

DOWNTOWN SPECIFIC PLAN

**REVISED DRAFT
GOALS, POLICIES, AND PROGRAMS**

May 18, 2011

The following are the revised draft Goals, Policies, and Programs (GPPs) based on the Planning Commission’s work over the past months. The GPPs are organized by topics to facilitate their review. The order, numbering, and grouping of the GPPs do not necessarily reflect where they will be located and how they will be formatted in the completed Specific Plan. After the Commission discusses the Plan organization and format, the location, numbering, and formatting will be done. The topics are listed below with their page numbers in this document.

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VISION STATEMENT

Recommended Text	Comments
<p>Create a downtown, with small town character and a sustainable quality of life that includes a central core, pedestrian relationships between services, and is a place where residents can congregate, shop, enjoy cultural activities, conduct their civic affairs, and savor the beauty and ambience of a small town.</p> <p>Encourage the evolution of a distinctive Lafayette character that is informal with variations in architectural styles, massing, and setbacks while maintaining scenic views to surrounding hills and maximizing the enjoyment of its natural environment.</p> <p>Reinforce downtown as the city's center for business, civic and cultural activities with land use, circulation and design policies that retain the focus of the downtown as a retail center and multifamily residential neighborhood.</p> <p>Encourage economic activity beneficial to the community and support, enhance and maintain the community.</p>	<p>As approved by the Planning Commission on February 7</p>

SUSTAINABILITY

Recommended Text	Comments
<p>It is the intent, therefore, of this Specific Plan to integrate sustainability as a core value as we plan for a downtown that includes:</p> <ul style="list-style-type: none"> ▪ Different housing choices ▪ Employment opportunities ▪ A variety of quality goods and services ▪ Green building and infrastructure ▪ Less traffic impacts ▪ Sufficient and well-placed parking ▪ Safe pedestrian and bicycle facilities ▪ Access to enhanced green spaces ▪ Preservation of natural resources ▪ Protection of the cherished views of surrounding hillsides and open sky ▪ Water conservation ▪ Options for local and organic foods ▪ Efficient use of energy 	<p>As approved by the Planning Commission on February 7</p>
<p><u>Goal</u>: Downtown Lafayette will be a sustainable downtown.</p>	<p>As approved by the Planning Commission on February 7</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Implement the General Plan goals, policies, and programs that address sustainability. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Amend the General Plan to add goals, policies, and programs from the Environmental Strategy. 	
<ul style="list-style-type: none"> ▪ <u>Policy 2</u>: Support the City’s Environmental Strategy, Mission Statement, Guiding Principles, and Goals. <ul style="list-style-type: none"> ▪ <u>Program 2a</u>: Include policies and programs for the downtown in the City’s Climate Action Plan when prepared to support the community’s emission reduction targets and energy and water conservation goals. 	

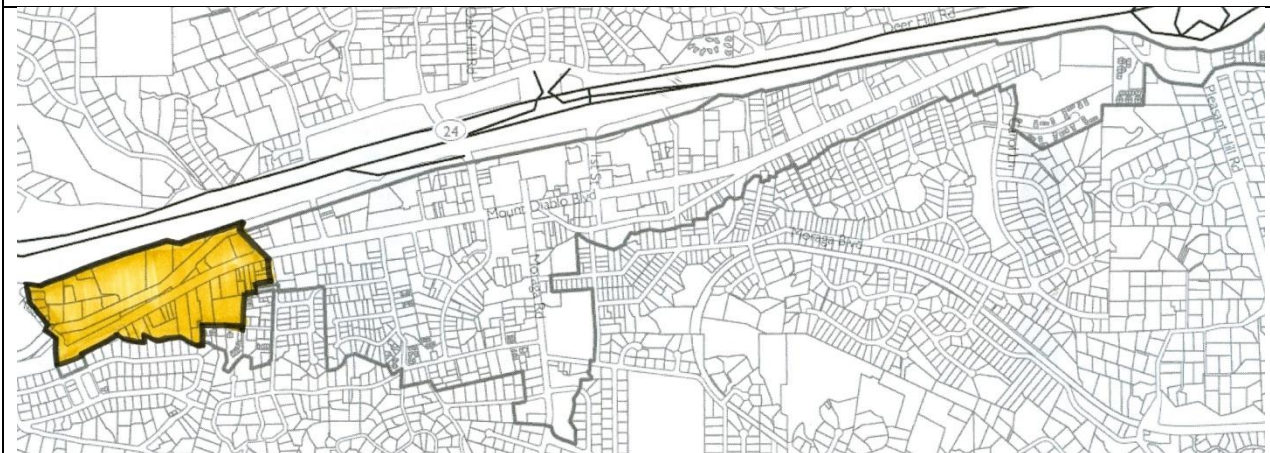
LAND USE

Recommended Text	Comments
<p><u>Goal</u>: Promote land uses that retain the downtown’s small town character while providing the services and amenities needed and desired by the community.</p>	Land Use Goal 1
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Encourage commercial uses that benefit the economic health of the community. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Encourage a diverse mix of well-designed retail uses, including unique and locally-owned businesses. ▪ <u>Program 1b</u>: Encourage a variety of food-related uses. ▪ <u>Program 1c</u>: Continue to work with the Chamber of Commerce and property owners, businesses, and developers in promoting the downtown. 	<p>Land Use Goal 2</p> <p>Combination of Policy LU-2.1 and Policy LU-2.5</p> <p>Policy LU-2.2</p> <p>Program LU-2.5.1</p>
<ul style="list-style-type: none"> ▪ <u>Policy 2</u>: Promote and sustain the downtown as a multifamily residential neighborhood to support a diversity of residents. <ul style="list-style-type: none"> ▪ <u>Program 2a</u>: Implement the housing policies of the General Plan and Redevelopment Plan. ▪ <u>Program 2b</u>: Amend the Zoning Ordinance to allow the development of multifamily housing by right. Restrict housing to upper floors along Mount Diablo Boulevard in the Downtown Retail District. ▪ <u>Program 2c</u>: Support residential projects that are transit-oriented, particularly within easy walking distance of BART and other transit. ▪ <u>Program 2d</u>: Support family and senior housing. ▪ <u>Program 2e</u>: Preserve existing housing by regulating the conversion of residential uses to non-residential uses. 	<p>Land Use Goal 3</p> <p>Policy LU-3.1</p> <p>Program LU-3.1.1</p> <p>Program LU-3.1.2</p> <p>Combination of Programs LU-3.1.3 and LU-3.1.4</p> <p>Combination of Policy LU-3.2 and Program LU-3.2.1</p>
<ul style="list-style-type: none"> ▪ <u>Policy 3</u>: Promote civic and cultural uses in the downtown. <ul style="list-style-type: none"> ▪ <u>Program 3a</u>: Allow and encourage civic uses to make them more accessible to all segments of the community. ▪ <u>Program 3b</u>: Retain existing civic uses in the downtown. ▪ <u>Program 3c</u>: Promote the expression of the arts as a civic use and downtown amenity. 	<p>Land Use Goal 4</p> <p>Policy LU-4.1</p> <p>Program LU-4.1.2</p> <p>Program LU-4.1.3</p>

