



## AGENDA REPORT

**Meeting Date:** October 15, 2013  
**Item Number:** E-2  
**To:** Honorable Mayor & City Council  
**From:** Jonathan Lait, AICP, City Planner, Assistant 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 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 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 (C3)

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. Summary Overlay Zone Objectives and Development Standards
2. Resolution Certifying Final Environmental Impact Report
3. Resolution Amending the General Plan
4. Ordinance Establishing C-PD-G Overlay Zone
5. City Council Staff Reports, dated April 11, 2013, July 24, 2012

- and June 19, 2012 (w/o attachments)
6. Public Notice and Recent Correspondence
  7. Fehr & Peers CEQA Thresholds Memorandum
  8. Fehr & Peers Supplemental Traffic Analysis (January 3, 2013)
  9. Keyser Marston Associates Financial Study
  10. RTK Associates Design Feasibility Study
  11. FEIR Supplemental Analysis (dated October 2013)
  12. Right of Way Diagrams N/S Santa Monica Boulevard, South Beverly and Robertson
  13. Final EIR and Supplemental Reports (previously provided)

## **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 City Council last commented on the subject project on April 11, 2013. On that day, the Council went on a bus tour to and around the properties and requested staff clarify several issues, which begins on page four of this report.



The purpose of the public hearing is to consider General Plan and Zoning Code Amendments for the subject properties<sup>1</sup>. These amendments would establish a Gateway

<sup>1</sup> Parcel 1 = 9900 Santa Monica Boulevard (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)  
Parcel 3 = 9817 Wilshire Boulevard (extends from the Wilshire and Santa Monica Boulevards intersection to approximately Linden Drive).

Planned Development Overlay Zone and provide the subject land owners an opportunity to request that overlay zone apply to their property. The overlay zone includes broad objectives to guide development and development standards restricting land uses, height, density, lot size, and parking; setbacks would be determined through a public hearing process before the Planning Commission and City Council. The proposed objectives and development standards are included in the attached ordinance (Attachment 4) and excerpted and included in Attachment 1.

Adoption of the proposed legislative changes would encourage future development of the subject T1 parcels and redevelopment of some C3 zoned parcels adjacent to south Santa Monica Boulevard. However, there is no specific construction project or development proposal being considered at this time.

An environmental impact report was prepared to analyze possible impacts that can be anticipated with the scale of development considered in the proposed amendments. This analysis is conceptual and evaluates worst-case scenarios (all sites being redeveloped at the same time and at maximum height and density), which is not likely to be realized.

Any future development proposed on these parcels would be subject to further environmental analysis.

If the proposed legislative changes are adopted, any future development on the subject parcels would be subject to new public hearings and discretionary and legislative review by both the Planning Commission and City Council.

Attached are previous reports that provide background information and detail the Planning Commission's deliberations. This report addresses the new questions raised in April meeting and summarizes the proposed request and options to conclude the review process.

## **BACKGROUND**

The T1 properties shown on the above map were previously used for transportation purposes. Parcel 1 is presently vacant. Parcel 2 is mostly vacant, but has parking for the Starbucks coffee shop at the corner of Wilshire and Santa Monica Boulevards. More recently, the City approved an expansion of the surface parking lot; however, no permits have been obtained at this time. Parcel 3 has a surface parking lot supporting the Budget rental car business. The following table summarizes relevant background information, more details are provided in the attached reports:

### Summary Project Chronology

1999	Subject parcels acquired by current property owners
2001	Application filed to develop Parcel 2
2003	City Council reviews transportation study of Wilshire and Santa Monica Boulevard intersection
2006	City Council reviews the Gateway Land Use Study, which explored feasibility of developing the subject T1 properties up to 45 feet and 2.0:1 FAR <sup>2</sup>
2007	Subject T1 property owners file applications for a zone change; a development application for a three story office building was filed for Parcel 2
2008	Draft Environmental Impact Report released
2009-2010	Discussion of a possible museum project stayed application processing
2010-2011	Draft EIR updated, Planning Commission hearings begin
April & August 2011	City Council / Planning Commission Liaison meetings
Late 2011	Parcel 2 development application placed on hold at applicant's request in favor of advancing the subject legislative changes
May 2012	Planning Commission supports legislative changes
June 2012	Initial City Council public hearing
July 2012	Continued public hearing
August 2012	City Council / Planning Commission liaison meeting
December 2012	City Council Ad Hoc Meeting
January 2013	Updated traffic analysis completed
April 2013	Bus Tour and directions to staff regarding additional information

### **DISCUSSION**

#### **April 11, 2013 Council Meeting: Requests for Additional Information**

The City Council requested additional information related to height, driveway access, parking, traffic impacts, among other issues, this section responds to those inquiries:

#### Height Measurement

In commercial and multi-family zones in the City, maximum building height is measured from the highest point of existing grade or the adjacent sidewalk elevation, whichever is greater<sup>3</sup>.

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<sup>2</sup> December 19, 2006 City Council Meeting  
[http://beverlyhills.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=418](http://beverlyhills.granicus.com/MediaPlayer.php?view_id=2&clip_id=418)

The Planning Commission deliberated as to whether the height of any future development on the T1 properties should be measured from the north Santa Monica Boulevard roadway, or the south roadway; the latter being 5-6 feet lower in elevation. The Commission determined that consistency with the existing codes was preferable to establishing a new standard and that the proposed discretionary and legislative review process afforded ample opportunity to reduce building height and require stepbacks at higher elevations as necessary to meet the findings. A minority opinion of the commission favored measuring height from the lower south roadway elevation.

During the April meeting, the architect representing the owner of Parcel 2 stated that vehicle access from north Santa Monica Boulevard to a subterranean garage would be precluded, if building height were measured from the south roadway<sup>4</sup>. The City Council directed staff verify the veracity of this claim.

Staff consulted, at the applicant's expense, RTK Architects to study the project sites, develop schematic drawings and evaluate the feasibility of accessing a subterranean parking garage from north Santa Monica Boulevard. The results of this study are provide in Attachment 10. There are two conclusion made by the consultant.

1. It is technically feasible to access a subterranean garage when measuring development on the T1 parcel from the lower elevation on south Santa Monica Boulevard; however, it is not practical. There is insufficient lot depth to access a subterranean garage from south Santa Monica Boulevard in a traditional design scenario. To provide access, the ramp to the garage would need to be oriented parallel to the street which would replace leaseable retail or restaurant area with garage ramps. This creates an architectural design challenge and is counter to the proposed objectives, which seek to create a pedestrian experience at the ground level.
2. Measuring height from the lower south Santa Monica Boulevard elevation affects the quality of the floor to ceiling dimension, particularly at the ground floor elevation. Retail spaces typically require about fifteen feet (15') of floor to ceiling space. Based on a conceptual three story building, existing topography, and measuring from the lower elevation, this floor to ceiling height cannot be achieved on the northern edge of the development (nearest north Santa Monica Boulevard) without stepping the interior floor plate or lowering the grade on the perimeter of the building and stepping down into the retail space.

Staff recommends height be measured from the highest grade, consistent with the Planning Commission's determination, but suggests limiting rooftop projections to forty-two inches (42") in height, except for stairwells and elevators, which may extend up to ten feet (10') above the roofline. Existing code permits these projections to extend up to fifteen feet (15') above the height limit. The attached ordinance reflects these changes.

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<sup>3</sup> Beverly Hills Municipal Code Section 10-3-100  
[http://www.sterlingcodifiers.com/codebook/getBookData.php?id=&chapter\\_id=77375&keywords=](http://www.sterlingcodifiers.com/codebook/getBookData.php?id=&chapter_id=77375&keywords=)

<sup>4</sup> April 11, 2013 Meeting Minute: 2:09:30  
[http://beverlyhills.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=3384](http://beverlyhills.granicus.com/MediaPlayer.php?view_id=2&clip_id=3384)

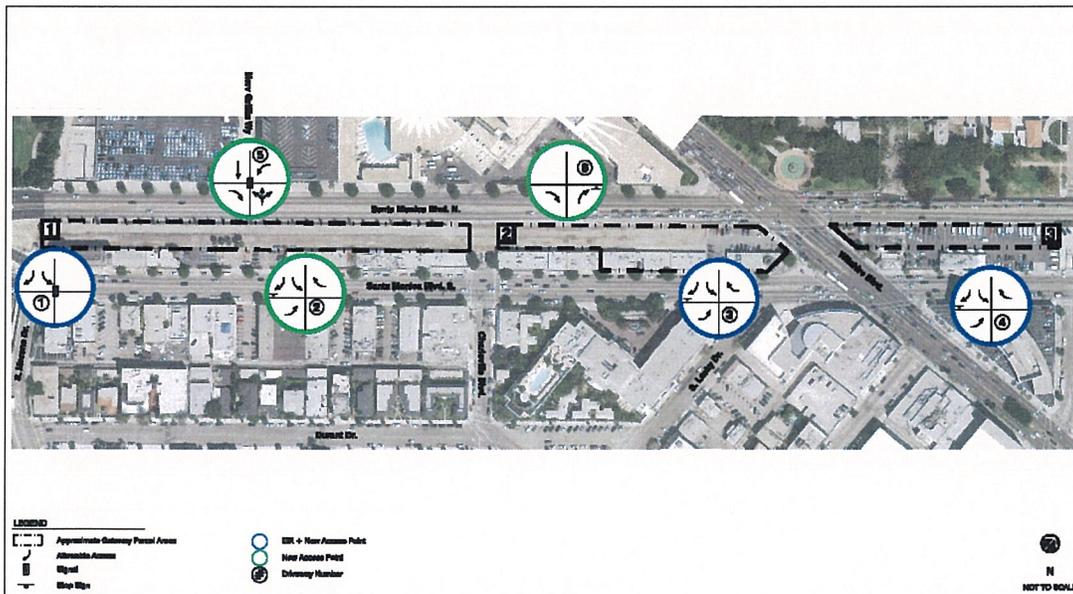
Additionally, the City Council may find that an alternative height and story allowance is warranted if measuring from the highest elevation and may discuss options for inclusion in the development standards.

#### Driveway Access from North Santa Monica Boulevard

At the June and July 2012 hearings, the City Council directed staff to study vehicular access to the site from north Santa Monica Boulevard and to assess how those changes affected the traffic study. The City Council was interested in minimizing project related vehicle trips in the residential neighborhoods to the southeast. Specifically, there was a need to expand street segment analysis on Charleville Boulevard beyond Lasky Drive and to study Gregory Way.

The results of that study, included as Attachment 8 and provided to the City Council in the April 11, 2013 packet, revealed that providing access from north Santa Monica Boulevard would reduce the number of vehicles traveling through the residential neighborhoods and eliminated one previously identified impact at south Santa Monica Boulevard and Moreno Drive.

The diagram below is excerpted from the study. The access points circled green in the diagram below are new access points studied, and the blue circled access points, previously included in the environmental impact report, were analyzed:



In April 2013, more questions were raised regarding the north Santa Monica Boulevard access points. Concern was expressed related to potential vehicle conflicts, disruption to eastbound traffic, impacts to signal phasing, conflicts with buses, and functionality of the Merv Griffin and Moreno Drive (at south Santa Monica Boulevard) street lights.

The City's traffic consultant, Fehr and Peers<sup>5</sup>, will be present at the hearing to elaborate on these concerns further, however, based on conversations with the City's Traffic Engineer and the consultant, staff does not anticipate vehicle conflicts or disruption to the flow of eastbound traffic on north Santa Monica Boulevard as a result of the new access points. The new access points to the project site and the future Merv Griffin street light will require motorists to adjust to the new conditions, however, the layout and function would be no different than similar conditions in and around Beverly Hills. There is no dedicated bus lane where the Merv Griffin signal would be established and vehicles entering the project site would perform turns from the rightmost lane.

North Santa Monica Boulevard is heavily traveled and frequently congested. This will limit the chances of motorists being surprised by right turn movements into the project site. During periods of more free flowing vehicular movement, the future light signal at Merv Griffin will also help to control reasonable vehicle speeds.

Further, there will not be a need to adjust signal phasing at Wilshire and north Santa Monica Boulevards, or any other signal east of the project site. The Merv Griffin signal,



once installed, would be set to work with the existing signalized network. Similarly, modifying the Moreno Drive signal at south Santa Monica Boulevard to accommodate left and right turn egress will not impact other street signals. However, signal timing at that Moreno Drive intersection would be modified to accommodate the new turn movements. The Level of Service (LOS)<sup>6</sup> at Moreno Drive is currently assessed with a

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<sup>5</sup> <http://www.fehrandpeers.com/>

<sup>6</sup> Traffic operations are typically described in terms of level of service (LOS). LOS describes the operating conditions of intersections and roadways. LOS ranges from A through F, representing driving conditions from best to worst. In Beverly Hills, signalized intersection LOS is based on the Intersection Capacity Utilization (ICU) methodology. ICU is a planning-level analysis tool that compares the peak hour traffic volume to the intersection lane geometry to determine the LOS and volume to capacity (V/C) ratio of the intersection.

service level "A" during the am period and service level "B" in the pm period. This service level is unchanged by the proposed legislative amendment. A signal at Merv Griffin is expected to be at a service level "C" or "D" during the am peak and service level "D" during the pm peak when that signal is installed.

#### City's CEQA<sup>7</sup> Traffic Thresholds

On October 18, 2010, the City Council adopted new local traffic thresholds that would be used when evaluating projects subject to the California Environmental Quality Act. The City Council directed that the new thresholds only apply to new projects and not projects that were determined complete for filing prior to the new thresholds taking affect.

The subject, applicant-initiated, general plan and zoning text amendment applications were determined complete for filing prior to the adoption of the new thresholds. Accordingly, the environmental impact report continues to include traffic analysis based on the previous standards.

At the Council's request, the City's traffic consultant re-evaluated the traffic study based on current traffic thresholds. A memorandum from Fehr & Peers is included with this report as Attachment 7, which details its findings. In summary, application of the new traffic thresholds to the proposal would trigger one additional impact at Charleville between south Santa Monica Boulevard and Lasky Drive if vehicle ingress and egress is limited to south Santa Monica Boulevard. However, there is no new impact if vehicle ingress and egress is provided from both north and south Santa Monica Boulevard, which is currently being contemplated.

#### Right of Way and Traffic Volume Comparisons

A request was made to provide street width and right of way information for south Santa Monica Boulevard, north Santa Monica Boulevard, south Beverly Drive, and south Robertson Boulevard. Included with this report in Attachment 12 are diagrams that detail the sidewalk and landscape areas, parking and drive aisle dimensions, as well as total right of way width for each street.

Additionally, a request was made for the latest traffic volumes at the following locations:

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<sup>7</sup> CEQA stands for the California Environmental Quality Act

Location	24-hour volume
North Santa Monica Boulevard (between western city limits to Wilshire Blvd)	37,500
North Santa Monica Boulevard (east of Wilshire Blvd)	49,500
South Santa Monica Boulevard (between western city limits to Wilshire Blvd)	23,700
South Santa Monica Boulevard (east of Rodeo Drive)	30,400
South Beverly Drive (between Wilshire Blvd to Olympic Blvd)	21,600
South Robertson Blvd (between Wilshire Blvd to Olympic Blvd)	26,000

*\* Information provided by the Transportation division*

### Parking Deficiency Near Parcel 3

In early 2009, staff prepared an informal parking deficiency analysis between 9900 and 9975 south Santa Monica Boulevard (between Moreno Drive and Charleville Boulevard). Based on land uses at the time, building area, existing on-site parking and current parking requirements, it was concluded that there was a 152 space off-street parking deficiency.

One of the objectives in the proposed ordinance is that development on Parcels 1 and 2 provide parking in excess of minimum code standards to help off-set the deficiency in the area. Parcel 3 did not have a similar requirement and a question was asked if there was a parking deficiency in the area of Parcel 3.



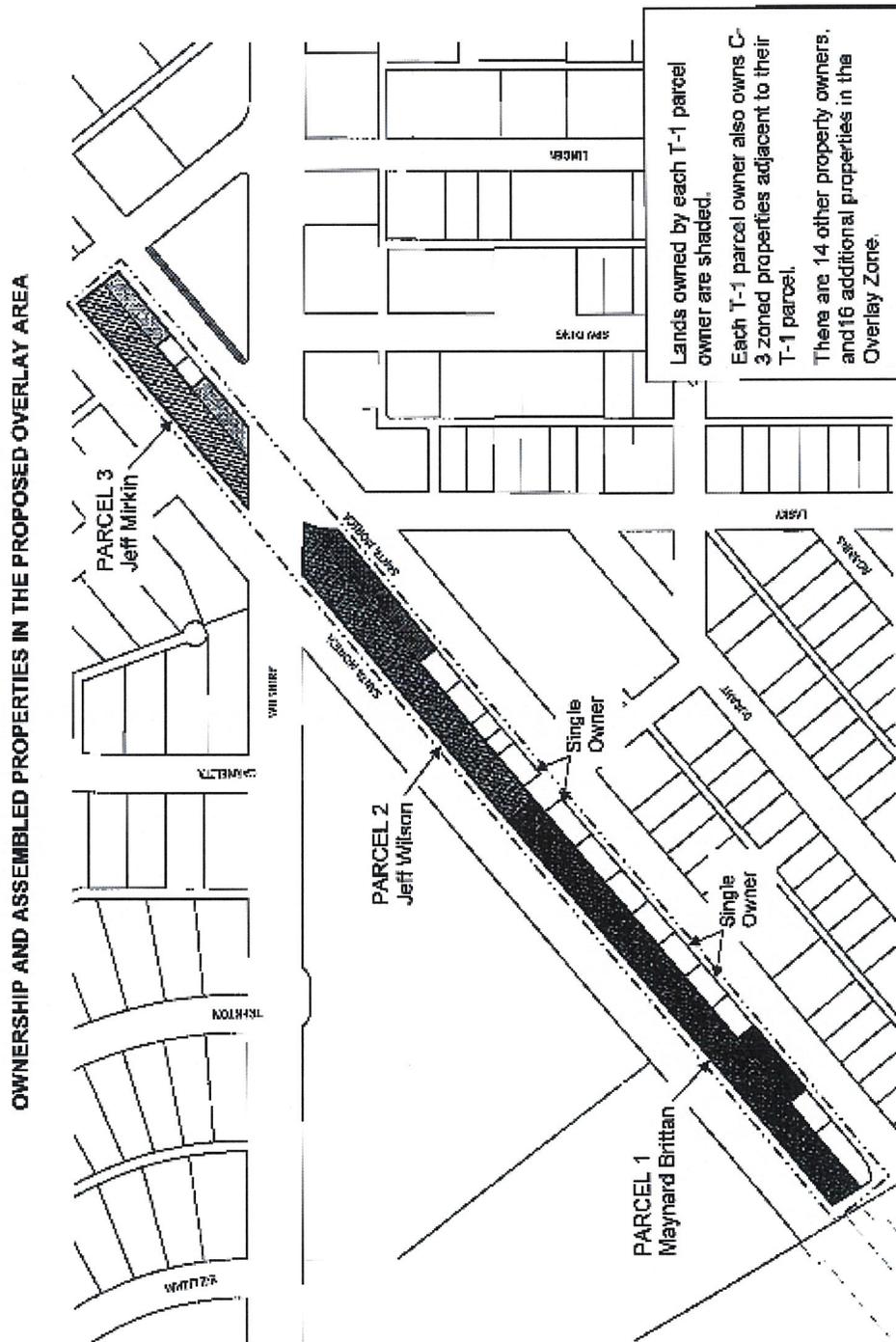
There are several public and private parking structures in the area. The utilization of the city garages is evaluated weekly. On September 26, the city garage at the southwest corner of south Santa Monica Boulevard and Bedford was 87% occupied at the peak hour, 1pm (~60 spaces available). The garage adjacent to Parcel 3 (SM-5 485 N. Roxbury Drive) was 96% occupied (~5 spaces available) and the lot immediately east (SM-4 485 N. Bedford Drive) was also 96% occupied (~3 spaces available). The lots serve a variety of users and occupancy is influenced by the City's and private parking lot owner's parking pricing strategies.

Parking utilization on private lots is more difficult to assess, and is being attempted as part of the citywide parking inventory currently underway. Based on dated city records, it appears that, through valet operations, many of the larger buildings in the area have a capacity that nears the code requirement at the time the uses were established. However, medical parking standards have become more restrictive since many of those buildings were constructed. There are two parcels on south Santa Monica Boulevard adjacent to Parcel 3 that are independently owned; there is no off-street parking for those uses.

While it is inconclusive at this time to determine that there is a parking deficiency around Parcel 3, the primary concern with any development of the subject T1 lots is the potential loss of public parking. Surface parking is permitted on the T1 parcels with approval of a transportation overlay zone. If redevelopment of the T1 parcel occurs, it is anticipated that there would be a potential opportunity cost greater than 75 public parking spaces for each T1 parcel. Accordingly, staff proposes an amendment to the objective requiring parking in excess of code standards to better reflect the specific concern of losing future parking resources in the area.

#### T1 and C3 Parcel Ownership

The City Council requested clarification on which C3 properties, adjacent to south Santa Monica Boulevard, are also commonly owned by the three T1 property owners. The following map illustrates that relationship. The C3 properties not shaded on the map are independently owned, except as noted:



Implication of Rezoning to the Metro Subway Project (Purple Line Extension)

During Metro's planning for the Century City station on Santa Monica Boulevard, all or portions of Parcels 1 and 2 were being considered as a construction staging and

laydown area. Rezoning the subject properties would not restrict their use as a construction staging or laydown area. Nor would the rezoning have any impact on the City's litigation with Metro.

#### View Impacts

The City Council has previously expressed concerns regarding potential view obstructions from the Peninsula Hotel and other land uses. The Council has also discussed the Planning Commission's recommendation for height up to sixty feet<sup>8</sup> (60') for Parcels 1 and 2, but a majority of Councilmembers have expressed reservations about development that tall. Based on previous hearings, any development, if allowed, would be limited to forty-five feet (45'). The attached ordinance reflects this change.

The request for view studies from the Peninsula Hotel has been requested in the past, but it is unclear based on prior discussions, including ad hoc or liaison meetings if such studies are needed at this time. The Council has been clear that it is concerned about view impacts; however, it is difficult to assess any view impact in the absence of a specific project. Redevelopment of the C3 properties on south Santa Monica Boulevard, which theoretically would be permitted up to forty-five feet (45'), would change the urban landscape and would be visible from some rooms at the Peninsula Hotel. Whether this significantly impairs or otherwise obstructs views, would be determined by the City Council and guided by view studies that would be prepared for a project and the Planning Commission's deliberation and findings.

Additionally, overlay zone objective eleven (11) has been modified to include an evaluation of view impacts to ensure there are no detrimental impacts to existing or planned development in the area. This would be a qualitative analysis and view impact assessment would be considered by the reviewing authority.

#### Applicability of Overlay Zone Objectives to Development Only on the Subject T1 Parcels

A question was raised as to whether development at the lower height (18') and floor area (0.5:1 FAR) standards for the T1 parcel would be subject to the overlay zone objectives. As proposed, any development that takes advantage of the Gateway Planned Development Overlay Zone for development of the T1 parcel only would be subject to the overlay zone objectives. This includes the provision for providing additional parking beyond code required standards.<sup>9</sup>

#### Public Benefit to the City

A request was made to provide a financial analysis of the value added to the subject T1 properties if the proposed general plan and zoning code amendments were granted and to identify the public benefits to the city.

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<sup>8</sup> Up to 60' would be considered only if the reviewing authority found that design innovations or other public benefits preclude development of the maximum allowable building floor area within a three-story, forty-five (45) foot tall structure.

<sup>9</sup> The T1 Zoned property owners would still be eligible to request the Transportation Overlay Zone to their property, as was done with Parcel 3 and a portion of Parcel 2. The Transportation Overlay Zone is a separate application from the subject Gateway Planned Development Overlay zone. Use of the property consistent with the underlying T-Zoning or a Transportation Overlay zoning would not be subject to the zone objectives discussed in this report. See BHMC Article 25.3, Chapter 3, Title 10.

([http://www.sterlingcodifiers.com/codebook/getBookData.php?id=&chapter\\_id=77422&keywords](http://www.sterlingcodifiers.com/codebook/getBookData.php?id=&chapter_id=77422&keywords))

Staff consulted, at the applicant's expense, Keyser Marston Associates (KMA)<sup>10</sup> to prepare a study. The KMA report (Attachment 9) concludes that any benefit to the subject T1 property owners as a result of the proposed amendments is unquantifiable at this time given the broad discretion afforded to the City and its consideration as to whether a particular project is a public benefit to the City. Additional analysis would be warranted if a development proposal were filed. The consultant recommends that the purchase price of any of the subject T1 zoned properties not be a consideration in the assessment of a project's public benefit to the city.

The overlay zone objectives identify a number benefits that could be achieved with the proposed general plan and zoning code amendments, including opportunities for:

- More public parking
- More green and open space amenities
- Dedications and easements for transportation improvements
- Meritorious architecturally designed buildings and open spaces
- Redevelopment along south Santa Monica Boulevard, which is presently constrained by limited abilities to provide off-street parking
- An improved image of Beverly Hills at a highly traveled intersection and gateway location

#### