



AGENDA REPORT

Meeting Date: May 27, 2009

Item Number: E-4

To: Honorable Mayor & City Council

From: Jonathan Lait, AICP, City Planner

Aaron Kunz, AICP, Deputy Director of Transportation

Subject: PROCEEDING WITH THE GENERAL PLAN UPDATE

Attachments: Exhibit A – Background on the General Plan Update Process

Exhibit B – Example of Goals and Policy Matrix

Exhibit C – Two-step Process Flowchart

RECOMMENDATION

Direct staff to complete the General Plan in a two-step process, prepare the necessary environmental analysis, and consider the need for additional traffic studies.

EXECUTIVE SUMMARY

This report explores a two-step approach that advances the General Plan toward completion by focusing first on adopting those goals and policies that have broad community support and second, by continuing the community dialogue on land use density assisted by future traffic studies, as appropriate. Adoption of any plan goals and policies requires environmental analysis, which is also discussed in this report.

BACKGROUND

For the past eight years the City has been making progress in comprehensively updating its General Plan (Exhibit A). A new plan is sought to ensure compliance with state law and to better

reflect changes in public policy and community aspirations since the plan was last adopted over 20 years ago.

The release of the Draft General Plan and Draft Environmental Impact Report (DEIR) was both a success and a disappointment to some. It successfully captured community sentiment on issues that make Beverly Hills more environmentally sustainable, identified opportunities to protect cultural resources, and explored strategies that promote affordable housing in the city.

However, the draft plan also identified a future development potential that, in part, is out of sync with the expectations many had for the plan. While the draft plan and associated environmental analysis were intended to represent the ceiling of maximum development and maximum impact for environmental analysis purposes and not a final policy objective, the public and Planning Commission's reaction was not favorable. Additionally, many in the public, including the Planning Commission, consider the DEIR to be inadequate due to the traffic analysis that was prepared for the future growth scenarios.

There now appears to be public support to bifurcate the General Plan into two steps and additional opportunity to forestall consideration of the land use policies until further traffic analysis has been conducted. This report explains the two-step approach and identifies a path for future plan adoption, including additional traffic studies.

This approach was presented at two City Council / Planning Commission liaison meetings held on December 18 and May 7. There was general support for the recommendations identified in this report, however, the liaisons expressed desire that the full Council weigh in and provide the necessary direction on how best to move forward.

DISCUSSION

AMENDING THE GENERAL PLAN

The City has been proceeding down a path of comprehensively updating the entire General Plan. One of the local objectives in creating a new plan was to have a meaningful document that accurately reflected community values and was easy to read and reference. The proposed two-step approach will achieve this objective, although after the new goals and policies have first been adopted by the City Council.

State law requires each City's General Plan to have goals and policies pertaining to seven mandated elements. The proposed two step approach will achieve state requirements and ultimately result in a document that satisfies local objectives for an easily referenced and easy to use General Plan.

REQUIRED ELEMENTS OF GENERAL PLANS

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

STEP ONE

This step advances through a public hearing process those goals and policies that are believed to have broad community support. This includes goals and policies related to public safety; historic and cultural resources; natural, biological, mineral, water, and visual resources; air quality; natural hazards; noise; and, public infrastructure.

DRAFT GENERAL PLAN GOALS AND POLICIES

| | | | | |
|--|--|---|---|--|
| <p>STEP ONE Advance goals and policies that are generally supported by the community</p> | <p>Historic and Cultural Resources Housing Land Use (not related to development scale or density)</p> | <p>Natural, Biological, Mineral, Water and Visual Resources Air Quality</p> | <p>Community Safety Fire, Flood, Geologic and Seismic Hazards Hazardous Materials Disaster Preparedness Noise</p> | <p>Infrastructure and Public Services Libraries Public Services Parks and Recreation Facilities Education Mobility (circulation – not related to development, scale or density)</p> |
| <p>STEP TWO Study and advance goals and policies that require further community dialogue</p> | <p>Land Use goals and policies relating to scale and density of development, if any</p> | | | <p>Mobility (circulation) associated with scale and density of development, if any</p> |

The goals and policies to be included in Step One have already been vetted through study sessions at various city commissions. These goals and policies will be integrated into the existing general plan. Existing goals and policies will either remain intact, be modified to ensure compliance with State law, or be deleted to reflect current public policy. This amendment process, as opposed to a comprehensive update, will show what existing policies are being retained, and will clearly explain why those that require changes are being modified (Exhibit B).

