



AGENDA REPORT

Meeting Date: June 19, 2012
Item Number: D-2
To: Honorable Mayor & City Council
From: Susan Healy Keene, AICP, Director of Community Development
Subject: 9900 SANTA MONICA BOULEVARD, 9848 WILSHIRE BOULEVARD AND 9815 WILSHIRE BOULEVARD AND ALL IMMEDIATELY ADJACENT PARCELS CURRENTLY ZONED COMMERCIAL (C-3)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE BEVERLY HILLS GATEWAY PROJECT, ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM;

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS AMENDING THE GENERAL PLAN TO ESTABLISH A GATEWAY COMMERCIAL/MIXED USE/TRANSPORTATION LAND USE DESIGNATION FOR THREE PARCELS OF FORMER RAILROAD RIGHT-OF-WAY PROPERTY LOCATED AT 9900 SANTA MONICA BOULEVARD, 9848 WILSHIRE BOULEVARD AND 9817 WILSHIRE BOULEVARD CURRENTLY ZONED TRANSPORTATION T-1 AND ALL IMMEDIATELY ADJACENT PARCELS CURRENTLY ZONED COMMERCIAL (C-3);

AN ORDINANCE OF THE CITY OF BEVERLY HILLS ESTABLISHING THE COMMERCIAL PLANNED DEVELOPMENT GATEWAY OVERLAY ZONE (C-PD-G) AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE.

Attachments:

1. Resolution Certifying Final Environmental Impact Report
2. Resolution Amending the General Plan
3. Ordinance Establishing C-PD-G Overlay Zone
4. Planning Commission Recommendation Resolutions
5. Planning Commission Staff Reports (November 20, 2008 – May 24, 2012)

6. Public Notice
7. Recent Correspondence
8. Final Environmental Impact Report and Supplemental Reports
(previously provided under separate cover)

RECOMMENDATION

Staff recommends that the City Council move to approve a resolution certifying the final environmental impact report; a resolution amending the General Plan to establish a Gateway Commercial/Mixed Use Transportation Land Use Designation; and, move to waive the full reading of the ordinance entitled "An Ordinance of the City of Beverly Hills Establishing the Commercial Planned Development Gateway Overlay Zone (C-PD-G), and Amending the Beverly Hills Municipal Code" be introduced and read by title only.

INTRODUCTION

The owners of the subject T1 zoned properties, along North Santa Monica Boulevard between the western city boundary and the city's two-level parking structures near Linden Drive, seek approval for a zoning and general plan designation change. The history of this project extends for more than a decade and is briefly summarized below. While the attached resolutions and ordinance modify the zoning code and create a new general plan designation, these documents do not authorize any development to occur on the T1 lots without the filing of new applications and public hearings before the Planning Commission and City Council.

Background

There are three T1 zoned properties affected by the proposed resolutions and ordinance. Parcel 1 (9900 Santa Monica Boulevard) is the westernmost parcel that extends from the western city boundary to approximately Charleville Boulevard. Parcel 2 (9848 Wilshire Boulevard) extends from Charleville Boulevard to the Wilshire and Santa Monica Boulevards intersection; a portion of Parcel 2 provides parking for Starbucks Coffee. Parcel 3 (9817 Wilshire Boulevard) extends from the Wilshire and Santa Monica Boulevards intersection to approximately Linden Drive and is used by the Budget car rental company.

In 2001, an application was filed to develop Parcel 2 (9848 Wilshire Boulevard), which is at the southwest corner of Wilshire and North Santa Monica Boulevards. That application prompted renewed questions about the city's vision of these T1 parcels and roadway and capacity limitations at that intersection. Transportation and land use studies were commissioned over the subsequent years prepared by city consultants and paid for by the three T1 property owners.

