

## **League of Women Voters of Palo Alto Issues for 2006-2007**

### **Natural Resources**

#### ***Palo Alto Land Use and Planning*** (revised 1993, 2007)

Support of continued efforts toward effective general planning in Palo Alto.

#### ***Transportation*** (revised 1993, 2007)

Support of transportation planning measures and actions by the City of Palo Alto that promote efficient flow of traffic, minimize the use of the private automobile, and encourage the use of alternative transportation modes.

#### ***Foothills*** (revised 1993, 2004)

Support of measures to retain the maximum possible undeveloped land in the Palo Alto foothills with safeguards to preserve and protect the natural quality of the land.

By foothills, we mean lands between Foothill Expressway and Skyline Boulevard within the Palo Alto sphere of influence.

#### ***Baylands*** (1976, 1977, 1978, revised in 1993, 2004)

Support of measures to retain the maximum possible undeveloped land in the Palo Alto Baylands with safeguards to preserve and protect the natural quality of the land. By Baylands we mean lands between Bayshore Freeway and the Bay within the Palo Alto sphere of influence.

#### ***Watershed*** (1968, revised 2004)

Support of measures to protect the watershed from sedimentation, erosion, and flooding and to provide adequate sewage disposal for Palo Alto.

#### ***Waste Water Treatment*** (1968)

Support of :

1. Planning for more advanced sewage treatment which would consider environment, need, economic feasibility, and technological advances.
2. Assumption by industry of the responsibility for its special wastes.

#### ***Energy*** (1980)

Support of inclusions of an energy element in the Comprehensive Plan.

#### ***Stanford Land Use*** (joint position with LWV South San Mateo County) (1974, Revised 1997)

Support of area-wide planning to assure uses of Stanford lands that will have a beneficial impact on housing, open space, transportation and the housing/job ratio.

1. Support of a range of housing opportunities for University students, faculty and staff, and those employed on Stanford lands, in relation to the range of income levels.
2. Support of adequate open space and recreation facilities in the mid-peninsula.
3. Support of an interjurisdictional planning mechanism to assure timely and adequate information regarding proposals, public involvement at all stages, and coordinated decision making.
4. Support of transportation facilities which minimize the use of private automobiles and encourage a closer relationship between housing and employment.