All Step One goals and policies will be presented to the Planning Commission for public input and a recommendation forwarded to the City Council. City Council hearings would follow along with adoption as the Council deems appropriate. It is estimated that this step can be completed within 3-6 months and is not anticipated to require any additional funding (Exhibit C).

STEP TWO

This step begins after Step One is completed and after appropriate traffic studies, if any, are conducted to aid in this analysis (see traffic discussion below). Step Two explores the appropriate location, scale and density of future development activity in the city. This analysis may reveal that there are locations that can appropriately accommodate more growth or, may conclude that the city's current land use density and height are appropriate for the foreseeable future, thus requiring no change. Regardless, it is clear that there is limited community support for the 'maximum' development scenario set forth in the draft plan. Accordingly, Step Two will provide more reasoned and balanced growth alternatives that respect community culture, preserve residential neighborhoods and best manage ongoing and foreseeable traffic challenges. This discussion will take place in a public forum and include several meetings before the Planning Commission that will help direct this study. Step Two concludes with the City Council evaluating what and where land use changes, if any, are appropriate.

Following the completion of Step Two, staff will provide some background information, meaningful photographs and illustrations as well as an easy to use reference guide to make sure the General Plan is the useable and accessible document desired by the community. Staff will present this final version to the Planning Commission for approval. There would be no changes to already approved goals and policies.

ADDITIONAL TRAFFIC STUDIES

From a technical perspective, notwithstanding some of the conclusions made in the DEIR, the level of traffic analysis that was performed and included in the DEIR is customary and adequate for the purposes of adopting a program-level General Plan, and it is consistent with the requirements of the California Environmental Quality Act (CEQA). However, members of the community and Planning Commission have requested that additional traffic analysis be completed to help assist in the evaluation of future land use alternatives prior to revising the General Plan's land use goals and policies relating to development density. Previously, the Planning Commission considered expanded traffic analysis comparable to that used in project level environmental impact reports. This type of analysis provides a much more detailed examination of individual parcel characteristics evaluates proposed development options and examines mitigations, such as turn restrictions, at the local level. The challenge with this type of analysis at the General Plan policy level is that it requires a considerable number of assumptions in the absence of any real development proposal. The value of any data received from this analysis will become deluded with the greater number of assumptions that are required. Also, the usefulness of such a study depreciates rapidly and would not likely have any further application beyond its use for the General Plan. It is preliminarily estimated that these additional studies would cost approximately \$300,000 – \$800,000.

As an alternative, the Planning Commission has indicated a preference for the City developing a travel demand model to assist with the land use discussion. The difference between the project-level traffic analysis previously contemplated by the Planning Commission and a travel demand model is that 1.) the model allows for a greater level of analysis and 2.) the City would be able to re-use the model for traffic analysis related to future development proposals. The cost of a travel demand model would be approximately \$450,000 - \$500,000 for initial set up with maintenance costs of approximately \$200,000 every four years, and costs for a consultant to operate the model of approximately \$80,000 - \$120,000 annually. A portion of the annual maintenance and operating costs could be recovered from applicants.

Due to general support from the Planning Commission and from the City Council and Planning Commission Liaison meetings, a broader discussion as well as background information regarding travel demand models is provided below.

Travel Demand Model

From the beginning of the General Plan process, the Planning Commission has expressed interest in the City obtaining a 'Traffic Model' as an analytical tool for development of the land-use and circulation elements of the General Plan and for use later as a tool for the City's development review process. Parson's Transportation Group, the City's on-call traffic consulting firm in 2002, provided the City with a study outlining high-level transportation modeling options. Members of the Planning Commission felt that for a model to be useful to the City, it would need to be detailed enough to measure impacts on local residential streets. In 2002 few cities had traffic models to that detail. At that time, the City did not pursue a traffic model primarily due to the high costs for development and continued maintenance.

Recently, some neighboring cities have developed or are in development of city-wide travel demand models with the level of detail originally desired by the Planning Commission. The cities of West Hollywood, Santa Monica, Pasadena and Santa Barbara have incorporated local-level traffic model review as part of their General Plan processes.

The use of the model is two-fold: 1.) refining the scale and density of development contemplated by the General Plan land use element and 2.) on-going use for development plan review and consideration of traffic improvements (e.g., intersection improvements). The advantages of a travel demand model for refining the scale and density of development contemplated by the General Plan land use element (Step Two) and forecasting changes to traffic patterns (e.g., one-way streets) include the capability of detailed analysis of traffic generation, trip distribution, mode split and route assignment of various land-use scenarios. The model may also include socio-economic variables. While the model is a valuable analytical tool, it is also a forecasting tool that is subject to personal interpretation, and could be subject to challenges similar to other

traffic studies. The margin of error in the model is relatively high, 15% or higher, particularly on local residential streets as traffic varies day-to-day and it is difficult to predict driver behavior.

The initial cost of the model and General Plan land use alternatives analysis would be approximately \$400,000 for model development and running three land use alternatives, plus an additional estimated \$100,000 to \$150,000 for data gathering and traffic counts. Costs could increase as more detailed analysis and other tools such as incorporating parking plans are requested. The development of the initial model would take approximately 9-12

| <u>DEVELOPING A TRAVEL DEMAND MODEL</u> (2009 Dollars - Estimated) | |
|---|--------------------|
| Model Development | \$400K |
| Data Collection | \$100K – \$150K |
| Operation Cost | \$80 – \$120K / yr |
| Updating Cost | \$200K / 4yrs |
| Time to Develop | 9 – 12 mos |

months, including data gathering. The initial cost of the model would be borne by the City. In comparison, the City of West Hollywood’s traffic model cost approximately \$265,000, and the City of Santa Monica’s model is currently being developed with an estimated cost of \$455,000. Both cities had sufficient in-house staff to gather the needed data. Neither City has run models of General Plan land-use alternatives yet.

The City of Pasadena completed the scope of work for its Traffic Model in March 2009, and is preparing to begin the technical development phase before the end of FY2009. Pasadena is investing \$150,000 in FY2009 and FY2010 for a basic level system (i.e., arterials and collectors) which does not include any special or customized ‘runs’ or scenario tests. Staff plans on phasing the development during subsequent years based on available budget to test alternative scenarios, security, and data validity. The City also recruited a professional public relations firm to coordinate and complete community outreach efforts specifically for the circulation element by the Fall of 2009. Planning and development of the model is projected to take two to three years before implementation and development planning use.

| <u>ADVANTAGES OF A TRAVEL DEMAND MODEL</u> |
|--|
| <ul style="list-style-type: none"> • Provides uniform base traffic counts • Allows tests of improvements on local roadway system • Reduces subjectivity |

After development of the General Plan, the travel demand model could be used to analyze proposed development. No cities contacted have yet used the model as part of the development plan review process. The advantages of a model in the development plan review process include: 1.) provides uniform base traffic counts used by all

developer’s traffic consultants and cumulative projects; 2.) allows tests of physical and operational improvements on the local roadway system and their impact on adjacent streets; and 3.) reduces subjectivity in manual traffic distribution and assignments. While the travel demand model has the ability to provide horizon-year turning movement forecasts at study intersections throughout the City and provides a more consistent traffic impact study procedure, it does

not substitute the need for detailed project-specific forecasts of turning movements at individual intersections. In addition, site circulation and access review would still need to be studied outside the model structure. The model could also be used to evaluate proposed intersection improvements, traffic calming techniques, and other traffic improvements/mitigation measures. Again, the model is an interpretative forecasting tool and does not provide definitive answers.

On an on-going basis, the model would need to be updated at a minimum of every four years in concurrence with the update of the SCAG regional model at a cost of approximately \$200,000. Some community members argue that four years is not frequent enough to update the model. Additionally, senior level staffing is needed to keep the model operational, interpret and analyze the

data. If the City developed a model, staff would initially recommend this work be performed by an on-call traffic engineering consultant firm so costs would vary depending on the amount of work performed. The annual cost for operating the model would vary between \$80,000 to \$120,000 annually depending on the number of model runs and analysis performed. For model use as part of development review process, a portion of the on-going operating costs could be recovered from applicants.

DISADVANTAGES OF A TRAVEL DEMAND
MODEL

- High Cost
- Limited example of successful use in other communities
- Margin of error
- Project-level traffic studies still necessary

ENVIRONMENTAL ASSESSMENT

A Draft Environmental Impact Report was prepared for the draft General Plan; both documents were released late last year. The DEIR evaluated numerous environmental factors, including traffic, air and water quality, historic resources, shade and shadow, noise, and many others. The document concludes that there would be unmitigatable impacts to traffic circulation caused by the planned development potential identified in the draft General Plan. The City also received letters from the community expressing concern about the level of traffic analysis in residential neighbors due to increased development contemplated along commercial corridors (see prior traffic discussion).

Notwithstanding some of the criticism of the draft plan and associated environmental analysis, a tremendous amount of work effort and resources went into the preparation of the DEIR. With the passage of time, environmental data can become stale, thus necessitating new data collection and analysis. Waiting too long could add issues to relying on the existing analysis. Moreover, none of the criticism of the DEIR relates to the proposed goals and policies that would be processed as part of the Step One phase of the General Plan. The Step Two phase, which would consider land use, scale and density, may result in changes that need to be further studied

consistent with the traffic discussion above, or may remain unchanged, not requiring any further environmental study at all.

Accordingly, the City Council may find it beneficial to certify the DEIR along with the Step One goals and policies when this is presented later this year. An important caveat would be that the DEIR would include a revised project description specifically stating that the land use goals and policies related to future growth, scale and density are not included in this certification. Rather, if land use policies change in Step Two, the City would likely need to prepare additional environmental analysis that specifically evaluates those changes. With regard to further environmental analysis related to traffic, during the intervening time between Steps One and Two, at the direction of the City Council the City would prepare a travel demand model and/or other traffic analysis that addresses the further study requested by the Planning Commission and community members. This too will preserve the work and resources that went into the DEIR, allow Step One to move forward this year and ensure adequate environmental analysis and re-certification prior to any future changes in land use – should changes be desired after further community input.

HOUSING ELEMENT AND LAND USE

Notwithstanding the approach identified in this report, the City of Beverly Hills is required by state law to update its housing element. During Step One, staff, along with the Planning Commission in public meetings, will evaluate the need, if any, to modify land use densities to achieve minimum state-mandated requirements for the production of housing units in the city. Staff and the Planning Commission, with the public's review and input, will explore options that best balance local and state goals. The City Council will ultimately evaluate whether these changes are appropriate and have ample opportunity to comment on proposed strategies.

Additionally, there may be some land use goals and policies that have no impact to the land use designation map, density, mass or scale. For instance, the draft General Plan includes the following policy: Community Engagement - Strive to engage all segments of the community in planning decisions including, residents; special needs groups such as the elderly, youth and low-income families; businesses; and interest groups. Staff, through the public process before the Planning Commission, will identify similar goals that are generally supported and advance those through Step One.

FISCAL IMPACT

The recommended action in this report does not have any new direct budget or fiscal-related impacts. It is anticipated that remaining funds already dedicated to the General Plan effort can be used to complete Step One, including EIR certification. However, future action, if taken by the City Council, and consistent with this recommendation, will require general funds to initiate and

complete the travel demand model (approximately \$500,000 - \$550,000, onetime costs) and for ongoing maintenance (approximately \$200,000 every four years). The cost to operate the travel demand model is expected to cost \$80,000 to \$120,000 annually, but this cost will be borne by users of the model (applicants, including the City for CIP-related projects). Additional general funds may also be required to complete Step Two, but actual costs are unknown and will vary greatly based on the expected range of land use policies and development scenarios that would be studied. Other actions that would affect Step Two costs include the City Council's direction on public outreach, land use modeling (massing models - not traffic), environmental re-certification for land use policies, public hearing notices, and publication. To the minimum extent feasible, professional consultants will be contracted to complete Step One and Two, and for the travel demand model.

RECOMMENDATION

It is recommended that the City Council direct staff to prepare amendments to the City's General Plan, starting with goals and policies that are generally accepted by the community and to forward, for certification, a Final Environmental Impact Report (Step One).

Further, it is recommended that the City Council direct staff to bring forth a proposal to conduct the appropriate traffic studies, if any, as determined by the Council. Following development of the appropriate traffic studies and approval by the City Council, staff would be directed to advance a community-focused discussion regarding future changes to land use policy, including future development potential (Step Two). If changes are proposed that alter what is currently allowed under the existing General Plan, the appropriate environmental analysis would be prepared.

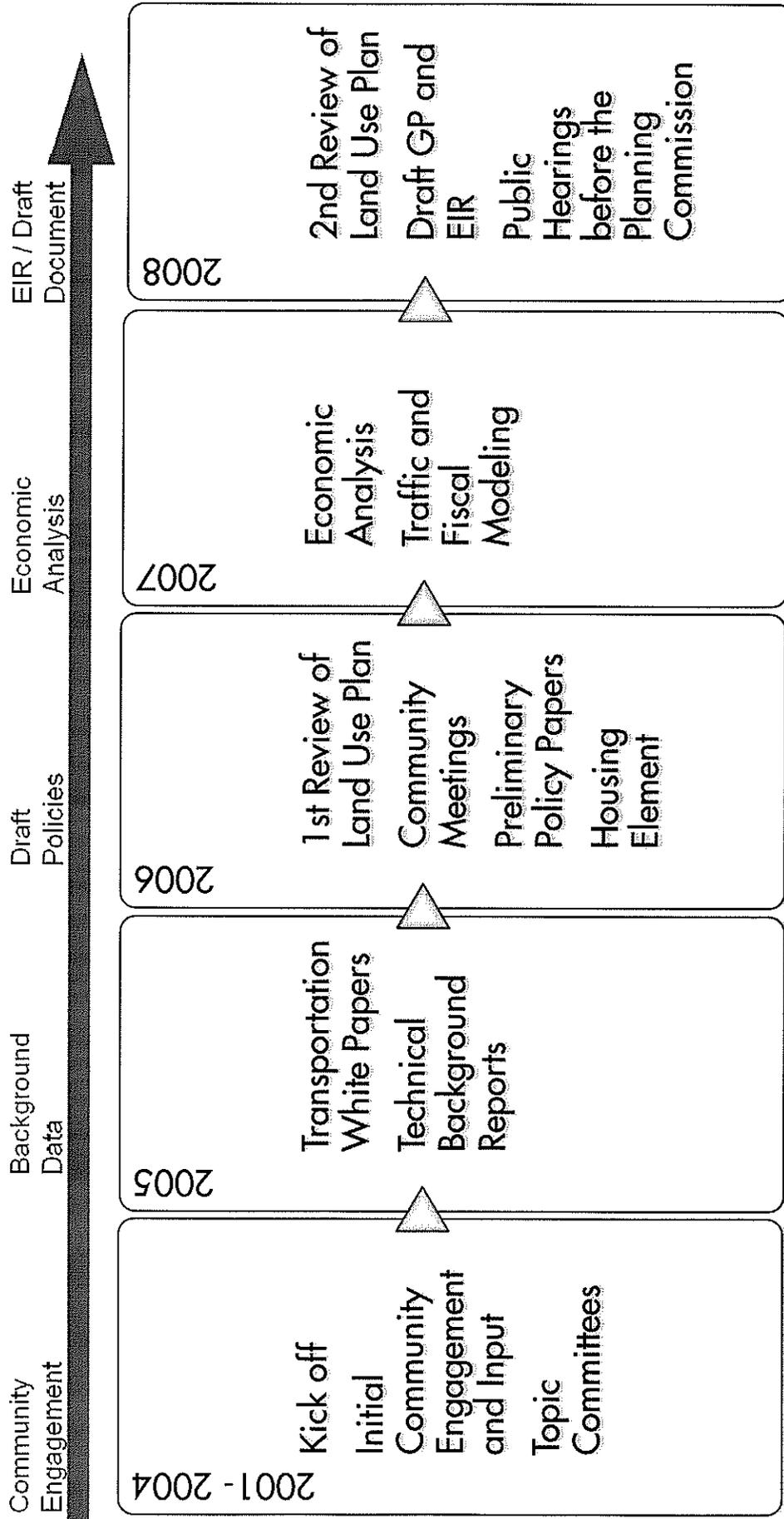
 Jonathan Lait, AICP, City Planner
Community Development Department

Approved By

Exhibit A

Background on the General Plan Update Process

Updating the General Plan – Timeline



GENERAL PLAN TOPIC COMMITTEES

As a result of the community interest, the City Council appointed 175 community members to serve on one of seven General Plan Topic Committees.

The resident-based Topic Committees were divided among the following subject areas:

1. Community Character
2. Circulation (Mobility)
3. Commercial Standards
4. Community Processes
5. Environmental Sustainability
6. Residential Issues
7. Residential / Commercial Interface

Between the years 2002 – 2004 the Topic Committees met several times to study and address issues affecting the City that had been identified by the community through workshop exercises, mailed surveys and outreach events.

GENERAL PLAN TOPIC COMMITTEES

- The General Plan update process began in the fall of 2001 with a public event called Plan Day.
- Plan Day resulted in the City Council appointing 175 community members to sit on one of seven Topic Committees.
- The Topic Committees were tasked by the City Council to study and make recommendations on the issues facing the City.
- The Topic Committees presented their findings in final reports to the City Council in 2004.
- These final reports form the basis for the goals and policies in the draft document release in August of 2008.

COMMUNITY INVOLVEMENT

- 2001 – Plan Day
- 2002 – 2004 – General Plan Topic Committees
- 2006 – Ten community forums, “Focus on Beverly Hills”
- 2007 – Blue ribbon panel on economic sustainability
- 2008 – Community meeting following release of the draft General Plan.

In 2004, the Topic Committees presented final reports on the issues and recommendations to the City Council. The Topic Committees had used various methods to gather information and therefore these final reports represented the ideals and values of many community members. Many of the recommendations from the committees have been incorporated into the goals and policies in the draft 2008 plan.

TECHNICAL REPORTS AND PRELIMINARY POLICY PAPERS

In 2005, the City released a series of white papers on transportation and circulation. These white papers outlined the current traffic situation and, through reference to the final report of the Circulation Topic Committee, proposed options that the City may explore to address traffic related issues. This background information along with the Topic Committee reports was used to develop draft goals and policies and the subsequent review for environmental impacts.

In 2006, a series of 10 public workshops named “Focus on Beverly Hills neighborhoods” were held in the community to obtain comments on different land use options. The outcomes from these community meetings along with the final reports from the Topic Committees formed the basis for the goals and policies in the Land Use Element. After these workshops ended the favored options were then shared with the Planning Commission and City Council. The City Council directed that generalized traffic, economic and environmental impacts be studied for these potential land-use changes; however, at that time there was no decision that any of the draft changes would be accepted into the final Plan.

In January of 2008 a joint session was held to present the economic analysis and findings associated with changes in land use. This analysis proposed that if specific businesses desired to construct a building greater than currently allowed in specific commercial areas, that the request could be considered up to a specified building density, provided that the development met certain quality of life preserving criteria. The intention behind allowing for this additional density in certain commercial areas with the requirement of protecting the quality of life was to encourage existing businesses to remain in the City while maintaining quality of life and ensuring that the City could continue to provide the desired levels of service to the community.

At the joint session of the City Council and the Planning Commission in January of 2008, the City Council directed that the recommended land-use alternatives be studied; however this direction was given with the understanding that these land-use alternatives were the maximum changes possible and that once the environmental impact analysis was conducted, there would be further refinement of the allowable densities to ensure the quality of life in residential neighborhoods was preserved and that the vision and goals of the community were still being met.

GENERAL PLANS

California State law requires each city and county to adopt a general plan. The general plan is a visionary document that sets forth goals and policies for the community to strive towards and achieve over a typical 15 – 20 year timeframe. General plans provide a broad vision of how communities would like to develop and indicates the means of achieving these goals.

Since general plans are long-range vision documents that attempt to address the needs of the City over a broad span of time, the goals and policies in the general plan tend to be broad and generalized. Also due to the timeframe involved, general plans do not include the precise means of achieving those goals and policies. General plans do, however, provide implementation programs that indicate what sorts of actions should be taken to address the goals and policies. Over the life of the general plan, City actions are evaluated for conformity with the document.

GENERAL PLAN UPDATE

- 2001 – General Plan Update Begins with “Plan Day”.
- 2002 – Topic Committees Formed.
- 2004 – Final Topic Committee Reports to City Council.
- 2005 – Technical Background Reports and Transportation White Papers Released.
- 2006 – Preliminary Land Use Changes Presented at 10 community workshops titled “Focus on Beverly Hills Neighborhoods”.
- 2007 – Economic and Traffic Impacts Analyzed.
- 2008 – Draft Comprehensive General Plan Update and EIR Released.

General plans serve the following purposes:

- Identify the community’s land use, circulation, environmental, economic and social goals and policies as they relate to land use and development
- Guide local government decision-making, including decisions on development approvals and Capital Improvement Projects,
- Provide residents with opportunities to participate in the planning and decision-making process,
- Inform residents, developers, decision-makers, and other cities and counties of the ground rules that guide development within the community.

Exhibit B

Example of Goals and Policy Matrix

Example of Amendment Matrix

| Amendments Proposed to the Conservation Element | | |
|---|--|--|
| Current General Plan Provisions | Proposed Amendments | Remarks |
| <p>Program Goals of Element (Maintain adequate supply of high quality water economically. Preserve and enhance Beverly Hills' capability to rely upon local groundwater supplies)</p> <ol style="list-style-type: none"> To provide an adequate supply of high quality potable water to meet existing and future needs. To provide water at the lowest cost. To preserve the City's rights to extract groundwater and to assure that such resources will be available if needed. To assure the availability of properly located well sites. To assure the availability of a properly located site for a water treatment facility. <p>Proposed Program and Policies of Element (Maintain existing water programs and policies in near future. Initiate a study to determine when it would be to economic advantage of City to produce and process its own water supplies to augment or replace MWD water, based upon changing circumstances which may dramatically affect MWD water prices. This study should consider operation costs and the additional capital costs to develop a modern and efficient treatment facility, preferably using existing water</p> | <p>Goal: Water Conservation Provision of a system that minimizes water consumption through conservation methods and other techniques.</p> <p>Policies</p> <ol style="list-style-type: none"> Water Conservation Goals. Continue to establish, review, and update water conservation goals and benchmarks for the next 20-year period. Public Outreach on Need to Conserve Water. Maintain and enhance its comprehensive program to educate and publicize the need to conserve water. Water Conservation Measures for Public Facilities. Continue to require water conservation measures/devices that limit water usage for all new municipal projects and major alterations to existing municipal facilities. Water Conservation Measures for Private Projects. Continue providing incentives, and where practical, require the installation of water conserving measures/devices and practices for new private construction projects and major alterations to existing private buildings including requirements for the use of reclaimed water for | <p>Since 1979 when the current Conservation Element was adopted, the City has developed four new water wells, together with a new water treatment plant to meet contemporary Federal water quality requirements. In the broader context, demand for water in Southern California has continued to grow substantially while availability of imported water from the California and Colorado Aqueducts has diminished not only from growing upstream demands for water but also because of continuing drought conditions. These considerations together with growing concerns regarding climate change call for updated policies to address these changes.</p> |

Example of Amendment Matrix

| Amendments Proposed to the Conservation Element | | |
|---|--|---------|
| Current General Plan Provisions | Proposed Amendments | Remarks |
| <p>treatment site. Based upon the anticipated lead time such study shows necessary before local water supplies would be justified, activity should be initiated to ascertain and establish specific well sites and begin facilities design.)</p> <ol style="list-style-type: none"> No change recommended in current policy to retain local option to provide water in the near future. The Metropolitan Water District has indicated that there may be substantial rate increases to Beverly Hills and other member jurisdictions within the next five to eight years. Accordingly, the City Water Department should coordinate a study, possibly with the assistance of a consultant, to determine the cost effective point at which the City should convert in whole or in part to its own water supply. This study would consider the costs of extracting and processing water (operation costs) as well as any capital costs associated with any facility. If a new water treatment facility is developed, consideration should be given to retention of one of the sites now occupied by a water treatment facility for reasons cited above. | <p>construction watering, and pumping subterranean water back into the ground rather than into the storm drain system.</p> <p>4.5 Water Efficient Landscaping. Where feasible, encourage installation of drought tolerant landscaping or water-efficient irrigation systems for all private and city landscaping and parkways. Identify and implement minimum design/installation efficiency criteria for landscape irrigation systems.</p> <p>4.6 New Conservation Technology. Strengthen local building codes for new construction and implement ordinances that require existing buildings to generate a higher level of water efficiency as a condition of issuing permits for renovations or additions, and of sale of residences and buildings.</p> <p>4.7 Funding. Explore methods to provide financial support for water conservation efforts.</p> | |

Exhibit C

Two-step Process Flowchart

AMENDING THE GENERAL PLAN

Proposed Two Step Amendment Process