The transportation study¹ completed and presented to the City Council in 2003 explored several options to improve traffic conditions at the Santa Monica and Wilshire Boulevards intersection, including widening North Santa Monica Boulevard; providing a pedestrian bridge; and, an 'over/under' alternative that had Wilshire Boulevard, at grade, bridging over a sunken Santa Monica Boulevard roadway. None of the

¹ The transportation study was incorporated into the final Gateway Land Use Study, completed November 22, 2006

recommendations in the transportation study were implemented and are not presently being pursued at this time.

A land use study (Gateway Land Use Study)² was completed and presented to the City Council and Planning Commission at a joint meeting in late 2006³. This study explored the feasibility of development on the T1 zoned parcels based on different development standards, including the city's most common commercial zoning: C3 zoning (3 stories / 45 feet and a 2.0:1 FAR⁴). Other alternatives studied included a floor area ratio (FAR) of 1.5:1; a mixed use project alternative; and, a 'no change' alternative. The staff recommendation at that time supported three (3) stories / 45 feet and a 1.5:1 FAR if the T1 parcels were developed separately, and up to a 2.0:1 FAR if development incorporated the adjacent C3 parcels.

The City Council at that time encouraged continued evaluation of a possible zone change and directed the City Manager to informally explore the possible acquisition of the subject T1 parcels, but that effort, along with previous city efforts did not result in any land acquisition.

Following the joint City Council and Planning Commission meeting, each of the three T1 parcel owners filed applications to change the subject T1 parcels to a C3 zoning. The owner of Parcel 2 also had an application for a new three story office building. An environmental impact report (EIR) was prepared that evaluated the proposed development project and a maximum development scenario of three stories and a 2.0:1 FAR across all three T1 zoned parcels. The Draft EIR was completed in 2008.

Through much of 2009 and into 2010, discussion of a possible museum project on Parcel 2 stayed the processing of the zone change applications. For the balance of 2010, staff updated certain technical studies in the environmental impact report and renewed public hearings before the Planning Commission, which began in January 2011.

The Planning Commission requested a City Council liaison meeting (Mayor Brien and City Councilmember Bosse), which was held in April and a second meeting held in August 2011. During this time, the owner of Parcel 2 explored various project revisions. Ultimately, plans to redevelop Parcel 2 were placed on hold by the applicant pending the outcome of the subject zone change and general plan amendment proposal.

DISCUSSION

The applicants seek approval to change the underlying T1 zoning to a commercial zoning. Presently, only transportation-related uses are permitted on the parcels, and some uses, such as establishing a surface parking lot, require a two-step process of requesting a Transportation Overlay zone be applied to the property (a legislative act) and approval of discretionary applications, in order to construct the lot.

² Available online at: <http://www.beverlyhills.org/files/GatewayFINALReport2011-22-2006.pdf>

³ City Council / Planning Commission Meeting available on Granicus:

http://beverlyhills.granicus.com/MediaPlayer.php?view_id=&clip_id=418&meta_id=11369

⁴ Floor Area Ratio (FAR) is a development standard that sets forth the maximum amount of building area permitted on a lot. An FAR of 2.0:1 means the floor area of a building may not exceed two times the area of the parcel.

Historically, the T1 parcels supported the Pacific Electric Railway, or Red Car, mass transit system. After the Red Car stopped running in the early 1960s, the T1 parcels were sold to various entities. The city eventually acquired some of the parcels and built the five parking structures that serve the community today. Only one other privately owned T1 parcel has been developed, the Kenquest site, in the 1960s.

From time to time there has been discussion about potential use of the T1 lots to improve traffic congestion, to add green space, and what type of development might be appropriate on the parcels. The city's own parking structures were at one time considered temporary; however, there are no plans today to remove the structures that many businesses and visitors rely on daily.