DISTRICTS

Recommended Text	Comments
<p><u>Goal:</u> Create interconnected districts whose characteristics and land uses complement each other while providing variety and texture to the downtown.</p>	<p>Downtown Districts Goal</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1:</u> There will be five downtown districts: West End, Downtown Retail, Plaza, East End, and Downtown Residential Neighborhoods. The Downtown Retail and Plaza Districts form the Downtown Core. 	<p>Except as noted below, the policies and programs under this goal replace all the Downtown Districts' policies and programs. The new policies and programs are based on Planning Commission comments.</p>

WEST END DISTRICT



- This district:
 - Is the western gateway to the downtown
 - It connects the downtown with the Lafayette Reservoir and the community's far western residential area
 - It contains a variety of businesses – offices, commercial uses and housing – that are of a use or scale that may not be appropriate in the Downtown Core yet are essential to Lafayette's economy and serve both community and regional needs
- This district will be:
 - Primarily an office / commercial district with related support services where there is less emphasis on retail uses
 - An area in which an informal pattern of development is encouraged. Buildings may locate at the street edge behind the required landscaped setback or setback from the street, unlike the Downtown Core where buildings will be encouraged to be located at the street edge to improve the retail/pedestrian ambiance
 - Less of a pedestrian area and more of a place where people will use their cars

DISTRICTS

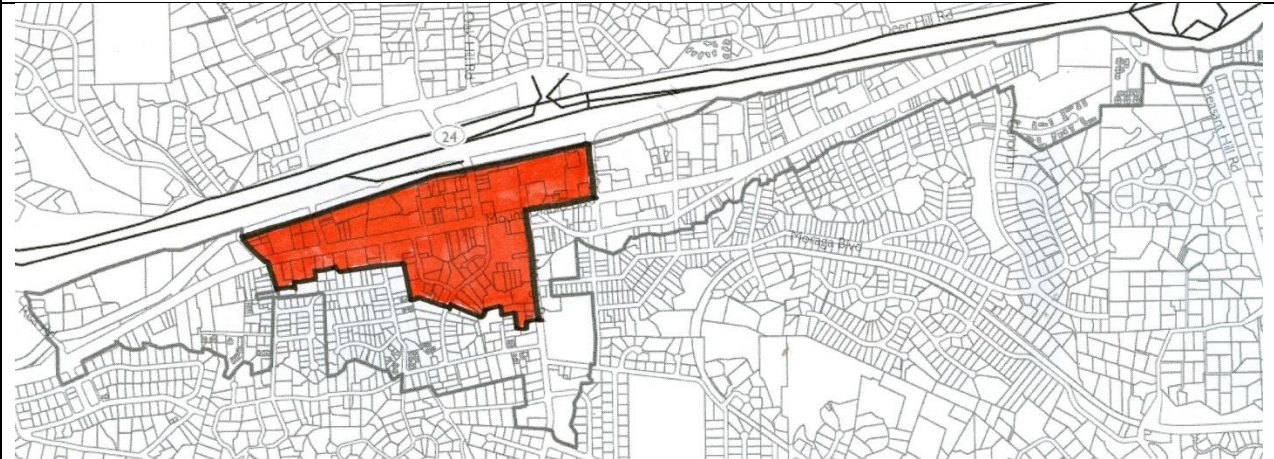
Recommended Text	Comments
<ul style="list-style-type: none"> ▪ <u>Policy 2 – West End – Land Use</u>: This district will be primarily an office / commercial area with related support services with less emphasis on retail uses. <ul style="list-style-type: none"> ▪ <u>Program 2a</u>: Amend the Zoning Ordinance to reflect the types of uses below. The amendment of the Zoning Ordinance will include a list of all the uses allowed by right and with a land use permit: <p><i>Desired uses:</i> Offices (administrative, consultative, medical, realty, etc.) Services (restaurants, dry cleaners, convenience markets) Retail Housing Civic and cultural Commercial sales and services</p> <p><i>Only with a land use permit:</i> Auto-servicing Automotive sales, repairs, and cleaning (the major repair or painting of motor vehicles, including body work and installation of major accessories, as well as the washing and polishing of motor vehicles)</p> 	
<ul style="list-style-type: none"> ▪ <u>Policy 3 – West End – Density</u>: The maximum density is 35 units per acre. 	
<ul style="list-style-type: none"> ▪ <u>Policy 4 – West End – Building Height</u>: The maximum height is 35 feet and three-stories with the ability to increase the height limit to 45 feet only if the Planning Commission is able to make the strict findings to grant an exception to the 35-foot height limit. 	
<ul style="list-style-type: none"> ▪ <u>Policy 5 – West End – Pedestrian Experience</u>: While this district is more auto-oriented, safe and continuous pedestrian access is a priority. <ul style="list-style-type: none"> ▪ <u>Program 5a</u>: Eliminate walkway gaps, and improve walkways so they are accessible to all people. 	
<ul style="list-style-type: none"> ▪ <u>Policy 6 – West End – Parking</u>: The location of parking will be flexible. <ul style="list-style-type: none"> ▪ <u>Program 6a</u>: Each development proposal will be assessed to determine where parking will be appropriate – in the rear, front or side. 	

DISTRICTS

Recommended Text

Comments

DOWNTOWN RETAIL DISTRICT



- This district:
 - The “heart” of the downtown containing a rich mix of uses that attract pedestrians
 - “Main Street”
 - A more concentrated, easily accessible retail shopping and personal service central area
 - An area in which the physical closeness of different uses and mixing of uses within buildings are encouraged

- This district will:
 - Be Lafayette’s primary retail center
 - Have a critical and compact mass and a more intimate feel
 - Emphasize pedestrian convenience and de-emphasize auto-oriented uses that detract from an overall atmosphere of convenience, comfort and safety for the pedestrian retail shopper
 - Be walkable
 - Take advantage of the BART station
 - Have new buildings close to the sidewalk and not set back from it
 - Have ground floor uses that attract the pedestrian shopper through attractive displays and signage
 - Have special paving treatments on sidewalks and crosswalks that distinguish this district from the rest of the downtown

- Policy 7 – Downtown Retail – Land Use: This district is the retail center of the downtown with a pedestrian ambiance and higher intensity of uses.
 - Program 7a: Amend the Zoning Ordinance to reflect the types of uses below. The amendment of the Zoning Ordinance will include a list of all the uses allowed by right and with a land use permit:

Desirable uses - ground floor fronting on Mount Diablo Boulevard

 Retail
 Personal services (eating establishments, dry cleaners, salons)

DISTRICTS

Recommended Text	Comments
<p>Civic and cultural Retail banks (large windows, relates to the street)</p> <p><i>Desirable uses - elsewhere on all floors (these uses will be allowed on Lafayette Circle in the Shield Block on condition that their storefronts are designed to relate to the pedestrian on the street):</i></p> <p>Retail Personal services (restaurants, dry cleaners) Offices (administrative, consultative, medical, realty, etc) Housing Food sales Civic and cultural Banks</p> <p><i>Undesirable uses:</i> Large office buildings without retail on ground floor Auto service, sales and repair Uses that detract from an overall atmosphere of convenience, comfort, and safety for the pedestrian retail shopper</p>	
<ul style="list-style-type: none"> ▪ <u>Policy 8 – Downtown Retail – Density</u>: The maximum density is 35 units per acre. 	
<ul style="list-style-type: none"> ▪ <u>Policy 9 –Downtown Retail – Building Height</u>: The maximum height is 35 feet and three-stories with the ability to increase the height limit to 45 feet only if the Planning Commission is able to make the strict findings to grant an exception to the 35-foot height limit. 	
<ul style="list-style-type: none"> ▪ <u>Policy 10 – Downtown Retail – Pedestrian Experience</u>: The pedestrian experience in this district is a high priority, and sidewalks are preferred over walkways. <ul style="list-style-type: none"> ▪ <u>Program 10a</u>: Provide a safe, attractive, and active pedestrian space with: <ol style="list-style-type: none"> 1) Wider sidewalks 2) Benches on the sidewalk 3) Landscaping consistent with the Downtown Street Improvement Master Plan 4) Uses spilling out into the sidewalks blurring the edge between the public and private realms 5) Pedestrian crossings at conveniently spaced locations 6) Attractive signage 7) Public art 	
<ul style="list-style-type: none"> ▪ <u>Policy 11 – Downtown Retail – Parking</u>: The location of parking will be away from the street to maximize the pedestrian experience. 	

DISTRICTS

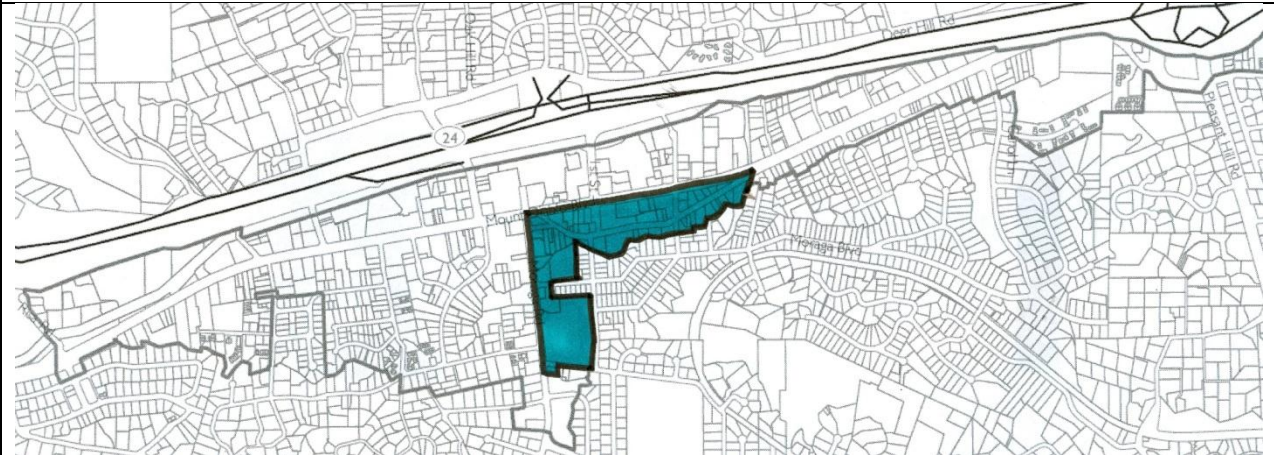
Recommended Text	Comments
<ul style="list-style-type: none"> ▪ <u>Program 11a</u>: Parking will be located at the rear of the building or above- or below-grade. Parking on the side of a building may be acceptable if its location does not disrupt the pedestrian experience. 	
<ul style="list-style-type: none"> ▪ <u>Policy 12– Downtown Retail - Shield Block</u>: Maintain the intent of the relevant development standards contained in the original Shield Block Specific Plan. <ul style="list-style-type: none"> ▪ <u>Program 12a</u>: The design guidelines will include, but not be limited to, the following: <ol style="list-style-type: none"> 1) Connecting pathways and footbridge crossings should be provided at intervals along the creek to provide access with the neighborhoods to the south. 2) Sidewalk design should provide recognizable separation of pedestrians and vehicles but not dissolve an informal, random flow of the street edges which favor pedestrian orientation. 3) Overhead utility lines should be undergrounded. 4) Buildings should relate well to existing building and natural features of the area. 5) Building clusters with courtyards, connecting corridors, seating, outdoor dining canopies and other pedestrian oriented architectural features should be encouraged. 6) Larger buildings should be broken up to reduce the impact of mass. 7) The use of natural materials, such as wood, brick, and shingles is preferred. Exterior colors should be used to create a casual, but distinctive quality. 8) Buildings should have entrances and display windows facing the interior of the block as well as the street to foster interior pedestrian flow. 9) For buildings along Mount Diablo Boulevard, there should be no setbacks or very limited setbacks. Plazas, recesses, arcaded or spaces that create wider sidewalks for cafes and other uses are encouraged. 	<p>Based on comments by the Planning Commission on May 2</p>

DISTRICTS

Recommended Text

Comments

PLAZA DISTRICT (Former Civic and Cultural District)



- This district:
 - Celebrates its civic and cultural institutions and places (Library, Lafayette Plaza, Town Hall Theater, Gazebo)
 - Creates an “outdoor room” in which the community can gather for events such as the Farmers Market and Earth Day.
 - Provides a secondary street (Plaza Way and Golden Gate Way) that has a slower, more relaxed pace than Mount Diablo Boulevard.

- The district will:
 - Have a critical and compact mass and a more intimate feel
 - Emphasize pedestrian convenience and de-emphasize auto-oriented uses
 - Be walkable
 - Have new buildings close to the sidewalk and not set back from it
 - Have special paving treatments, banners, lighting, public art, and landscaping that distinguish this district from the rest of the downtown

- Policy 13 – Plaza – Land Use: This district will celebrate the civic and cultural life of the community.

- Program 13a: Amend the Zoning Ordinance to reflect the types of uses below. The amendment of the Zoning Ordinance will include a list of all the uses allowed by right and with a land use permit:

Desirable uses - on Plaza Way that take advantage of Lafayette Plaza and the street’s central and visible location:

- Retail
- Civic and cultural
- Eating establishments

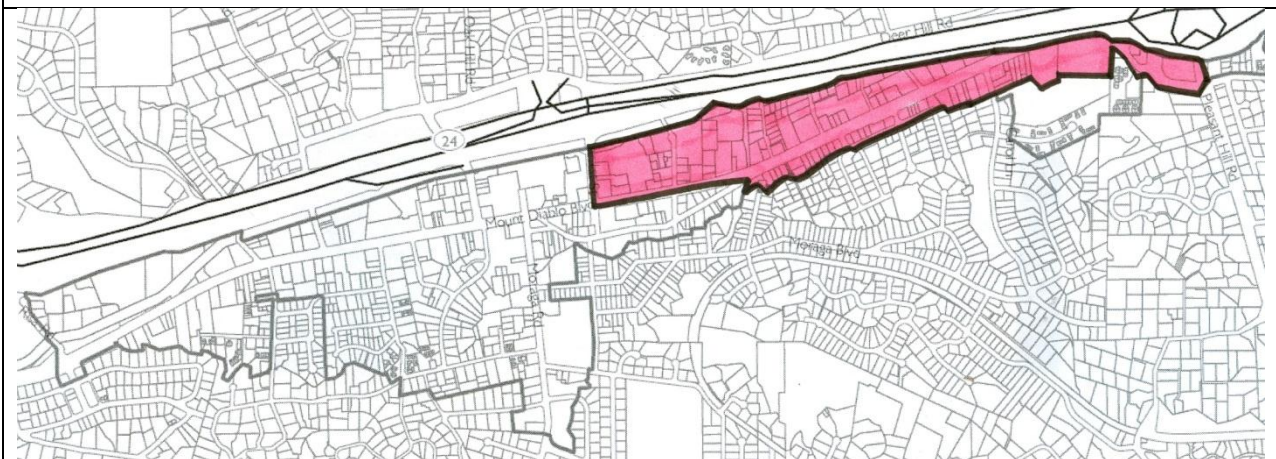
DISTRICTS

Recommended Text	Comments
<p><i>Desirable uses - elsewhere on all floors:</i> Retail Civic and cultural Personal services (restaurants, dry cleaners, convenience markets) Offices (administrative, consultative, medical, realty, etc) Housing Eating establishments Public parking</p> <p><i>Undesirable uses:</i> Large office buildings without retail on ground floor Auto service, sales and repair Uses that detract from an overall atmosphere of convenience, comfort, and safety for the pedestrian retail shopper</p> <ul style="list-style-type: none"> ▪ <u>Program 13b:</u> If the City Office and/or Police Services Office were to relocate, they should be moved to the Downtown Civic & Cultural District. ▪ <u>Program 13c:</u> Through programs and services, create a multigenerational community center at the Lafayette Library and Learning Center. 	<p>Program DD-1.18.2</p> <p>Program DD-1.18.3</p>
<ul style="list-style-type: none"> ▪ <u>Policy 14 – Plaza – Density:</u> The maximum density is 35 units per acre. 	
<ul style="list-style-type: none"> ▪ <u>Policy 15 – Plaza – Building Height:</u> The maximum height is 35 feet and three-stories with the ability to increase the height limit to 45 feet only if the Planning Commission is able to make the strict findings to grant an exception to the 35-foot height limit. The exception is Plaza Way where is maximum height is 35 feet and two stories. 	
<ul style="list-style-type: none"> ▪ <u>Policy 16 – Plaza – Pedestrian Experience:</u> The pedestrian experience in this district is a high priority, and sidewalks are preferred over walkways. <ul style="list-style-type: none"> ▪ <u>Program 16a:</u> Provide a safe, attractive, and active pedestrian space with: <ol style="list-style-type: none"> 1) Wider sidewalks 2) Benches on the sidewalk 3) Landscaping consistent with the Downtown Street Improvement Master Plan 4) Uses spilling out into the sidewalks blurring the edge between the public and private realms 5) Pedestrian crossings at conveniently spaced locations 6) Attractive signage 7) Public art 	

DISTRICTS

Recommended Text	Comments
<ul style="list-style-type: none"> ▪ <u>Policy 17 – Plaza – Parking</u>: The location of parking will be away from the street to maximize the pedestrian experience. <ul style="list-style-type: none"> ▪ <u>Program 17a</u>: Parking will be located at the rear of the building or above- or below-grade. Parking on the side of a building may be acceptable if its location does not disrupt the pedestrian experience. 	
<ul style="list-style-type: none"> ▪ <u>Policy 18 – Plaza - Plaza Way / Golden Gate Way</u>: Maintain the intent of the relevant development standards contained in the original Plaza Park Block Specific Plan. <ul style="list-style-type: none"> ▪ <u>Program 18a</u>: The design guidelines will include, but not be limited to, the following: <ol style="list-style-type: none"> 1) Focus and highlight the historical significance of the buildings in the area. 2) Opportunities for walkways along the creek should be considered. 3) The natural character, including the trees and shrubbery, near the creek should be preserved and enhanced. 4) The small scale village and historic character around the Plaza should be preserved through the design and architecture of the buildings. 5) Variations in building height are desired. 	<p>Based on the comments by the Planning Commission on May 2</p>

EAST END DISTRICT



- This district is:
 - The eastern gateway to the downtown
 - Lafayette’s service district
 - An area containing uses that are essential to Lafayette’s economy and serve both community and regional needs

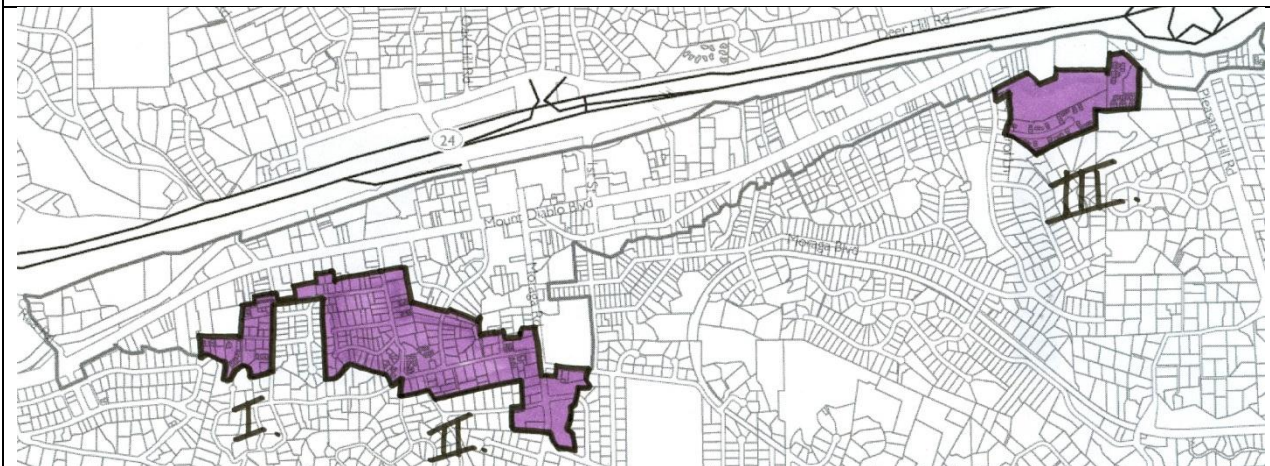
DISTRICTS

Recommended Text	Comments
<ul style="list-style-type: none"> • Offers a variety of supplies and services (commercial, auto-oriented, and auto-service uses) of a scale that may not appropriate in the other districts ▪ This district will be: <ul style="list-style-type: none"> • Where auto service uses and larger commercial establishments will be promoted • An area where an informal pattern development is encouraged. Buildings may locate at the street behind the required landscaped setbacks or set back further from the street. 	
<ul style="list-style-type: none"> ▪ <u>Policy 19 – East End – Land Use</u>: This district will contain uses that are essential to Lafayette’s economy, and community and regional needs, and offers a variety of supplies and services. <ul style="list-style-type: none"> • <u>Program 19a</u>: Amend the Zoning Ordinance to reflect the types of uses below. The amendment of the Zoning Ordinance will include a list of all the uses allowed by right and with a land use permit. <p><i>Desired uses:</i> Commercial Auto-related (service, sales) Housing Offices Retail Eating establishments Personal services</p> <p><i>Undesired uses:</i> Large office buildings</p> 	
<ul style="list-style-type: none"> ▪ <u>Policy 20 – East End – Density</u>: The maximum density is 35 units per acre. 	
<ul style="list-style-type: none"> ▪ <u>Policy 21 – East End – Building Height</u>: The maximum height is 35 feet and three-stories with the ability to increase the height limit to 45 feet only if the Planning Commission is able to make the strict findings to grant an exception to the 35-foot height limit. 	
<ul style="list-style-type: none"> ▪ <u>Policy 22 – East End – Pedestrian Experience</u>: While this district is more auto-oriented, safe and continuous pedestrian access is a priority. <ul style="list-style-type: none"> • <u>Program 22a</u>: Eliminate walkway gaps, and improve walkways so they are accessible to all people. • <u>Program 22b</u>: Install intermittent medians to enhance the aesthetics of the Mount Diablo Boulevard corridor, reduce traffic speeds, and improve 	

DISTRICTS

Recommended Text	Comments
<p>pedestrian safety. Work with local businesses, property owners, and the Chamber of Commerce to implement this program.</p>	
<ul style="list-style-type: none"> ▪ <u>Policy 23 – East End – Parking</u>: The location of parking will be informal; there is no “one size fits all” parking solution for this district. <ul style="list-style-type: none"> • <u>Program 23a</u>: Each development proposal will meet the following requirements: <ol style="list-style-type: none"> 1) Provide sidewalks for pedestrians with a minimum width of six feet. 2) Improve aesthetics by providing landscaping that reaches the street 3) Provide safe ingress and egress from the property 	

DOWNTOWN RESIDENTIAL DISTRICTS



These neighborhoods will continue to offer a good mix of affordable housing choices within easy walking distance of the downtown and BART. The neighborhoods are:

- Neighborhood I: Area west of Mountain View Drive and along West Road (zoned MRT for townhouses)
 - Provide a medium-density residential area at a physical scale compatible with nearby residential areas
 - Preserve its natural settings and open space
- Neighborhood II: Area covering Brook Street, Dewing Avenue, Hough Avenue, Chestnut Street, Walnut Street, Moraga Road, and Bickerstaff Avenue (zoned MRA, MRO, MRT, and P-1)
 - Allow a varied mix of housing types as well as other uses at a scale that does not detract from its residential character
- Neighborhood III: Area east of Carol Lane, along Marlene Drive, and Mount Diablo Court (zoned MRA and MRB)
 - Allow a varied mix of housing types as well as other uses at a scale that does not detract from its residential character

DISTRICTS

Recommended Text	Comments
<ul style="list-style-type: none"> ▪ <u>Policy 24 – Downtown Residential – Land Use</u>: Offer a good mix of affordable housing choices within easy walking distance of the downtown and BART <ul style="list-style-type: none"> • <u>Program 24a - Neighborhood I</u>: Allow only the development of townhouses. • <u>Program 24b - Neighborhood II</u>: Amend the Zoning Ordinance as necessary to not allow office uses and to make the character of this neighborhood more precise rather than more uniform. • <u>Program 24c – Neighborhood III</u>: Maintain the current zoning since this neighborhood is built out. 	
<ul style="list-style-type: none"> ▪ <u>Policy 25 – Downtown Residential – Density</u>: The maximum density is 17 units per acre in Neighborhood I and 35 units per acre in Neighborhoods II and III. 	
<ul style="list-style-type: none"> ▪ <u>Policy 26 – Downtown Residential – Building Height</u>: The maximum height is 25 feet in Neighborhood I and 35 feet in Neighborhoods II and III. 	
<ul style="list-style-type: none"> ▪ <u>Policy 27 – Downtown Residential – Pedestrian Experience</u>: Strengthen the pedestrian connections between the neighborhoods and the downtown to ensure safety and accessibility while maintaining the quiet, residential quality of these neighborhoods. 	

DEVELOPMENT STANDARDS

Recommended Text	Comments
<p><u>Goal</u>: Preserve and enhance the sense of place characterized by a small-town environment within a unique natural setting.</p>	<p>Downtown Character Goal 1</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Guide the evolution of the downtown’s distinctive character, described as informal with variations in styles, massing and setbacks, and with a dominance of landscape, with a high level of design quality. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Adopt Downtown Design Guidelines, design review findings, and height exception findings consistent with this policy.¹ 	<p>Policy DC-1.1</p> <p>Revised Program DC-1.1.1</p>
<ul style="list-style-type: none"> ▪ <u>Policy 2 – Density</u>: Residential density will be a maximum of 35 units per acre for higher density multifamily uses and 17 units per acre for lower density multifamily uses. 	<p>As approved by the Planning Commission on February 7. Replaces Program DC-1.1.4.</p>
<ul style="list-style-type: none"> ▪ <u>Policy 3 – Height</u>: Building height will be determined based on scale, views, and public benefit to preserve and enhance the sense of place. <ul style="list-style-type: none"> ▪ <u>Program 3a</u>: Establish a 35-foot height and three-story limit for the downtown (except as noted below) with the ability to increase the height limit to 45 feet only if the Planning Commission is able to make the strict findings to grant an exception to the 35-foot height limit. These findings will address scale, views, and public benefit. ▪ <u>Program 3b</u>: The following areas of the downtown will have the following height limits with no exceptions to increased height: <ol style="list-style-type: none"> 1) Downtown Residential Neighborhood I: 25 feet maximum 2) Downtown Residential Neighborhoods II and III: 35 feet 3) Plaza Way: 35 feet and two-story maximum 4) Projects governed by development or settlement agreements. ▪ <u>Program 3c</u>: Amend the General Plan to: <ol style="list-style-type: none"> 1) Add new height and story limits, 2) Remove the section that states the maximum height of 45 feet is restricted to the area between the freeway and Mount Diablo Boulevard, and 3) Add the process for seeking exemptions. 	<p>As approved by the Planning Commission on March 30 and April 4</p> <p>This policy and its programs replace the menus-of-standards in the DSP. Specifically, this policy and its programs replace Programs DC-1.1.3, DD-1.2.2, DD-1.5.2, DD-1.9.2, DD-1.19.2, DD-1.23.2, DD-1.29-2, and DD-1.32.2.</p>

¹ The text that will precede this policy and program in the completed Specific Plan will discuss the purpose and intent of the Downtown Design Guidelines, design review findings and height exception findings to provide guidance on their framework and content.

DEVELOPMENT STANDARDS

Recommended Text	Comments
▪ <u>Policy 4 – Landscape</u> : Use landscape materials that are suitable to Lafayette’s climate zone.	Revised Program DC-1.3.4
▪ <u>Policy 5 – Signage</u> : Ensure signage enhances, and does not detract from, the downtown character.	Policy DC-1.4
▪ <u>Policy 6 – Architectural Details</u> : Encourage the use of architectural and other details, such as awnings, lighting, outdoor furnishings, fountains, and murals, in building and site design.	Combination of Policy DC-1.5 and Program DC-1.5.1

CULTURAL AND HISTORIC RESOURCES

Recommended Text	Comments
<p><u>Goal</u>: Preserve Lafayette’s history in the downtown.</p>	<p>Replaces Downtown Character Goal 2.</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Encourage the preservation of downtown historic resources by exploring appropriate and viable reuse. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Investigate federal tax benefits that could be available to owners of designated historic buildings, structures, and sites through the National Trust for Historic Preservation. ▪ <u>Program 1b</u>: Include references to the <i>Secretary of the Interior’s Standards</i> in the design guidelines for designated historic buildings, structures, and sites. 	<p>This policy and its program are similar to Policy DC-2.1 and Programs DC-2.1.1 and DC-2.1.2.</p>

CIRCULATION

Recommended Text	Comments
<p><u>Goal A</u>: Balance downtown vehicular circulation with providing a safe bicycle and pedestrian system.</p>	<p>Revised Circulation Goal 1</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Manage traffic congestion through mitigation and capacity management measures rather than roadway widening. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Analyze the impacts and benefits of removing the four parking spaces on the east side Moraga Road south of Plaza Way. ▪ <u>Program 1b</u>: Investigate the impacts and benefits of amending the General Plan to designate Happy Valley Road between Mount Diablo Boulevard and Deer Hill Road as an “arterial”. ▪ <u>Program 1c</u>: Implement minor street modifications to balance the needs of vehicles, pedestrians, bicycles, transit, and other alternative modes of transportation. 	<p>Revised Policy C-1.1</p> <p>Requested by the Planning Commission on March 7.</p> <p>Requested by the Planning Commission on March 7.</p> <p>Program C-1.1.1 as revised by the Planning Commission on March 7 and grammatical edits.</p>
<ul style="list-style-type: none"> ▪ <u>Policy 2</u>: Encourage the cooperative efforts with Lafayette Elementary School, Stanley Middle School, and the City to address downtown congestion associated with school drop-off and pick-up. <ul style="list-style-type: none"> ▪ <u>Program 2a</u>: Work with school administrators and parents to develop options for school commuting, including carpooling, walk and bike-pooling, employee parking, and satellite drop-off and pick-up locations. ▪ <u>Program 2b</u>: Investigate the interest and feasibility of reestablishing school bus service to Lafayette Elementary School and increasing service to Stanley Middle School. 	<p>Policy C-1.2 as revised by the Planning Commission on March 7</p> <p>Program C-1.2.1</p> <p>Program C-1.2.2</p>
<p><u>Goal B</u>: Ensure a continuous and accessible pedestrian network with appropriate supporting pedestrian infrastructure.</p>	<p>Circulation Goal 2</p>
<ul style="list-style-type: none"> ▪ <u>Policy 3</u>: Implement the Master Walkways Plan. <ul style="list-style-type: none"> ▪ <u>Program 3a</u>: Implement those sections of the Master Walkways Plan that will improve pedestrian access to, from, and within the downtown, particularly between residential neighborhoods and the downtown. 	<p>Revised Policy C-2.1 and Program C-2.1.1 with the correction made by Planning Commission on March 7 and comments from May 2</p>

CIRCULATION

Recommended Text	Comments
<ul style="list-style-type: none"> ▪ <u>Policy 4</u>: Promote pedestrian safety and mobility for all ages. <ul style="list-style-type: none"> • <u>Program 4a</u>: Eliminate walkway gaps and improve walkways so they are accessible to all people. • <u>Program 4b</u>: Improve and increase north-south pedestrian crossings on Mount Diablo Boulevard using crosswalk enhancements, such as: <ol style="list-style-type: none"> 1) Special pavement materials 2) Enhanced striping and signage 3) Brighter street lighting 4) Pedestrian refuge islands 5) Curb bulbs 6) In-pavement flashers 7) Provide marked crosswalks, particularly along “super-blocks”, to facilitate pedestrian circulation • <u>Program 4c</u>: Identify site planning opportunities prior to and during the development review process to minimize walking distances for pedestrians. • <u>Program 4d</u>: Identify where ADA-compliant improvements, including adequate walkway width, ramps and benches, should be made to serve nearby uses, such as senior housing. • <u>Program 4e</u>: Improve pedestrian access to the BART Station through better signing, providing an accessible entry from the south, and improvements on Happy Valley Road, such as completing walkway gaps and enhanced pedestrian crosswalks. • <u>Program 4f</u>: Utilize design guidelines for multiuse paths to ensure they are wide enough to safely accommodate both pedestrians and bicyclists. 	<p>Policy C-2.2</p> <p>Revised Program C-2.2.1</p> <p>Revised Program C-2.2.2 with a change made by Planning Commission on March 7</p> <p>Program C-2.2.3</p> <p>Program C-2.2.4</p> <p>Program C-2-2-5</p> <p>Program C-2.2.6</p>
<ul style="list-style-type: none"> ▪ <u>Policy 5</u>: Implement a walkway network with a variety of pedestrian facilities suitable to the area’s character. <ul style="list-style-type: none"> • <u>Program 5a</u>: Develop guidelines for walkways addressing various types of pedestrian environments to include the following: <ol style="list-style-type: none"> 1) Driveway / walkway intersection crossings 2) Entry routes from street to development 3) Alternatives to walkways, such as delineating a walking route with striping where a traditional walkway would limit access to a business 4) Improvements should be made as part of adjacent private development 5) Meandering walkways where appropriate and practical 	<p>Policy C-2.3 with grammatical edits</p> <p>Program C-2.3.1 with grammatical edits and a revision made by the Planning Commission on March 7</p>

CIRCULATION

Recommended Text	Comments
<ul style="list-style-type: none"> • <u>Program 5b</u>: Develop off-street walkways to provide pedestrian linkages with Mount Diablo Boulevard, other downtown streets, and downtown’s natural features. • <u>Program 5c</u>: Develop connections between properties and streets and in between properties to shorten pedestrian and bicycle travel by considering internal pathways through new development sites and connections to adjacent developments. • <u>Program 5d</u>: Assess the feasibility of a pedestrian connection between Brook Street and the Methodist Church parking lot using the private East Street. 	<p>Revised Program C-2.3.2 with grammatical edits</p> <p>Program C-2.3.3 with grammatical edits.</p> <p>Program DD-1.6.6.</p>
<ul style="list-style-type: none"> ▪ <u>Policy 6</u>: Provide public information and education about walking to, from and within the downtown. <ul style="list-style-type: none"> • <u>Program 6a</u>: Provide pedestrian route information to residents, visitors, and downtown employees and employers on a regular basis on the City’s website and in <i>Vistas</i>. This will include walking distance and time information, such as “BART to the Library.” • <u>Program 6b</u>: Post pedestrian route maps to educate residents, visitors, and downtown employees and employers about walking options. • <u>Program 6c</u>: Work with the Chamber of Commerce to develop promotional programs that encourage walking in the downtown. 	<p>This policy and its programs are the same as Policy C-2.4 and its programs with grammatical edits.</p>
<p><u>Goal C</u>: Develop a bicycle network and associated facilities to serve the downtown.</p>	<p>Circulation Goal 3 with grammatical edits</p>
<ul style="list-style-type: none"> ▪ <u>Policy 7</u>: Implement the City’s Bikeways Master Plan. <ul style="list-style-type: none"> • <u>Program 7a</u>: Continue to improve bicycle circulation between the downtown and residential neighborhoods. ▪ <u>Policy 8</u>: Require ample, visible, and secure bicycle parking in all public facilities and community spaces, and new development for short-term and long-term parking needs. <ul style="list-style-type: none"> • <u>Program 8a</u>: Promote end-of-trip support facilities, such as lockers, changing rooms, and showers, based on the size and type of development. 	<p>Policy C-3.1</p> <p>This program is based on comments made May 2.</p> <p>This policy and its programs are the same as Programs C-3.1.1, C-3.1.2, and C-3.1.3.</p>

CIRCULATION

Recommended Text	Comments
<ul style="list-style-type: none"> ▪ <u>Program 8b</u>: Develop connections between properties and streets to shorten pedestrian and bicycle travel by considering internal pathways through new development sites. 	
<ul style="list-style-type: none"> ▪ <u>Policy 9</u>: Provide public information and education about bicycle travel to, from, and within the downtown for bicyclists and motorists. ▪ <u>Program 9a</u>: Provide bicycle route and parking information to residents, visitors, and downtown employees and employers on a regular basis on the City's website and in <i>Vistas</i>. ▪ <u>Program 9b</u>: Post bicycle route and parking maps in the downtown to educate residents, visitors, and downtown employees and employers about bicycle options. ▪ <u>Program 9c</u>: Work with the Chamber of Commerce to develop promotional programs that encourage biking in the downtown. 	<p>Policy C-3.2 with a change by the Planning Commission on March 7</p> <p>Programs C-3.2.1, 3-2.2, and 3.2.3</p>
<p><u>Goal D</u>: Support a transit network to serve the downtown.</p>	<p>Circulation Goal 4 with grammatical edits</p>
<ul style="list-style-type: none"> ▪ <u>Policy 10</u>: Encourage high-frequency bus service connecting key downtown destinations with the BART Station, neighborhoods, and schools outside the downtown, and neighboring cities. ▪ <u>Program 10a</u>: Determine the feasibility of a local shuttle service and related support facilities, such as park-and-ride lots, to serve the downtown and BART. ▪ <u>Program 10b</u>: Work with transit providers and transportation funders to develop a strategy for providing increased headways and connections. 	<p>Policy C-4.1</p> <p>Program C-4.1.1 as revised by the Planning Commission on March 7</p> <p>Program C-4.1.2</p>
<ul style="list-style-type: none"> ▪ <u>Policy 11</u>: Support transportation options for seniors and persons with disabilities. ▪ <u>Program 11a</u>: Encourage BART to improve access to people with disabilities to the south side of the Station. ▪ <u>Program 11b</u>: Incorporate transit supportive infrastructure, such as benches, trash receptacles, and all-weather pavement at stops. 	<p>This policy and its programs are the same as Policy C-4.2 and its programs.</p>

CIRCULATION

Recommended Text	Comments
<ul style="list-style-type: none"> ▪ <u>Policy 12</u>: Encourage transit as an alternative to driving. <ul style="list-style-type: none"> • <u>Program 12a</u>: Provide transit route and parking information to residents, visitors, and downtown employees and employers on a regular basis on the City's website and in <i>Vistas</i>. • <u>Program 12b</u>: Post transit information and maps to educate residents, visitors, and downtown employees and employers about transit options. • <u>Program 12c</u>: Prepare and distribute current information about commute alternatives using resources such as 511ContraCosta.org. • <u>Program 12d</u>: Work with the Chamber of Commerce to develop promotional programs encouraging the use of transit. 	<p>This policy and its programs are the same as Policy C-4.3 and its programs with some grammatical edits.</p>
<p><u>Goal E</u>: Manage downtown circulation to maximize personal mobility.</p>	<p>Revised Circulation Goal 6</p>
<ul style="list-style-type: none"> ▪ <u>Policy 13</u>: Encourage local and regional programs to support alternative modes of travel, recognizing that walking, biking, using transit, and parking in the right location may mitigate traffic congestion and preserve the small town character. <ul style="list-style-type: none"> • <u>Program 13a</u>: Encourage and support a range of alternative transportation options. • <u>Program 13b</u>: Work with the Chamber of Commerce to develop and promote informational materials and programs for residents, visitors, and downtown employees and employers to encourage alternatives to driving. • <u>Program 13c</u>: Working with 511ContraCosta.org, periodically survey employers and employees to better understand commute patterns and tailor programs appropriately to discourage driving alone. 	<p>Revised Policy C-6.1, including language from the original Circulation Goal 6 and a revision made by the Planning Commission on March 7</p> <p>Programs C-6.1.1, C-6.1.2, and C-6.1.3 with grammatical edits</p>
<ul style="list-style-type: none"> ▪ <u>Policy 14</u>: Encourage the use of commuter financial incentives through the development review process. 	<p>Combination of Policy C-6.2 and Program C-6.2.1</p>
<ul style="list-style-type: none"> ▪ <u>Policy 15</u>: Investigate car-sharing programs and funding sources to establish a program. 	<p>Combination of Policy C-6.4 and Programs C-6.4.1 and C-6.4.2</p>

PARKING

Recommended Text	Comments
<p><u>Goal</u>: Support adequate parking in the downtown.</p>	<p>Circulation Goal 5</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Increase the supply of off-street parking. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Pursue opportunities to acquire land for public parking. Focus efforts near the Plaza Way / Golden Gate Way area, the Shield Block, and on the north side of Mount Diablo Boulevard, between Happy Valley Road and Oak Hill Road. ▪ <u>Program 1b</u>: Continue to explore shared parking arrangements with property owners and developers. 	<p>Except as noted below, all of these policies and programs replace those listed under Circulation Goal 5. Most of the concepts have been retained through the new policies and programs. The Planning Commission agreed on April 4.</p>
<ul style="list-style-type: none"> ▪ <u>Policy 2</u>: Increase the accessibility and usage of existing off-street parking. <p><i>Short Term</i></p> <ul style="list-style-type: none"> ▪ <u>Program 2a</u>: Work with owners of underutilized parking lots to allow the public and/or employees to park in those lots. As a priority, contact the owners of the parking lots on Golden Gate Way. ▪ <u>Program 2b</u>: Work with owners of adjacent properties to connect their parking lots. As a priority, contact the owners of properties fronting Mount Diablo Boulevard between Lafayette Circle West and Lafayette Circle East to determine their interest in connecting the lots to improve access and ease circulation. ▪ <u>Program 2c</u>: Provide feasible incentives to property owners who participate with the City in using underutilized parking lots. <p><i>Long Term</i></p> <ul style="list-style-type: none"> ▪ <u>Program 2d</u>: Work with banks and similar businesses, particularly in the Core, to allow the public to use their lots after business hours to increase the supply of parking in the evenings. ▪ <u>Program 2e</u>: Encourage businesses and nearby residential developments to enter into agreements that would allow parking to be shared. 	
<ul style="list-style-type: none"> ▪ <u>Policy 3</u>: Focus efforts on preserving historic Plaza Way (Moraga Road to the Park Theater). 	

PARKING

Recommended Text	Comments
<p><i>Short Term</i></p> <ul style="list-style-type: none"> ▪ <u>Program 3a</u>: Work with the owners of the Oak Bridge lot and the lot next to the Park Theater to allow public usage of those lots. ▪ <u>Program 3b</u>: Consider exempting businesses in the area from the City's parking requirements, given the block's historic and unique character. <p><i>Long Term</i></p> <ul style="list-style-type: none"> ▪ <u>Program 3c</u>: Acquire land for public parking. 	
<ul style="list-style-type: none"> ▪ <u>Policy 4</u>: Work with businesses to address parking for the employees. <p><i>Short Term</i></p> <ul style="list-style-type: none"> ▪ <u>Program 4a</u>: Issue permits that would allow employees to park for a fee on downtown side streets for longer periods of time. As a test case, and with the cooperation of business owners, issue permits to employees of the Happy Valley Center and identify off-site areas where they can park. ▪ <u>Program 4b</u>: Work with businesses to provide, educate, and promote alternative modes of transportation, such as pre-tax transit ticket purchase programs and ride share. <p><i>Long Term</i></p> <ul style="list-style-type: none"> ▪ <u>Program 4c</u>: Facilitate agreements between businesses and residents of nearby neighborhoods that would allow employees with permits to park on residential streets. Funds collected from permits would be used to improve the neighborhood streets and provide neighborhood streetscape amenities. ▪ <u>Program 4d</u>: Acquire land for long-term employee parking. 	
<ul style="list-style-type: none"> ▪ <u>Policy 5</u>: Continue to look at methods for improving parking supply and accessibility. <ul style="list-style-type: none"> ▪ <u>Program 5a</u>: Consider the creation of a Downtown Core Parking Improvement District. ▪ <u>Program 5b</u>: Undertake these tasks: <ol style="list-style-type: none"> 1) Periodically update the parking inventory. 2) Monitor parking occupancy on an ongoing basis. 3) Adopt a method to track the number and type of businesses and employees and quantity of off-street parking, such as a business license 	

PARKING

Recommended Text	Comments
<p>tax or registration program.</p> <p>4) Consider establishing time limits for spaces that are not timed in commercial areas, such as: Second Street, Golden Gate Way, and west side of Dewing Avenue immediately south of Mount Diablo Boulevard.</p> <p>5) Review the timing of the existing on-street parking spaces to ensure they are consistent and effective.</p> <p>6) Do not stripe parking spaces in residential areas and away from Mount Diablo Boulevard to avoid reducing the effective number of parking spaces.</p>	
<ul style="list-style-type: none"> ▪ <u>Policy 6</u>: Review and update parking regulations. 	
<ul style="list-style-type: none"> ▪ <u>Policy 7</u>: Consider sustainable approaches to parking. <ul style="list-style-type: none"> ▪ <u>Program 7a</u>: Develop an option for project proponents to demonstrate alternative ways of meeting parking demands, such as using parking reserved for alternative fuel vehicles and compact spaces. ▪ <u>Program 7b</u>: Encourage charging stations in new development. 	<p>This concept was discussed by the Planning Commission on April 4.</p> <p>Policy C-5.4 as revised by the Planning Commission on March 7</p>

PARKS AND OTHER PUBLIC SPACES

Recommended Text	Comments
<p><u>Goal</u>: Preserve, promote and enhance downtown parks and other public spaces to accommodate activities for all ages and close to other amenities and services.</p>	<p>Downtown Character Goal 3 with grammatical edits</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Create a network of parks, public spaces, paths, and trails to provide connectivity, gathering places, and recreational opportunities in the downtown. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Provide new parks and other public spaces to promote synergies and provide amenities supporting downtown uses and for current and future downtown residents. New parks and spaces include: “Library Park”, “Town Green”, and “Gazebo Park”. ▪ <u>Program 1b</u>: Include standards in the design guidelines that encourage the development of public spaces. ▪ <u>Program 1c</u>: Ensure adequate funding to maintain parks and other public spaces. 	<p>Revised Policy DC-3.1</p> <p>Revised Program DC-3.1.2</p> <p>Revised Program DC-3.1.3</p> <p>Revised Program DC-3.1.1</p>

TREES	
Recommended Text	Comments
<u>Goal</u> : Preserve downtown trees.	Natural Resources Goal 2
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Preserve significant existing trees and require additional trees and landscaping material suited to Lafayette’s climate zone through the development process. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Implement a public information program to inform downtown property owners, businesses, and residents about tree protection. ▪ <u>Program 1b</u>: Update <i>Trees for Lafayette</i> as a guide to appropriate tree species. 	<p>Policy DC-1.3 and Policy NR-2.1</p> <p>Programs DC-1.3.2and NR-2.1.2</p> <p>Program DC-1.3.3</p>

CREEKS	
Recommended Text	Comments
<u>Goal</u> : Protect and enhance downtown creeks.	Replaces Natural Resources Goal 1
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Preserve the natural resource value of the creeks. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Evaluate projects within and adjacent to the creek corridors on the following priorities (in priority order): <ol style="list-style-type: none"> 1) Flood protection 2) Preservation of riparian habitat 3) Visual access 4) Education 5) Physical access to the top of creek banks ▪ <u>Policy 2</u>: Preserve creeks as a significant contributor to the downtown character. <ul style="list-style-type: none"> ▪ <u>Program 2a</u>: Prepare a Downtown Creeks Preservation, Restoration and Development Plan. The Plan should establish a long term vision for downtown creeks and should address the following: <ol style="list-style-type: none"> 1) Creek setbacks 2) Relationship with adjacent development 3) Damage prevention 4) Creek stewardship 5) Nuisance abatement 6) Public access 7) Pathways 8) Other public and environmental concerns 	<p>These policies and programs replace Policy DC-3.2 and its programs, Policy NR-1.1, Program NR-1.1.1, Policy NR-1.2, and Programs NR-1.2.1 and NR-1.2.2, and based on staff recommendations to the Planning Commission and on the Commission’s comments at the March 7 meeting.</p>

PUBLIC ART

Recommended Text	Comments
<p><u>Goal</u>: Contribute to the cultural enrichment of the community through public art in the downtown.</p>	<p>Downtown Character Goal 5</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Promote the expression and expansion of the arts in the downtown. <ul style="list-style-type: none"> ▪ <u>Program 1a</u>: Adopt and implement a public art master plan for the downtown. This master plan will designate the downtown as the first priority for the Public Art Fund. ▪ <u>Program 1b</u>: Introduce interactive public art in downtown parks and community spaces, particularly artworks that can be used by children for play. 	<p>Policy DC-5.1 and Programs DC-5.1.1 and DC-5.1.2</p>

PUBLIC FACILITIES AND SERVICES

Recommended Text	Comments
<p><u>Goal</u>: Strive to provide facilities and services that contribute to a sustainable quality of life for all generations.</p>	<p>Revised Public Services and Facilities Goal</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Consider demonstrated needs identified in assessments and other relevant studies when considering public facilities and programs and other services. 	<p>Revised Policy SF-1.1</p>
<ul style="list-style-type: none"> ▪ <u>Policy 2</u>: Enhance the public realm. <ul style="list-style-type: none"> ▪ <u>Program 2a</u>: Develop standards for public improvements, when budgets allow, to include embellishments and details, such as: <ol style="list-style-type: none"> 1) Embedded decoration in paving surfaces 2) Painted or decorated utility covers 3) Living walls 4) Sundials and clocks 5) Drinking fountains 6) Seating 7) Low walls, fences, or landscape berms around surface parking lots 8) Decorative and/or interactive water features 9) Interpretative signage 	<p>Policy DC-1.6</p> <p>Revised Program DC-1.6.1</p>
<ul style="list-style-type: none"> ▪ <u>Policy 3</u>: Improve streetscape functionality, safety, and aesthetics. <ul style="list-style-type: none"> ▪ <u>Program 3a</u>: Update the Downtown Street Improvement Master Plan. 	<p>Revised Downtown Character Goal 4.</p> <p>Revised Program DC-4.1.1</p>

ECONOMICS

Recommended Text	Comments
<p><u>Goal</u>: Enhance the downtown with targeted public improvements as funding is available for capital and ongoing maintenance costs.</p>	<p>Economics Goal</p>
<ul style="list-style-type: none"> ▪ <u>Policy 1</u>: Leverage private investment to create and finance downtown public improvements. ▪ <u>Policy 2</u>: Pursue multiple funding sources for improvements while phasing projects to match funding. ▪ <u>Policy 3</u>: Identify and secure funding sources for maintenance of capital improvements before improvements are constructed. <ul style="list-style-type: none"> ▪ <u>Program 3a</u>: Consider an assessment district or other financial tool to guarantee the sustainable and efficient long-term maintenance of public improvements. 	<p>Revised Policies E-11.1, E-11.2, and E-11.3, and Programs DC-4.1.2 and E-11.3.1 with grammatical edits.</p>