considered as a preservation strategy when consistent with State and national standards regarding the relocation of historic resources.

POLICY L-7.5

To reinforce the scale and character of University Avenue/Downtown, promote the preservation of significant historic buildings.

POLICY L-7.6

Promote awards programs and other forms of public recognition for exemplary Historic Preservation projects.

POLICY L-7.7

Streamline, to the maximum extent feasible, any future processes for design review of historic structures to eliminate unnecessary delay and uncertainty for the applicant and to encourage historic preservation.

REHABILITATION AND REUSE

POLICY L-7.8

Promote adaptive reuse of old buildings.

PROGRAM L7.8.1 Promote and expand available incentives for the retention and rehabilitation of buildings with historic merit in all zones and revise existing zoning and permit regulations to minimize constraints to adaptive reuse.

PROGRAM L7.8.2 Create incentives to encourage salvage and reuse of discarded historic building materials.

PROGRAM L7.8.3 Seek additional innovative ways to apply current codes and ordinances to older buildings. Use the State Historical Building Code for designated historic buildings.

POLICY L-7.9

Allow compatible nonconforming uses for the life of historic buildings.

POLICY L-7.10 Ensure the preservation of significant historic resources owned by the City of Palo Alto. Allow such resources to be altered to meet contemporary needs consistent with the Secretary of the Interior Standards for Rehabilitation.

POLICY L-7.11 For proposed exterior alterations or additions to designated Historic Landmarks, require design review findings that the proposed changes are in compliance with the Secretary of the Interior Standards for Rehabilitation.

POLICY L-7.12 Maintain the historic integrity of building exteriors. Consider parking exceptions for historic buildings to encourage rehabilitation.



PROGRAM L7.12.1 Review parking exceptions for historic buildings in the Zoning Code to determine if there is an effective balance between historic preservation and meeting parking needs.

POLICY L-7.13 Encourage and assist owners of historically significant buildings in finding ways to adapt and rehabilitate these buildings, including participation in state and federal tax relief programs.

POLICY L-7.14 Continue to use a TDR Ordinance to allow the transfer of development rights from designated buildings of historic significance in the Commercial Downtown (CD) zone to non-historic receiver sites in the CD zone. Consider revising the TDR Ordinance so that transferred development rights may be used only for residential development on the receiver sites.

ARCHAEOLOGICAL RESOURCES

POLICY L-7.15 Protect Palo Alto's archaeological resources, including natural land formations, sacred sites, the historical landscape, historic habitats and remains of settlements here before the founding of Palo Alto in the 19th century.

POLICY L-7.16 Continue to consult with tribes as required by California Government Code Section 65352.3. In doing so, use appropriate procedures to accommodate tribal concerns when a tribe has a religious prohibition against revealing precise information about the location or previous practice at a particular sacred site.

POLICY L-7.17 Assess the need for archaeological surveys and mitigation plans on a project-by-project basis, consistent with the California Environmental Quality Act and the National Historic Preservation Act.

POLICY L-7.18 Require project proponents to meet State codes and regulations regarding the identification and protection of archaeological and paleontological deposits, and unique geologic features.

PARKS AND GATHERING PLACES

GOAL L-8 Attractive and safe parks, civic and cultural facilities provided in all neighborhoods and maintained and used in ways that foster and enrich public life.

POLICY L-8.1 Facilitate creation of new parkland to serve Palo Alto's residential neighborhoods, as consistent with the Parks, Trails, Open Space and Recreation Master Plan.

POLICY L-8.2 Provide comfortable seating areas and plazas with places for public art adjacent to library and community center entrances.

POLICY L-8.3 Encourage small-scale local-serving retail services, such as small cafes, delicatessens and coffee carts, in civic centers: Mitchell Park, Rinconada Library and Cubberly Community Center.

POLICY L-8.4 Create facilities for civic and intellectual life, such as better urban public spaces for civic programs and speakers, cultural, musical and artistic events.

POLICY L-8.5 Recognize public art and cultural facilities as a community benefit. Encourage the development of new and the enhancement of existing public and private art and cultural facilities throughout Palo Alto. Ensure that such projects are compatible with the character and identity of the surrounding neighborhood.

POLICY L-8.6 Seek potential new sites for art and cultural facilities, public spaces, open space and community gardens.

POLICY L-8.7 Encourage religious and private institutions to collaborate with the community and the surrounding neighborhood.



PUBLIC STREETS AND PUBLIC SPACES

GOAL L-9 Attractive, inviting public spaces and streets that enhance the image and character of the city.

STREETS AND PARKING

POLICY L-9.1 Recognize Sand Hill Road, University Avenue between Middlefield Road and San Francisquito Creek, Embarcadero Road, Page Mill Road, Oregon Expressway, Interstate 280, Arastradero Road (west of Foothill Expressway), Junipero Serra Boulevard/Foothill Expressway and Skyline Boulevard as scenic routes and preserve their scenic qualities.

PROGRAM L9.1.1 Evaluate existing zoning code setback requirements to ensure they are appropriate for scenic routes.



POLICY L-9.2

Encourage development that creatively integrates parking into the project, including by locating it behind buildings or underground wherever possible, or by providing for shared use of parking areas. Encourage other alternatives to surface parking lots that minimize the amount of land devoted to parking while still maintaining safe streets, street trees, a vibrant local economy and sufficient parking to meet demand.

POLICY L-9.3

Treat residential streets as both public ways and neighborhood amenities. Provide and maintain continuous sidewalks, healthy street trees, benches and other amenities that promote walking and “active” transportation.

PROGRAM L9.3.1 Review standards for streets and signage and update as needed to foster natural, tree-lined streets with a minimum of signage.

PUBLIC SPACES

POLICY L-9.4

Maintain and enhance existing public gathering places and open spaces and integrate new public spaces at a variety of scales.



POLICY L-9.5

Encourage use of data-driven, innovative design methods and tactics and use data to understand to evaluate how different community members use public space.

POLICY L-9.6

Create, preserve and enhance parks and publicly accessible, shared outdoor gathering spaces within walking and biking distance of residential neighborhoods.

PROGRAM L9.6.1 Analyze existing neighborhoods and determine where publicly-accessible shared, outdoor gathering spaces are below the citywide standard. Create new public spaces, including public squares, parks and informal gathering spaces in these neighborhoods.

GATEWAYS

POLICY L-9.7

Strengthen the identity of important community-wide gateways, including the entrances to the City at Highway 101, El Camino Real and Middlefield Road; the Caltrain stations; entries to commercial districts; Embarcadero Road at El Camino Real and between Palo Alto and Stanford.

PROGRAM L9.7.1 Develop a strategy to enhance gateway sites with special landscaping, art, public spaces and/or public buildings. Emphasize the creek bridges and riparian settings at the entrances to the City over Adobe Creek and San Francisquito Creek.

URBAN FOREST

POLICY L-9.8

Incorporate the goals of the Urban Forest Master Plan, as periodically amended, into the Comprehensive Plan by reference in order to assure that new land uses recognize the many benefits of trees in the urban context and foster a healthy and robust tree canopy throughout the City.



PROGRAM L9.8.1 Establish incentives to encourage native trees and low water use plantings in new development throughout the city.

POLICY L-9.9

Involve the Urban Forester, or appropriate City staff, in development review.

UTILITIES AND INFRASTRUCTURE

POLICY L-9.10

Design public infrastructure, including paving, signs, utility structures, parking garages and parking lots to meet high-quality urban design standards and embrace technological advances. Look for opportunities to use art and artists in the design of public infrastructure. Remove or mitigate elements of existing infrastructure that are unsightly or visually disruptive.

PROGRAM L9.10.1 Continue the citywide undergrounding of utility wires. Minimize the impacts of undergrounding on street tree root systems and planting areas.

PROGRAM L9.10.2 Encourage the use of compact and well-designed utility elements, such as transformers, switching devices, backflow preventers and telecommunications infrastructure. Place these elements in locations that will minimize their visual intrusion.

POLICY L-9.11

Provide utilities and service systems to serve all urbanized areas of Palo Alto and plan infrastructure maintenance and improvements to adequately serve existing and planned development.

PROGRAM L9.11.1 Implement the findings of the City's Infrastructure Blue Ribbon Committee and its emphasis for rebuilding our civic spaces.

PROGRAM L9.11.2 Identify City-owned properties where combinations of wireless facilities can be co-located, assuming appropriate lease agreements are in place.

POLICY L-9.12 Recognize the importance of regional infrastructure, such as the Regional Water Utility Infrastructure owned by the San Francisco Public Utilities Commission (SFPUC).

PROGRAM L9.12.1 Coordinate with regional utility providers on activities that would impact their infrastructure and right-of-way.

GOAL L-10 Maintain an economically viable local airport with minimal environmental impacts.

PALO ALTO AIRPORT

POLICY L-10.1 Operate Palo Alto Airport (PAO) as a vital and efficient facility at its current level of operation without intruding into open space areas. PAO should remain limited to a single runway and minor expansion shall only be allowed in order to meet federal and State airport design and safety standards.

PROGRAM L10.1.1 Relocate the terminal building away from the Runway 31 clear zone and closer to the hangars, allowing for construction of a replacement terminal.

PROGRAM L10.1.2 Update the Airport Layout Plan in accordance with Federal Aviation Administration requirements, as needed, while ensuring conformance with the Baylands Master Plan to the maximum extent feasible.

PROGRAM L10.1.3 Identify and pursue funding to address maintenance, safety and security improvements needed at PAO.

POLICY L-10.2 Regulate land uses in the Airport Influence Area to ensure consistency with the Palo Alto Airport Comprehensive Land Use Plan and the Baylands Master Plan.

POLICY L-10.3 Minimize the environmental impacts associated with PAO operations, including adverse effects on the character of surrounding open space, noise levels and the quality of life in residential areas, as required by federal and State requirements.

PROGRAM L10.3.1 Establish and implement a system for processing, tracking and reporting noise complaints regarding local airport operations on an annual basis.

PROGRAM L10.3.2 Work with the airport to pursue opportunities to enhance the open space and habitat value of the airport. These include:

- Maintaining native grasses;
- Reconstructing levees to protect the airport from sea level rise while enhancing public access and habitat conservation; and
- Evaluating the introduction of burrowing owl habitat. This program is subject to federal wildlife hazard requirements and guidelines for airports.

POLICY L-10.4 Provide public access to the Airport for bicyclists and pedestrians.

PROGRAM L10.4.1 Continue to provide a bicycle/pedestrian path adjacent to Embarcadero Road, consistent with the Baylands Master Plan and open space character of the baylands subject to federal and State airport regulations.

POLICY L-10.5 Address the potential impacts of future sea level rise through reconstruction of the Bayfront levee in a manner that provides protection for the Airport and greater habitat along the San Francisco Bay frontage.

POLICY L-10.6 Encourage the use of alternatives to leaded fuel in aircraft operating in and out of Palo Alto Airport.

Ordinance No. _____

Ordinance of the Council of the City of Palo Alto Adopting Chapter 18.14 (Housing Incentives) and Amending Various Chapters of Title 18 (Zoning) of the Palo Alto Municipal Code to Implement Programs 1.1A and 1.1B of the City of Palo Alto 2023-2031 Housing Element

The Council of the City of Palo Alto ORDAINS as follows:

SECTION 1. Findings and Declarations

- (a) On May 8, 2023, the City Council adopted the City of Palo Alto 2023-2031 Housing Element (“Housing Element”) pursuant to Government Code Section 65585.
- (b) Program 1.1A of the Housing Element provides for amendments to the zoning ordinance that are necessary to accommodate the City’s Regional Housing Needs Allocation (“RHNA”) on the inventory of housing opportunity sites provided in Appendix D to the Housing Element.
- (c) Program 1.1B of the Housing Element provides for additional amendments to the zoning ordinance for ROLM and GM zoned properties that exceed those required under Program 1.1A.
- (d) Government Code Sections 65583 and 65588 require that the City complete its rezoning of sites under Program 1.1A by January 31, 2024, which is one year from the statutory deadline for adoption of the Housing Element.
- (e) This ordinance implements Programs 1.1A and 1.1B of the Housing Element, resulting in an inventory of sites suitable and available for development that is sufficient to meet the City’s RHNA during the Housing Element planning period.

SECTION 2. Chapter 18.14 (Housing Incentives) of Title 18 (Zoning) of the Palo Alto Municipal Code is added to read as follows:

CHAPTER 18.14: HOUSING INCENTIVES (NEW CHAPTER; TRACKED CHANGES NOT SHOWN)

18.14.010 Purpose

This chapter implements the regional housing needs strategy (RHNA) of the City’s Comprehensive Plan Housing Element to rezone opportunity sites; facilitates housing production; affirmatively furthers fair housing; and provides incentives for housing development, especially below-market rate housing.

18.14.020 Housing Element Opportunity Sites

This subsection implements the rezonings required to meet the RHNA in the 2023-2031 Housing Element, pursuant to *Appendix D*. Regulations identified in Table 1 and Table 2 modify and replace development standards provided in base zoning district and applicable combining district regulations.

- a) **Applicability:** This subsection applies to Housing Development Projects, as defined in Government Code Section 65589.5, on Housing Element opportunity sites listed in Appendix D and on sites within the GM/ROLM and El Camino Real Focus Areas depicted in Figure 1 and Figure 3.
- b) **Permitted Uses:** Refer to the base zoning district and applicable combining districts for allowed uses, except:
- (1) Exclusively residential uses are permitted on all Housing Element opportunity sites.
 - (2) Combining district use regulations shall not apply to exclusively residential projects on Housing Element opportunity sites designated to accommodate lower income households.
 - (3) Sites zoned to allow mixed use development and are identified on Appendix D of the Housing Element as suitable for lower income households, must be developed with a minimum of 50% residential floor area.
- c) **Development Standards:** Refer to base zoning district and applicable combining districts for development standards except:
- (1) Residential uses on R-1 zoned sites (faith-based institutions) shall be subject to the development standards for the RM-30 zoning district, pursuant to Chapter 18.13.040, except that Maximum FAR shall be 1.25 and minimum density shall be 20 units per acre.
 - (2) RM-20, RM-30, RM-40, CN, CS, CC, CC(2), CD-C, and CD-N zoned sites as modified by Table 1
 - (3) GM, ROLM, and RP zoned sites as modified by Table 2
 - (4) PF zoned sites shall meet the following development standards:
 - (A) Downtown sites: CD-C standards, pursuant to Table 1 below
 - (B) California Avenue sites: CC(2) standards, pursuant to Table 1 below
 - (5) Specific Stanford University-owned sites and El Camino Real Focus Area sites shall, as an alternative to State Density Bonus Law, meet base district regulations as modified by Table 3. Housing Development Projects that utilize State Density Bonus Law shall be subject to base district standards or standards provided in Tables 1 and 2, as applicable. Additionally, El Camino Real Focus Area sites shall:
 - (A) Complete Major Architectural Review pursuant to Section 18.77.020
 - (B) Provide 20% of total units as on-site below-market rate housing affordable to households earning up to 80% of AMI. This requirement shall apply in place of the basic requirements set forth in Sections 16.65.030 and 16.65.040.
 - (6) Combining district design and development standards shall not apply to exclusively residential projects on Housing Element opportunity sites designated to accommodate lower income households.

Table 1

Housing Element Opportunity Site Development Standards (Residential and Commercial Mixed Use Districts)

Base Zoning District	Maximum FAR ⁽¹⁾		Minimum Landscape Coverage	Residential Density (du/ac) ⁽⁴⁾		Other Development Standards
	Residential	Total		Minimum	Maximum	
CC(2)	1.5	2.0	(3)	20	See base district regulations:	See base district regulations:
CC	1.25	1.25	(3)	20		

CS (El Camino Real)	1.25	1.25	(3)	20	18.16.060	18.16.060
CS (Other)	1.25	1.25	(3)	20	See HE Appendix D	
CN (El Camino Real)	1.25	1.25	30% (3)	20	See base district regulations: 18.16.060	
CN (Other)	1.25	1.25	30% (3)	20	See HE Appendix D	
CD-C	2.0	2.0 (2)	(3)	20	See base district regulations:	See base district regulations: 18.18.060
CD-N	1.5	1.5	(3)	20	18.18.060	
RP	1.25	1.25	(3)	25	None; 40 du/ac anticipated	See base district regulations: 18.20.040
RM-40	1.5	1.5	(3)	31	See HE Appendix D	See base district regulations: 18.13.040
RM-30	1.25	1.25	(3)	20		
RM-20	1.25	1.25	See 18.13.040	20		

- (1) Nothing in this table increases the non-residential floor area permitted in any district.
- (2) FAR may be increased with transfer of development rights; see Chapter 18.18 for details.
- (3) Landscape coverage may be provided above the ground-floor. If standard is not specified, refer to base district regulations.
- (4) Where no maximum density is provided in terms of du/ac, maximum density shall be determined by estimating the realistic development capacity of the site based on the objective development standards applicable to the project. Where noted, refer to Housing Element Appendix D: Sites Inventory for specified densities.

Table 2

GM/ROLM Focus Area Development Standards for Housing Development Projects Only

Base Zoning District	Maximum FAR		Minimum Landscape Coverage	Maximum Lot Coverage	Residential Density (du/ac)(2)		Maximum Height	Minimum Residential Parking Ratios	Other Development Standards
	Residential	Total			Minimum	Maximum			
GM (Focus Area, Figure 1)	2.5	2.5	20% (1)	70%	25	None; 90 du/ac anticipated	60	1 space per studio/1-bed; 1.5 spaces per 2-bed+	See base district regulations: 18.20.040
GM (Other Opportunity Sites)	1.5	1.5	30% (1)	70%	25	None; See HE Appendix D for anticipated densities	See 18.20.040	No change	

ROLM (Focus Area, Figure 1)	2.5	2.5	20% (1)	70%	25	None; 90 du/ac anticipated	60	1 space per studio/1-bed; 1.5 spaces per 2-bed+	
ROLM (Other Opportunity Sites)	1.5	1.5	(1)	70%	25	None; 50 du/ac anticipated	45	No change	

- (1) Landscape coverage may be provided above the ground-floor. If standard is not specified, refer to base district regulations.
- (2) These sites do not provide a maximum density in terms of du/ac; however, anticipated densities have been determined by estimating the realistic development capacity of the site based on the objective development standards applicable to the project. Where noted, refer to Housing Element Appendix D: Sites Inventory for specified densities.

Figure 1: GM/ROLM Housing Element Focus Area

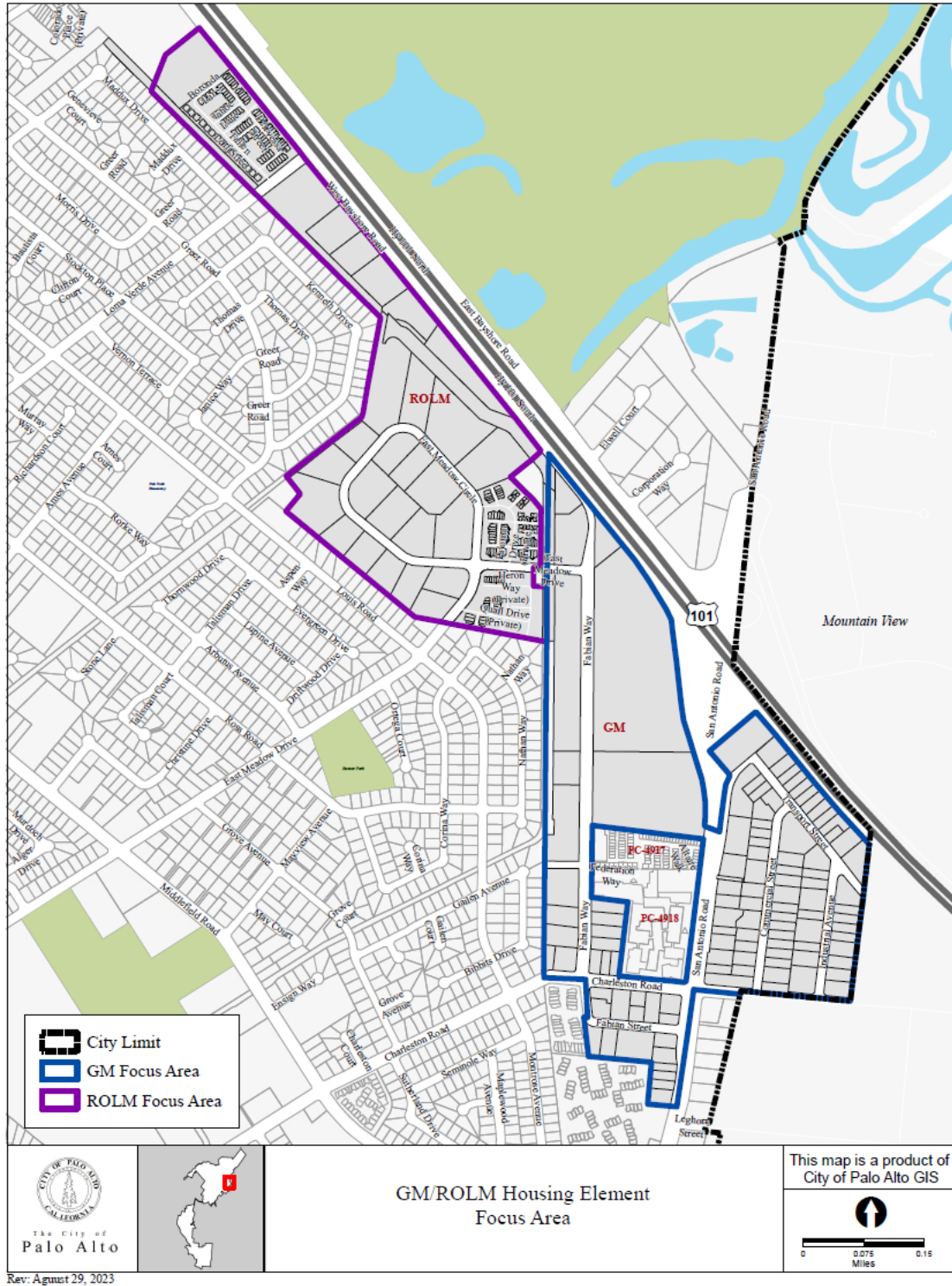


Table 3

Site-Specific Development Standards (Stanford-Owned Sites & El Camino Real Focus Area)

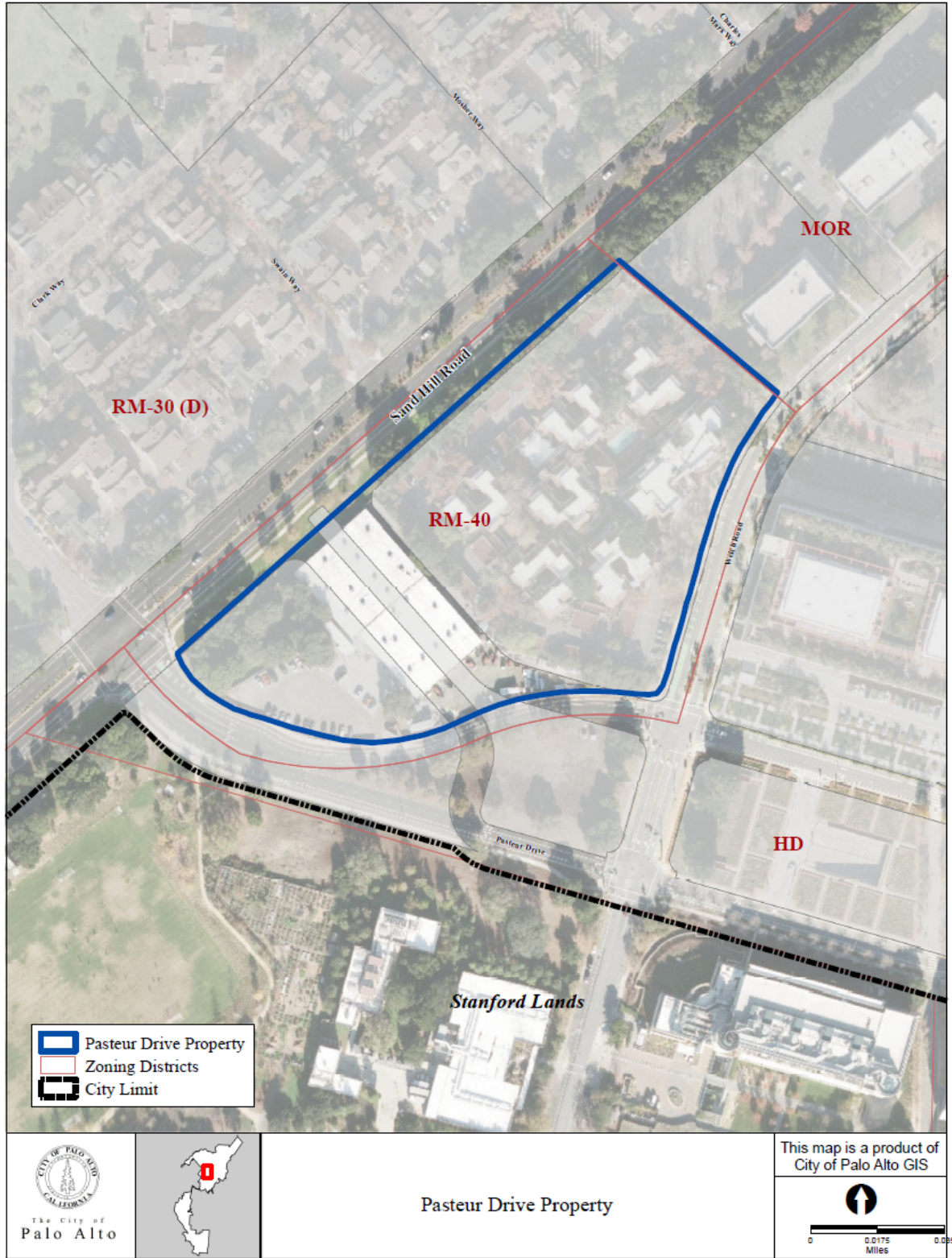
Location	Pasteur Dr. & 1100 Welch Rd. (Figure 2) (3)	El Camino Real Focus Area (Figure 3)
Minimum Front Setback	15 feet	See base district regulations: 18.13.040
Maximum FAR	3.5 (Total)	4.0 (Total)
Maximum Site/Landscape Coverage	(2)	(2)
Maximum Lot Coverage	60%	70%
Maximum Density (du/ac)	None	None
Maximum Height	85	85
Daylight Plane	Sand Hill Rd. frontage only: initial height 60 feet above grade at the Sand Hill Rd. setback line and a 45-degree angle	See base district regulations for standards for daylight planes
Height Transitions	n/a	Within 75 ft of R-1 zone district property line: 35 ft. Between 75 and 150 ft of R-1 zone district property line: 45 ft.
Upper Story Step Back	None	El Camino Real frontage: maximum height of 55 feet within 20 feet of the El Camino Real property line
Open Space	100 sq. ft/unit (any combination of common and/or private)	100 sq. ft/unit (any combination of common and/or private)
Minimum Residential Parking	0.5 spaces/unit	1 space/unit (Per AB2097: 0 space/unit within ½ mile of Caltrain)
Other Development Standards	See base district regulations: 18.13.040	See base district regulations
Design Criteria/Standards	Compliance with Objective Design Standards pursuant to Chapter 18.24 ⁽⁴⁾	Architectural Review and compliance with either Objective Design Standards pursuant to Chapter 18.24 or Context-Based Design Criteria pursuant to base district regulations.

1. Site locations as defined in the 2023-2031 Housing Element
2. Permitted above the ground-floor. If standard is not specified, refer to base district regulations.
3. Housing may be developed in phases and individual phases may not meet all standards. However, upon completion the project as a whole must conform to these standards. Individual parcels shall be deed restricted to address standards that are met in aggregate, but not on a parcel-by-parcel basis. In addition, for each

phase, the applicant shall demonstrate that to the satisfaction of the Director that the overall site is capable of meeting all standards upon completion of the project as a whole.

4. Except, the following objective design standards shall be modified to meet the realistic capacity identified in the Housing Element:
 - a. 18.24.050(b)(5): Diversity of Housing Types, shall be replaced with the following standard: Maximum façade length shall be less than or equal to 250 feet.
 - b. 18.24.060(b)(7): Parking/Loading/Utilities, shall be replaced with the following standard: Above grade structured parking levels facing a public right-of-way or publicly accessible open space/path with the exception of vehicular alleys, shall compose no more than 50% of any public frontage. Garage façades fronting on public right-of-way shall be screened with decorative architectural screening (e.g. perforated metal panels, murals), lined with habitable uses, or screened with landscaping (e.g., green wall, climbing vines).
5. Where no maximum density is provided in terms of du/ac, maximum density shall be determined by estimating the realistic development capacity of the site based on the objective development standards applicable to the project.

Figure 2: Pasteur Drive Focus Area



[illegible]

NOT YET APPROVED

18.14.030 Housing Incentive Program (Reserved)

18.14.040 Affordable Housing Incentive Program (Reserved)

SECTION 3. Section 18.12.030 (Land Uses) of Chapter 18.12 (R-1 Single-Family Residential District) of Title 18 (Zoning) of the Palo Alto Municipal Code is amended to read as follows (**CHANGES SHOWN IN UNDERLINE STRIKEOUT**):

18.12.030 Land Uses

The permitted and conditionally permitted uses for the single family residential districts are shown in Table 1:

Table 1

PERMITTED AND CONDITIONAL R-1 RESIDENTIAL USES

	R-1 and all R-1 Subdistricts	Subject to Regulations in:
[. . .]		
RESIDENTIAL USES		
Single-Family	P	
Two-Family use, under one ownership	P	18.42.180
Mobile Homes	P	18.42.180
Multiple-Family	<u>P(2)</u>	<u>18.14.020</u>
Residential Care Homes	P	
[. . .]		

(1) An Accessory Dwelling Unit or a Junior Accessory Dwelling Unit associated with a single-family residence on a lot is permitted, subject to the provisions of Chapter 18.09.

(2) Housing Element opportunity sites (faith-based institutions) only.

SECTION 4. Section 18.12.040 (Development Standards) of Chapter 18.12 (R-1 Single-Family Residential District) of Title 18 (Zoning) of the Palo Alto Municipal Code is amended to read as follows:

18.12.040 Development Standards

(a) Site Specifications, Building Size, Height and Bulk, and Residential Density

The development standards for the R-1 district and the R-1 subdistricts are shown in Table 2, except:

- (1) To the extent such standards may be modified by Section 18.42.180 for two-family uses pursuant to California Government Code Section 65852.21 (SB 9, 2021);
- (2) On Housing Element opportunity sites (faith-based institutions): development standards for Multiple-Family uses are identified in Section 18.14.020, which states that sites shall meet the development standards for the RM-30 zoning district, except that Maximum FAR shall be 1.25.

[. . .]

SECTION 5. Chapter 18.13: MULTIPLE FAMILY RESIDENTIAL (RM-20, RM-30 AND RM-40) DISTRICTS

[. . .]

18.13.040 Development Standards
(a) Site Specifications, Building Size and Bulk, and Residential Density

The site development regulations in Table 2 shall apply in the multiple-family residence districts, provided that more restrictive regulations may be recommended by the Architectural Review Board and approved by the Director of Planning and Development Services, pursuant to the regulations set forth in Chapter 18.76, and the objective design standards set forth in Chapter 18.24. Except that sites designated as Housing Element Opportunity Sites shall meet the development standards specified in Chapter 18.14.020.

Table 2**Multiple Family Residential Development Table**

	RM-20	RM-30	RM-40	Subject to regulations in:
[. . .]				
Maximum Site Coverage:				
Base	35%	40%	45%	
Additional area permitted to be covered by covered patios or overhangs otherwise in compliance with all applicable laws	5%	5%	5%	
Maximum Floor Area Ratio (FAR)⁽⁴⁾	0.5:1	0.6:1	1.0:1	
Residential Density (units)				
Maximum number of units per acre ⁽³⁾	20	30	40	18.13.040(g) <u>18.14.020</u>
Minimum number of units per acre ⁽⁸⁾	11	16	21	<u>18.14.020</u>
Minimum Site Open Space⁽⁵⁾ (percent)	35	30	20	18.13.040(e) <u>18.14.020</u>
Minimum Usable Open Space (sf per unit)⁽⁵⁾	150	150	150	
Minimum common open space (sf per unit)	75	75	75	18.13.040(e)
Minimum private open space (sf per unit)	50	50	50	
Performance Criteria	See provisions of Chapter 18.23			Ch. 18.23
Landscape Requirements				18.40.130
Parking⁽⁶⁾	See provisions of Chapter 18.52			Ch. 18.52

[. . .]

SECTION 6. Chapter 18.20: OFFICE, RESEARCH, AND MANUFACTURING (MOR, ROLM, RP, AND GM)

[. . .]

18.20.030 Land Uses

(a) Permitted and Conditionally Permitted Land Uses

Table 1 lists the land uses permitted or conditionally permitted in the industrial and manufacturing districts.

Table 1

Industrial/Manufacturing District Land Uses

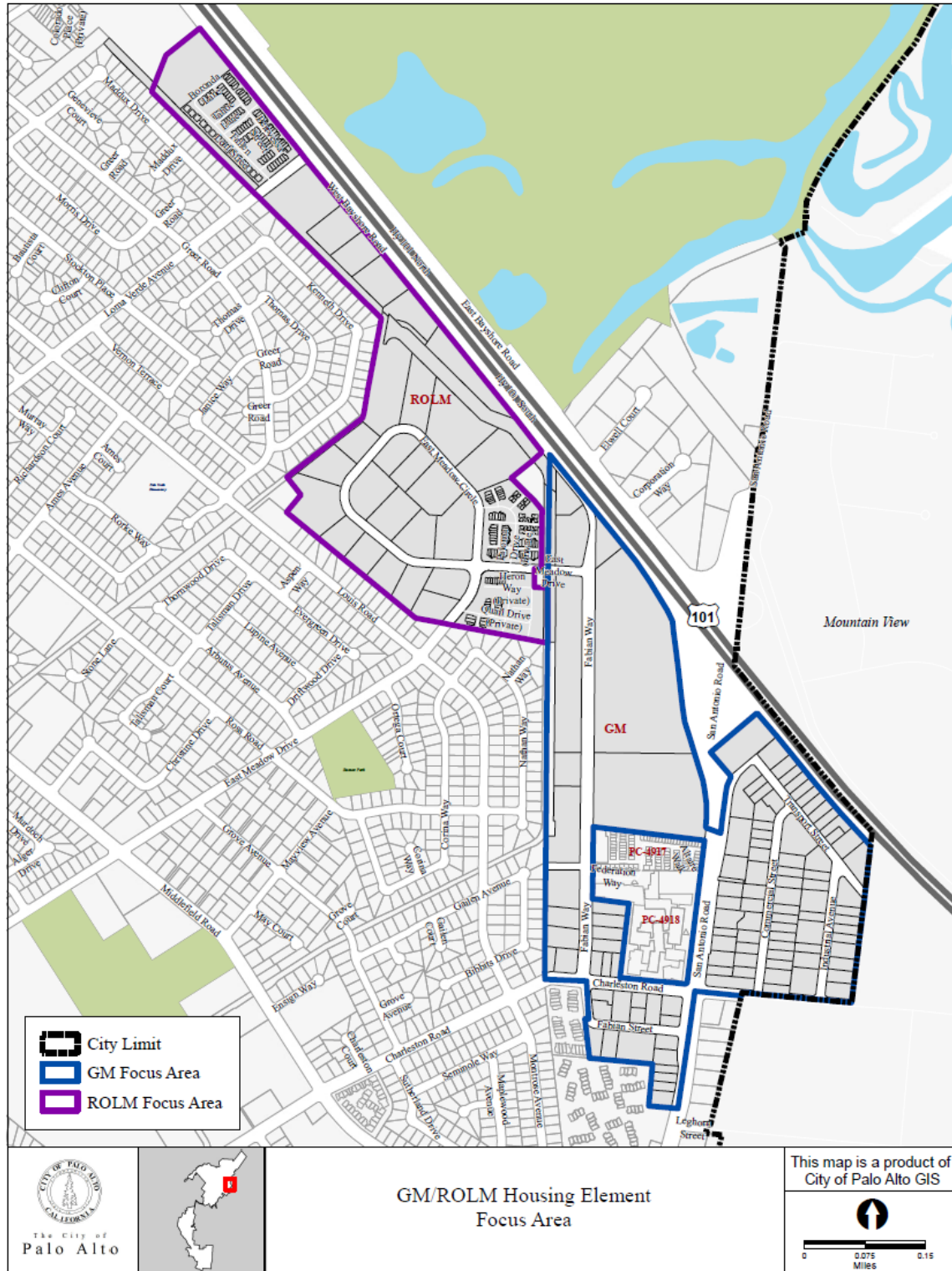
[P = Permitted Use CUP = Conditional Use Permit Required]

	MOR	ROLM ROLM(E)	RP RP(5)	GM	Subject to Regulations in Chapter:
[. . .]					
RESIDENTIAL USES					
Single-Family	Not permitted				18.20.040(b)
Two-Family	Not permitted				
Multiple-Family (Housing Element Opportunity Site)		<u>P</u>	<u>P</u>	<u>P</u>	<u>18.14.020</u>
Multiple-Family (Other Sites)	CUP	CUP(1)	CUP	<u>CUP(1)</u>	<u>18.14.020</u>
Residential Care Homes	P	CUP	CUP	CUP	18.23.100(B)
[. . .]					

(1) Adjacent to Bayshore Freeway and generally bounded by East Charleston Road and Loma Verde Avenue (see Figure 1), subject to CUP

[. . .]

Figure 1: GM/ROLM Housing Element Focus Area



Rev: August 29, 2023

18.20.040 Site Development Standards

[. . .]

(b) Development Standards for Exclusively Residential Uses

Residential uses shall be permitted in the MOR, RP, RP(5), ROLM, ROLM(E), and GM zoning districts, subject to the following criteria.

(1) It is the intent of these provisions that a compatible transition be provided from lower density residential zones to higher density residential or non-residential zones. The Village Residential development type should be evaluated for use in transition areas and will provide the greatest flexibility to provide a mix of residence types compatible with adjacent neighborhoods.

(2) No new single-family or two-family residential development is permitted in any of the office, research and manufacturing districts, and no new residential development is permitted within 300 feet of an existing Hazardous Materials Tier 2 use. Existing single-family and two-family uses and existing residential development within 300 feet of an existing Hazardous Materials Tier 2 use shall be permitted to remain, consistent with the provisions of Chapter 18.70 (Nonconforming Uses and Noncomplying Facilities).

(3) MOR District. All multi-family development in the MOR zoning district shall be permitted subject to approval of a conditional use permit and compliance with the development standards prescribed for the RM-30 zoning district.

(4) RP and RP(5) Districts. All multi-family development in the RP, and RP(5) zoning districts that is located within 150 feet of an R-E, R-1, R-2, RMD, or similar density residential PC zone shall be permitted subject to the provisions above in 18.20.040(b)(2), approval of a conditional use permit, and compliance with the development standards prescribed for the RM-20 zoning district, including Village Residential development types. Multi-family development in the MOR, RP, and RP(5) zoning districts that is located greater than 150 feet from an R-E, R-1, R-2, RMD, or low density residential PC shall be permitted subject to the provisions above in 18.20.040(b)(2), approval of a conditional use permit, and compliance with the development standards prescribed for the RM-30 zoning district, except for sites designated as Housing Element Opportunity Sites, which are regulated by Chapter 18.14.020.

(5) ROLM (E) District. All multi-family development in the ROLM(E) zoning district shall be permitted subject to the provisions above in 18.20.040(b)(2), approval of a conditional use permit, and compliance with the development standards prescribed for the RM-20 zoning district.

(6) ROLM District. All multi-family development in the ROLM zoning district shall be permitted subject to the provisions above in 18.20.040(b)(2), approval of a conditional use permit, and compliance with the development standards prescribed for the RM-30 zoning district, except for sites designated as Housing Element Opportunity Sites, which are regulated by Chapter 18.14.020.

(7) GM District. All residential development is prohibited in the GM zoning district, except for sites designated as Housing Element Opportunity Sites, which are regulated by Chapter 18.14.020.

(8) Combining Districts. Combining district use regulations and design and development standards shall not apply to exclusively residential projects on Housing Element opportunity sites designated to accommodate lower income households.

(c) Development Standards for Mixed (Residential and Nonresidential) Uses in the MOR, ROLM, ROLM(E), RP, and RP(5) zoning Districts

Mixed (residential and nonresidential) uses shall be permitted in the MOR, ROLM, ROLM(E), RP, and RP(5) zoning districts, subject to the following criteria:

(1) It is the intent of these provisions that a compatible transition be provided from lower density residential zones to higher density residential, non-residential, or mixed use zones. The Village Residential development type should be evaluated for use in transition areas and will provide the greatest flexibility to provide a mix of residence types compatible with adjacent neighborhoods.

(2) New sensitive receptor land uses shall not be permitted within 300 feet of a Hazardous Materials Tier 2 or Tier 3 use. Existing sensitive receptors shall be permitted to remain, consistent with the provisions of Chapter 18.70 (Nonconforming Uses and Noncomplying Facilities).

(3) ROLM(E) District. Mixed (residential and nonresidential) development in the ROLM(E) zoning district shall be permitted, subject to the provisions above in 18.20.040(c)(2), approval of a conditional use permit, determination that the nonresidential use is allowable in the district and that the residential component of the development complies with the development standards prescribed for the RM-20 zoning district. The maximum floor area ratio (FAR) for mixed use development is 0.3 to 1.

(4) ROLM District. Mixed (residential and nonresidential) development in the ROLM zoning district shall be permitted, subject to the provisions above in 18.20.040(c)(2), approval of a conditional use permit, determination that the nonresidential use is allowable in the district and that the residential component of the development complies with the development standards prescribed for the RM-30 zoning district. The maximum floor area ratio (FAR) for mixed use development is 0.4 to 1. Except that sites designated as Housing Element Opportunity Sites shall meet the development standards specified in Chapter 18.14.020.

(5) GM District. Mixed use (residential and nonresidential) development is prohibited in the GM zoning district, except for sites designated as Housing Element Opportunity Sites, which are regulated by Chapter 18.14.020.

In computing residential densities for mixed (residential and nonresidential) uses, the density calculation for the residential use shall be based on the entire site, including the nonresidential portion of the site.

[. . .]

SECTION 7. Chapter 18.16: NEIGHBORHOOD, COMMUNITY, AND SERVICE COMMERCIAL (CN, CC AND CS) DISTRICTS

[. . .]

18.16.060 Development Standards

[. . .]

(b) Mixed Use and Residential

Table 4 specifies the development standards for new residential mixed use developments and residential developments. These developments shall be designed and constructed in compliance with the following requirements and the objective design standards in Chapter 18.24. Except that sites designated as Housing Element Opportunity Sites shall meet the development standards as modified in Chapter 18.14.020. Non-Housing Development Projects and Housing Development Projects that elect to deviate from one or more objective standards in Chapter 18.24 shall meet the context-based design criteria outlined in Section 18.16.090, provided that more restrictive regulations may be recommended by the architectural review board and approved by the director of planning and development services, pursuant to Section 18.76.020.

Table 4
Mixed Use and Residential Development Standards

	CN	CC	CC(2)	CS	Subject to regulations in:
[. . .]					
Maximum Site Coverage	50%	50%	100%	50%	
Minimum Landscape/Open Space Coverage	35%	30%	20%	30%	<u>18.14.020</u>
Usable Open Space (Private and/or Common)	150 sq ft per unit ⁽²⁾				18.16.090
Maximum Height (ft)					
Standard	35' ⁽⁴⁾	50'	37'	50'	
Portions of a site within 150 ft. of an abutting residential district (other than an RM-40 or PC zone) ⁽⁵⁾	35'	35'	35'	35'	18.08.030
Daylight Plane for lot lines abutting one or more residential zoning districts	Daylight plane height and slope shall be identical to those of the most restrictive residential zoning district abutting the lot line				
Residential Density (net) ⁽³⁾	15 or 20 ⁽⁹⁾	See sub-section (e) below	No maximum	30	18.16.060(i) <u>18.14.020</u>
Sites on El Camino Real	No maximum			No maximum	
Maximum Residential Floor Area Ratio (FAR)	0.5:1 ⁽⁴⁾		0.6:1	0.6:1	18.16.065 <u>18.14.020</u>

	CN	CC	CC(2)	CS	Subject to regulations in:
[. . .]					
Maximum Nonresidential Floor Area Ratio (FAR)	0.4:1		2.0:1	0.4:1	
Total Mixed Use Floor Area Ratio (FAR)	0.9:1 ⁽⁴⁾		2.0:1	1.0:1	18.16.065 <u>18.14.020</u>
Minimum Mixed Use Ground Floor Commercial FAR ⁽⁶⁾	0.15:1 ⁽¹⁰⁾		0.15:1 ⁽¹⁰⁾ 0.25:1 ^{(7) (10)}	0.15:1 ⁽¹⁰⁾	
Parking	See Chapters 18.52 and 18.54 (Parking)				18.52, 18.54

[. . .]

(c) Exclusively Residential Uses

Exclusively residential uses are generally prohibited in the CN, CS, CC(2) and CC zone districts, except on housing inventory sites identified in the Housing Element, subject to the standards in Section 18.16.060(b), and on CS and CN sites on El Camino Real and CC(2) sites, subject to the following.

(1) On CS and CN sites on El Camino Real and on CC(2) sites, where the retail shopping (R) combining district or the retail preservation provisions of Section 18.40.180 do not apply, exclusively residential uses are allowed subject to the standards in Section 18.16.060(b) and the following additional requirements:

(A) Residential units shall not be permitted on the ground-floor of development fronting on El Camino Real unless set back a minimum of 15 feet from the property line or the 12-foot effective sidewalk setback along the El Camino Real frontage, whichever is greater. Common areas, such as lobbies, stoops, community rooms, and work-out spaces with windows and architectural detail are permitted on the ground-floor El Camino Real frontage.

(B) Parking shall be located behind buildings or below grade, or, if infeasible, screened by landscaping, low walls, or garage structures with architectural detail.

(C) Combining district use regulations and design and development standards shall not apply to exclusively residential projects on Housing Element opportunity sites designated to accommodate lower income households. See Section 18.14.020 for details.

SECTION 8. Chapter 18.18: DOWNTOWN COMMERCIAL (CD) DISTRICT

18.18.060 Development Standards

[. . .]

(b) Mixed Use and Residential

Table 3 specifies the development standards for new residential mixed use developments and residential developments. Housing Development Projects shall be designed and constructed in compliance with the following requirements and the objective design standards in Chapter 18.24. Non-Housing Development Projects and Housing Development Projects that elect to deviate from one or more objective standards in Chapter 18.24 shall meet context-based design criteria outlines in Section 18.18.110, provided that more restrictive regulations may be recommended by the architectural review board and approved by the director of planning and development services, pursuant to Section 18.76.020:

TABLE 3
MIXED USE AND RESIDENTIAL DEVELOPMENT STANDARDS

	CD-C	CD-S	CD-N	Subject to regulations in Section:
[. . .]				
Maximum Site Coverage	No requirement	50%	50%	
Minimum Landscape Open Space Coverage	20%	30%	35%	<u>18.14.020</u>
Usable Open Space (Private and/or Common)	150 sq ft per unit ⁽¹⁾			18.18.110
Maximum Height (ft)				
Standard	50'	50'	35'	18.08.030
Portions of a site within 150 ft. of an abutting residential district (other than an RM-40 or PC zone) ⁽⁴⁾	40'	40'	35'	18.08.030
Daylight Plane for lot lines abutting one or more residential zoning districts or a residential PC district	Daylight plane height and slope identical to those of the most restrictive residential zone abutting the lot line			
Residential Density (net)⁽²⁾	No maximum	30	30	<u>18.14.020</u>
Maximum Weighted Average Residential Unit Size⁽⁵⁾	1,500 sq ft per unit	No maximum	No maximum	
Maximum Residential Floor Area Ratio (FAR)	1.0:1 ⁽³⁾	0.6:1 ⁽³⁾	0.5:1 ⁽³⁾	<u>18.14.020</u> , 18.18.065, 18.18.070
Maximum Nonresidential Floor Area Ratio (FAR)	1.0:1 ⁽³⁾	0.4:1	0.4:1	

Total Floor Area Ratio (FAR)⁽³⁾	2.0:1 ⁽³⁾	1.0:1 ⁽³⁾	0.9:1 ⁽³⁾	<u>18.14.020</u> , 18.18.065, 18.18.070
Parking Requirement	See Chapters 18.52 and 18.54			Chs. 18.52, 18.54

[. . .]

(c) Exclusively Residential Uses

(1) Exclusively residential uses are allowed in the CD-C subdistrict, except in the ground floor (GF) combining district. However, GF combining district use regulations and design and development standards shall not apply to exclusively residential projects on Housing Element opportunity sites designated to accommodate lower income households. See Section 18.14.020 for details.

(2) Exclusively residential uses are generally prohibited in the CD-N and CD-S subdistricts. Such uses are allowed, however, where a site is designated as a housing inventory site in the Housing Element of the Comprehensive Plan. ~~Such sites shall be developed pursuant to the regulations for the multi-family zone designation (RM-20, RM-30, or RM-40) identified for the site in the Housing Element.~~

SECTION 9. Chapter 18.28 SPECIAL PURPOSE (PF, OS and AC) DISTRICTS

[. . .]

18.28.040 Land Uses

Table 1 shows the permitted (P) and conditionally permitted (CUP) land uses for the Special Purpose Districts.

Table 1
Land Uses

	PF	OS	AC	Subject to Regulations in Chapter:
[. . .]				
Single-family dwellings		P		
Manufactured housing (including mobile homes on permanent foundations)		P		18.40.
<u>Multiple-Family (Housing Element Opportunity Site)</u>	<u>P</u>			<u>18.14.020</u>
Guest ranches		CUP		
Residential care facilities, when utilizing existing structures on the site	CUP ⁽¹⁾			
Residential Care Homes		P		
Residential use, and accessory buildings and uses customarily incidental to permitted dwellings; provided, however, that such permitted dwellings shall be for the exclusive use of the owner or owners, or lessee or lessor of land upon which the permitted agricultural use is conducted, and the			P	

residence of other members of the same family and bona fide employees of the aforementioned				
[. . .]				

[. . .]

18.28.050 Site Development Standards

(a) Development Standards. On Housing Element opportunity sites (City-owned parking lots): development standards are identified in Section 18.14.020

Table 2

Special Purpose District Site Development Standards

[. . .]

(b) Open Space Impervious Coverage and Floor Area

(1) Residential Use

The impervious coverage and floor area ratios shall be determined based on a sliding scale calculation. Table 3 provides the range of allowable percentages for the calculation. Allowable development for other site sizes between 1 and 10 acres shall be calculated on a prorated basis between the acreages shown in Table 3. Except that on Housing Element opportunity sites (City-owned parking lots), development standards are identified in Section 18.14.020.

Table 3

Open Space Residential Impervious Coverage and Floor Area Ratio Scale

[. . .]

NOT YET APPROVED

INTRODUCED:

PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

APPROVED:

Assistant City Attorney

City Manager

Director of

Director of

2023-2031 Housing Element City of Palo Alto



Appendix D: Site Inventory
May 2023
Adopted



Table A: Site Inventory																
Strategy	Site Address/Intersection	5 Digit ZIP Code	Assessor Parcel Number	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Maximum Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Year Built	Improvement to Land Value Ratio	CoStar Rating
Multi-Family Allowed	555 UNIVERSITY AV	94301	120-03-024	CC	CD-C	0	40	0.17	One story office space (FAR: 0.9)	0	0	5	5	1970	1.01	2
Multi-Family Allowed	435 TASSO ST	94301	120-03-025	CC	CD-C	0	40	0.33	Three story office space (FAR: 2.0)	0	10	0	10	1984	1.5	3
Multi-Family Allowed	624 UNIVERSITY AV	94301	120-03-040	MF	RM-40	31	40	0.15	Two story office space (FAR: 0.6)	0	0	4	4	1926	0.33	2
Multi-Family Allowed	543 COWPER ST	94301	120-03-067	CC	CD-C	0	40	0.23	One story office space (FAR: 0.9)	0	0	7	7	1978	1.47	2
Multi-Family Allowed	330 LYTTON AV	94301	120-15-003	CC	CD-C	0	40	0.16	One story restaurant space (FAR: 0.9)	0	0	5	5	1957	1.46	2
Multi-Family Allowed	401 WAVERLEY ST	94301	120-15-007	CC	CD-C	0	40	0.22	One story commercial (FAR: 0.5), surface parking	0	0	7	7	1977	1.09	2
Multi-Family Allowed	444 COWPER ST	94301	120-15-014	CC	CD-C	0	40	0.14	Surface Parking	0	0	4	4	1900	0.04	
Multi-Family Allowed	426 WAVERLEY ST	94301	120-15-039	CC	CD-C	0	40	0.12	Two story commercial building (FAR: 0.5)	0	0	3	3	1920	0.32	
Multi-Family Allowed	318 UNIVERSITY AV	94301	120-15-058	CC	CD-C	0	40	0.18	One story restaurant (FAR: 0.8)	0	0	5	5	1926	0.53	2
Multi-Family Allowed	328 UNIVERSITY AV	94301	120-15-059	CC	CD-C	0	40	0.18	One story retail (FAR: 0.8)	0	0	5	5	1926	0.53	2
Multi-Family Allowed	527 WAVERLEY ST	94301	120-15-080	CC	CD-C	0	40	0.16	Surface Parking	0	0	5	5	1900	0	
Multi-Family Allowed	515 WAVERLEY ST	94301	120-15-081	CC	CD-C	0	40	0.18	Surface Parking	0	0	5	5	1900	0	
Multi-Family Allowed	550 WAVERLEY ST	94301	120-15-084	CC	CD-C	0	40	0.14	One story restaurant (FAR: 0.9)	0	0	4	4	1952	0.91	3
Multi-Family Allowed	560 WAVERLEY ST	94301	120-15-085	CC	CD-C	0	40	0.14	Two story restaurant (FAR: 0.9)	0	0	4	4	1938	0.89	2
Multi-Family Allowed	630 COWPER ST	94301	120-16-011	CC	CD-C	0	40	0.34	One story office space (FAR: 0.4), surface parking	0	10	0	10	1956	0.45	1
Multi-Family Allowed	464 FOREST AV	94301	120-16-044	SOFA I CAP	RM-40	31	40	0.23	One story medical office (FAR: 0.4), surface parking	0	0	7	7	1952	0.39	2
Multi-Family Allowed	163 EVERETT AV	94301	120-25-042	CN	CD-N	0	30	0.19	One story office space (FAR: 0.5), surface parking	0	0	4	4	1951	0.7	1
Multi-Family Allowed	525 ALMA ST	94301	120-26-109	CC	CD-C	0	40	0.25	One story retail (FAR: 1.0)	0	0	8	8	1948	1.39	2
Multi-Family Allowed	654 HIGH ST	94301	120-27-037	CC	CD-C	0	40	0.19	Two story office space	0	0	6	6	1900	0.04	3
Multi-Family Allowed	660 HIGH ST	94301	120-27-039	SOFA II CAP	RT-50	0	50	0.14	One story office space (FAR: 0.9)	0	0	5	5	1946	1.3	1
Multi-Family Allowed	701 EMERSON ST	94301	120-27-049	SOFA I CAP	RT-35	0	50	0.22	One story commercial (FAR: 0.2), surface parking	0	0	8	8	2003	0.98	1
Multi-Family Allowed	721 EMERSON ST	94301	120-27-072	SOFA II CAP	RT-35	0	50	0.12	One story office space (FAR: 0.6), surface parking	0	0	4	4	2003	0.8	1
Multi-Family Allowed	718 EMERSON ST	94301	120-27-073	SOFA II CAP	RT-35	0	50	0.12	One story auto service (FAR: 0.8)	0	0	4	4	1950	0.54	1
Multi-Family Allowed	839 EMERSON ST	94301	120-28-033	SOFA II CAP	RT-35	0	50	0.12	One story office space (FAR: 0.2), surface parking	0	0	4	4	1959	0.03	2
Multi-Family Allowed	821 EMERSON ST	94301	120-28-036	SOFA II CAP	RT-35	0	50	0.12	One story vacant office space (FAR: 0.4), surface parking	0	0	4	4	1966	0.32	2
Multi-Family Allowed	840 EMERSON ST	94301	120-28-037	SOFA II CAP	RT-35	0	50	0.48	Surface Parking	0	19	0	19	1959	0.03	2
Multi-Family Allowed	849 HIGH ST	94301	120-28-040	SOFA II CAP	RT-35	0	50	0.24	One story office space (FAR: 0.4), surface parking	0	9	0	9	1950	1.49	2
Multi-Family Allowed	875 ALMA ST	94301	120-28-045	SOFA II CAP	RT-50	0	50	0.32	One story retail (FAR: 0.7), surface parking	0	12	0	12	1949	0.79	1
Multi-Family Allowed	853 ALMA ST	94301	120-28-046	SOFA II CAP	RT-50	0	50	0.16	One story office space (FAR: 0.4), surface parking	0	0	6	6	1927	0.11	2
Multi-Family Allowed	901 HIGH ST	94301	120-28-050	SOFA II CAP	RT-35	0	50	0.32	Auto Storage	0	12	0	12	1900	0.01	
Multi-Family Allowed	975 HIGH ST	94301	120-28-089	SOFA II CAP	RT-35	0	50	0.35	One story office space (FAR: 0.5)	0	14	0	14	1968	0.47	1
Multi-Family Allowed	929 HIGH ST	94301	120-28-090	SOFA II CAP	RT-35	0	50	0.12	One story office space (FAR: 0.4), surface parking	0	0	4	4	1955	0.2	1
Multi-Family Allowed	925 HIGH ST	94301	120-28-091	SOFA II CAP	RT-35	0	50	0.14	Auto Storage	0	0	5	5		0.01	
Multi-Family Allowed	940 HIGH ST	94301	120-28-092	SOFA II CAP	RT-35	0	50	0.18	Auto garage	0	0	7	7	1946	0.63	2
Multi-Family Allowed	960 HIGH ST	94301	120-28-093	SOFA II CAP	RT-35	0	50	0.12	Auto garage	0	0	4	4	1947	0.59	1
Multi-Family Allowed	917 ALMA ST	94301	120-28-097	SOFA II CAP	RT-50	0	50	0.24	One story office space (FAR: 0.9)	0	9	0	9	1929	1.2	2
Multi-Family Allowed	829 EMERSON ST	94301	120-28-099	SOFA II CAP	RT-35	0	50	0.19	One story retail (FAR: 0.4), surface parking	0	0	7	7	1962	0.9	2
Multi-Family Allowed	1015 ALMA ST	94301	120-30-049	SOFA II CAP	RT-35	0	50	0.12	One story commercial (FAR: 0.2)	0	0	4	4	1955	1.25	2
Multi-Family Allowed	466 GRANT AV	94306	124-33-037	MF	RM-40	31	40	0.19	Residential (1)	0	0	5	5	1900	0.02	

Item 3
Attachment C - Housing
Element Appendix-D-Site
Inventory 6.7

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Table C: Land Use**Zoning Designation General Land Uses Allowed**

R-1	Low density residential (Chapter 18.12)
RM-20	Multi-family residential uses (Chapter 18.13)
RM-30	Multi-family residential uses (Chapter 18.13)
RM-40	Multi-family residential uses (Chapter 18.13)
CS	Residential and non-residential uses (Chapter 18.16)
CN	Residential and non-residential uses (Chapter 18.16)
CC	Residential and non-residential uses (Chapter 18.16)
CD-C	Residential and non-residential uses (Chapter 18.18)
CD-N	Residential and non-residential uses (Chapter 18.18)
RT-35	Residential and non-residential uses up to 35 feet
RT-40	Residential and non-residential uses up to 40 feet
RT-50	Residential and non-residential uses up to 50 feet
GM	Light manufacturing, research, and commercial services uses (Chapter 18.20)
ROLM	Light manufacturing, research, and commercial services uses (Chapter 18.20)
PC	Any use in accordance with approved development plan (Chapter 18.38)
PF	Public facilities (Chapter 18.28)