The lack of a definitive long range plan and concerns about the opportunity cost of allowing development on the T1 parcels generated significant discussion at the Planning Commission. If development is allowed, the likelihood of using significant portions of the T1 parcels for roadway improvements is diminished. And, while there remains public right-of-way on the north side of Santa Monica Boulevard, that area is presently incorporated into the Beverly Gardens Park and not anticipated to be used for future roadway improvements. Conversely, not allowing development creates a disincentive to improve the quality of that highly visible space and keeps those parcels from contributing significantly to the city's general fund. To better inform the Commission's deliberations, they requested a meeting with the Council liaisons.

City Council / Planning Commission Liaison Meetings

Mayor Brien and Councilmember Bosse participated in the liaison meetings. Understanding their perspectives were not necessarily the views of the full Council, they offered some key guidance that helped shaped the Planning Commission's deliberations. Specifically, future development should include:

- appropriate setbacks, green space and building modulation; C3 zoning (2.0:1 FAR) may not be appropriate for the subject parcels;
- neighborhood serving uses and help serve as a catalyst to revitalize the (South Santa Monica Boulevard) area; lot consolidation is encouraged;
- solutions to address parking deficiencies in the area;
- iconic architecture; and
- protections for nearby residential neighborhoods and the high school to avoid traffic impacts

The liaisons also noted that each of the three parcels was unique and that future development standards and projects should reflect that uniqueness. However, projects should be integrated to the extent feasible and relate to each other. While generally not supportive of large scale development, the possibility of a project taller than 45 feet could be considered at the appropriate location if there were adequate public benefit.

Notwithstanding the above, the liaisons expressed an interest in reviewing the Planning Commission's draft ordinance and receiving community feedback before making any final judgment.

Planning Commission Deliberations

The Commission held several public hearings on the subject amendments and visited the site twice. While the Commission's final recommendation supports appropriate development of the T1 parcels, that recommendation evolved over time.

Neighborhood Compatibility, Building Scale, Height and Mass

The location of the subject parcels at the western city boundary in close proximity to Century City and across the street from the entitled Hilton Redevelopment and 9900 Wilshire projects were considerations in the Commission's deliberation. Also considered were the proximity to residential neighborhoods, existing and planned open space in the area, the low-scale development on South Santa Monica Boulevard and iconic architecture in the area. The uniqueness of the T1 parcels compared to other property in the area also creates some design challenges and opportunities.

The Commission discussed the relationship among the subject parcels and need for a cohesive development approach that would link pedestrians and promote efficient use of parking resources. The Commission sought to encourage neighborhood serving uses, a pedestrian oriented environment and included objectives to explore the possibility of feasibly drawing pedestrians from Century City and the planned developments across Santa Monica Boulevard to the subject parcels. The proposed objectives were also designed to encourage lot consolidation to help revitalize parts of South Santa Monica Boulevard.

There was much debate about setbacks from North Santa Monica and Wilshire Boulevards, building height, scale and mass. The Commission valued significant green space that respected the Beverly Garden Park and anticipated redevelopment on the north side of Santa Monica Boulevard. The majority of commissioners expressed concerns about a dense wall of development that could contribute to a canyon-like effect as viewed from Santa Monica Boulevard. Therefore, there was interest in breaking up the mass and possibly creating visual access across the site. To achieve this, the Commission recognized that taller buildings on Parcels 1 and 2 might be appropriate. If setbacks and open space reduce the amount of floor area that can be achieved in a development within 45 feet, then a taller building may be needed to enable development of that square footage. Additional height on Parcel 3 is not authorized by the objectives or development standards to avoid impact on the privacy of residential properties to the north. (Overlay Objectives 3, 6, 7, 8, 12 and 13)

Parking and Traffic

The Commission also recommended that any development of the subject T1 parcels address parking deficiencies in the neighborhood. Moreover, creating additional parking may encourage partnership opportunities for owners of buildings fronting on South Santa Monica Boulevard. A desire for enhancing the neighborhood serving needs of the residents and businesses in the area includes providing restaurant opportunities, which typically requires more parking than is currently available.

Access to parking was a concern expressed by residents in the area. Commuter traffic travels on residential streets in the area. Residents expressed concern that development would further exacerbate that condition. Residents expressed concern about the use of Charleville Boulevard in any future development and a preference for signalized access from North Santa Monica Boulevard. Because the applicant's project scope has changed

over time and the specific development on Parcel 2 is not being considered as part of this policy discussion, the Planning Commission was satisfied with the level of analysis in the EIR. However, any future project that is developed in compliance with the proposed overlay zone would be subject to further environmental review and evaluation of appropriate ingress and egress conditions. (Overlay Objectives 4 and 11)

Roadway Improvements

While there are no plans to increase capacity along North Santa Monica Boulevard, the City Council has recently reviewed plans for a reconstruction project and directed incorporation of design solutions for a possible bicycle path. The Planning Commission included objectives in the overlay zone to ensure future development provided necessary land to accommodate identified roadway needs.

A well-traveled bus stop is adjacent to Parcel 2. The overlay zone objectives ensure this stop can be planned with the necessary space to provide better protection for pedestrians, riders and motorists. Additional land on Parcel 2, adjacent to Wilshire Boulevard, will be needed to create a dedicated turning lane to South Santa Monica Boulevard. This roadway improvement is identified as a mitigation measure in several EIRs for other projects. (Overlay Objective 10)

Public Benefits

The Commission incorporated a number of public benefit requirements into the objectives. Specifically, the objectives require substantial setbacks and green space; iconic architecture; parking in excess of code provisions to substantially offset neighborhood parking deficiencies; and, land dedication that may be required for roadway improvements. In addition to these objectives, project approval would require additional public benefits as the City Council determines appropriate. (Overlay Objectives 5, 6, 7, 9, and 14)

Proposed Text Amendment

The subject resolutions and ordinance set forth a path for development of the T1 parcels. No entitlement to develop or make improvements to any of the T1 zoned properties is conveyed with the adoption of the attached documents. However, adoption of the ordinance does signal the city's interest in future development of the parcels.

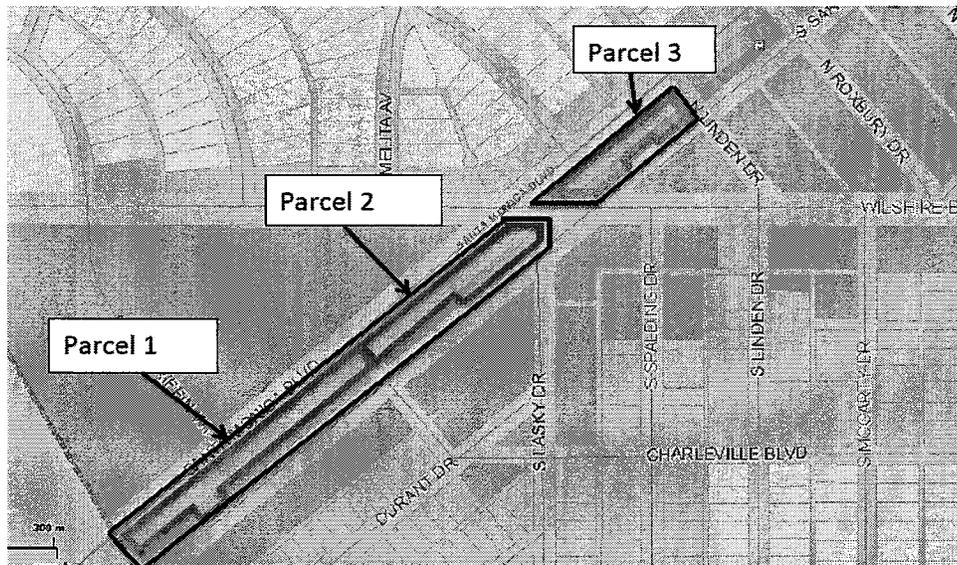
This approach to first amend the zoning code and general plan to allow future development is similar to the approach used to establish the Transportation Overlay Zone TO zone and the recent medical land use regulations. Both of those prior ordinances created the opportunity to seek approval of a future project, but established a legislative proceeding in which to evaluate the development and consider public benefits.

Similarly, future development of the subject T1 parcels would require separate applications, evaluation of the environmental impacts, consideration of public benefits, and noticed public hearings before the Planning Commission and City Council.

Overlay Zone Established

The proposed ordinance establishes a Commercial Planned Development Gateway Overlay (C-PD-G) zone. Application of this overlay to property must be applied for and

requires City Council approval. The three subject T1 zoned properties are eligible to apply for the overlay zone. No other T1 zoned parcel is eligible. Any of the existing C3 zoned properties that are adjacent to and incorporated into the development of a qualifying T1 zoned parcel must also have a C-PD-G overlay zone. The underlying C3 zoning standards generally remain unchanged by the overlay zone, which continues to allow for a 2.0:1 FAR on those parcels. However, if eligible and approved, development on the C3 zone (and adjacent T1 zone) could extend to sixty feet (60') in height. The overlay zone objectives apply to all parcels joined by the development.



Overlay Zone Development Standards

The proposed ordinance retains the current T1 zoning with the opportunity to apply for a Transportation Overlay zone, which exists in the zoning code today. In addition to those transportation-related uses permitted in the Transportation Overlay, the Gateway Overlay would allow all the uses presently permitted in the C3 zone, including:

- general office
- retail and restaurants
- galleries
- museums
- boutique hotels
- residential (above the first floor)

Medical office space would be a prohibited land use in the Gateway Overlay.

For development of the subject T1 parcels only (no C3 zoned parcels), there is a maximum 0.5:1 FAR permitted on the site with a maximum height of 18 feet.

Development on the subject T1 parcels that also include a C3 zoned parcel(s) may be developed with a maximum 1.5:1 FAR for those portions directly abutting the included C3 zoned parcel(s); the remainder of the T1 parcels cannot be developed, except as required for landscaping or public open space. Building height may extend to 45 feet on all parcels, and up to 60 feet for qualifying parcels.

One final development standard establishes a minimum parcel size for the T1 zoned parcels. The minimum lot size is 30,000 square feet. Two of the three T1 zoned properties exceed this area; however, development on the third parcel is permitted provided it is in accordance with this proposed ordinance. The purpose of the minimum lot size is to preclude subdividing the parcel into smaller parcels, and encourage coordinated development in the area.

Overlay Zone Objectives

The proposed development standards described above provide an overall framework for development, however, the objectives below provide greater guidance as to the intent and purpose of the overlay zone. There are 14 objectives in total, which are included in the ordinance and reprinted here for ease of reference. Compliance with these objectives is required for any future development to occur on the subject parcels:

1. Development shall be consistent with the purpose and intent of the C-PD-G Overlay Zone and the General Plan.
2. Development within the overlay zone shall promote the garden quality of the City.
3. Lot consolidation and coordinated development of underlying T-1 zoned properties and adjacent underlying C-3 properties fronting on South Santa Monica Boulevard is encouraged and shall be required for the reviewing authority's approval of height and density allowances in excess of eighteen feet (18') in height and a one-half to one (0.5:1) Floor Area Ratio.
4. Project design shall provide pedestrian, bicycle, and vehicular access and connectivity within and between C-PD-G Overlay Zone properties, the adjacent C-3 properties, and residential and hotel development built or planned across North Santa Monica Boulevard. Connectivity at or above grade and within underground parking structures shall be achieved to the extent feasible. The reviewing authority shall consider the appropriateness of ingress/egress for proposed projects within the C-PD-G Overlay Zone to ensure that traffic will not adversely impact the adjacent residential areas and the high school area.
5. Parking shall be located below-grade and located on properties within the C-PD-G Overlay Zone; vehicle and pedestrian access to parking shall be convenient. Minimal at-grade parking may be considered by the reviewing authority. Parking in excess of the minimum required parking set forth in Section 10-3-2730 of the zoning code shall be incorporated into any development and be made available to the public. The excess public parking incorporated into any development on Parcel 1 (9900 Santa Monica Boulevard) and Parcel 2 (9848 Wilshire Boulevard) shall, on a collective basis, substantially offset the parking deficiency in the neighborhood along South Santa Monica Boulevard between the intersection with Wilshire Boulevard and the city's western Boundaries.
6. Development shall take advantage of design flexibility incorporated into the C-PD-G Overlay Zone to create iconic architecture that promotes the image of the City and that respects the scale, mass, and character of surrounding development in the immediate vicinity. Building facades visible from public streets shall exhibit innovative design, distinctive architectural merit, or a combination of both.

7. Project design and site planning shall incorporate substantial area dedicated to green space, public open space, and pedestrian amenities. Building height shall be balanced with appropriate setbacks and landscaping adjacent to public streets to promote the appearance of a green belt and minimize the perception of a continuous uninterrupted wall of development as viewed from public streets. Buildings shall be well modulated.
8. Development shall be designed with pedestrian-oriented amenities and uses at the ground floor that encourage pedestrian activity during daytime and nighttime hours such as restaurants, outdoor dining and retail.
9. Development on Parcels 2 (9848 Wilshire Boulevard) and 3 (9817 Wilshire Boulevard) shall provide substantial setbacks from the intersections of Wilshire Boulevard and North and South Santa Monica Boulevard to aesthetically complement Beverly Gardens Park and fountain plaza, and the planned open space at the northwest corner of Wilshire Boulevard and North Santa Monica Boulevard. The setback area at the intersections shall include pedestrian amenities, green space, significant public art, or other elements determined to be appropriate by the reviewing authority.
10. Development shall incorporate adequate land dedications or easements that may be needed for future roadway and transportation improvements, including bicycle facilities, pedestrian mobility elements, bus shelters, pedestrian bridges, or similar improvements.
11. Development shall not result in detrimental impacts to existing or planned development in the vicinity with regard to traffic levels, traffic safety, pedestrian-vehicle conflicts, and pedestrian safety hazards, parking demand, parking design, loading, or manner of operation, unless the reviewing authority finds the development benefits outweigh the detrimental impacts.
12. On Parcel 1 (9900 Santa Monica) and Parcel 2 (9848 Wilshire Boulevard) only, structure height in excess of forty-five feet (45'), up to a maximum of sixty feet (60') not including permitted projections, may be granted if the reviewing authority finds that design innovations or other public benefits preclude development of the maximum allowable building floor area within a three-story, forty-five foot (45') high structure.
13. Development on the underlying T-1 zoned parcel shall not preclude future development opportunities on adjacent C-3 zoned parcels that are not included in the C-PD-G Overlay Zone.
14. Development shall include additional public benefits that the reviewing authority determines to be appropriate.

General Plan Amendment

The subject resolutions amend the General Plan Land Use Map to establish a new generalized land use designation called Gateway Commercial Mixed Use/Transportation. The new designation would apply to the subject T1 zoned parcels and the adjacent C3 zoned parcels fronting on South Santa Monica Boulevard. The

Gateway Commercial/Mixed Use /Transportation designation will establish a FAR range of 0.0:1 to 2.0:1 with a maximum height of 18 feet to 60 feet. The zoning code amendment sets forth the specific development standards and procedures to development the properties in accordance with this new land use designation.

Environmental Analysis

The subject general plan and zoning code amendments have been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines⁵, and the environmental regulations of the City. The City prepared an initial study and, based on the information contained in the initial study, concluded that there was substantial evidence that the amendments might have a significant environmental impact on several specifically identified resources. The City ordered the preparation of an environmental impact report to analyze the potential impacts on the environment. The Draft EIR (DEIR) was previously circulated for public review on November 3, 2008 for the required 45-day public comment period. The Planning Commission's meeting of November 20, 2008 allowed for added public testimony regarding the DEIR. In addition, the Planning Commission provided comments on the adequacy of the document and requested additional analysis to be included in the Final EIR (FEIR).

The FEIR, which includes responses to all public comments as well as revisions to the document in response to Commission comments, was released in March 2011. A supplemental environmental analysis was prepared after the FEIR was released in response to changes in the project description and to incorporate a study of the adjacent C3 zoned properties. The Supplemental Environmental Impact Analysis provides a comparison of the revised project and its potential impact to the project evaluated in the March 2011 Final EIR.

The FEIR and Supplemental Environmental Impact Analysis include updated methodology and technical studies to ensure the data and conclusions of the report reflect appropriate information. The additional environmental analysis did not result in the identification of any significant new impacts compared to those identified in the Final EIR and, therefore, did not require recirculation. The supplemental analysis was presented to the Planning Commission and made available to the public.

Environmental Impacts

The executive summary of the FEIR and Supplemental Environmental Impact Analysis provide an overview of all environmental impacts that could result from project approval, including mitigation measures proposed to reduce these impacts. The significant and unavoidable impacts identified are described below.

Significant and Unavoidable Impacts

Impact AQ-1 Temporary air pollutant emissions generated by construction activities associated with the concurrent development of all three parcels would be Class I, **significant and unavoidable**. This impact is both a project level impact and a cumulative impact that results when the project is considered in combination with other known proposed or approved development projects.

⁵ The CEQA Guidelines and Statute are available online at <http://ceres.ca.gov/ceqa/guidelines>

Impact T-1/T-2 Traffic generated from development of Parcels 1, 2 and 3, when added to existing traffic conditions, would result in significant impacts at two of the 11 study area intersections based on the City of Beverly Hills significance criteria. Mitigation is available to reduce impacts at one of these intersections (South Santa Monica/Moreno) to less than significant levels; however, mitigation is not feasible at one intersection (South Santa Monica Boulevard/Wilshire Boulevard). Therefore, the impact at that location would be Class I, significant and unavoidable.

Impacts Less than Significant

The Final EIR concludes that impacts to the following environmental factors would be less than significant either with or without mitigation: Aesthetics, Cultural Resources; Hazardous Materials; Noise, Land Use and Planning; Noise; Public Services and Utilities.

Statement of Overriding Considerations

Pursuant to CEQA regulations, when a public agency decides to approve a project that will cause one or more significant environmental effects, the agency shall prepare a statement of overriding considerations (SOC) which reflects the balancing of competing public objectives. Specifically, the public agency must find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. The attached CEQA Resolution includes a Statement of Overriding Considerations to address the significant and unavoidable impacts summarized above relating to temporary air pollution impacts during construction (Impact AQ-1) and relating to cumulative traffic impacts at one area intersection (Impact T-1/T-2).

Public Notice

The subject project was noticed in the *Beverly Hills Courier* and the *Beverly Hills Weekly* newspapers. Public notice was also mailed to owners of commercial property within 300 feet and residential property owners and occupants within 500 feet. Additionally, notice was provided to all individuals that provided comment on the environmental impact report, the Beverly Hills School District, and local neighborhood organizations. Some written correspondence was received during the Planning Commission hearings; those comments were included as attachments to those reports (Attachment 7)

FISCAL IMPACT

The recommendation in this report has no significant fiscal or budgetary impact; however, development that could be constructed pursuant to the proposed regulations could have a positive impact. The economic impact of any particular development will be evaluated when formal applications are presented to the City Council for review.


Scott Miller
Chief Financial Officer

Finance Approval

Susan Healy Keene
Director of Community Development

Approved By

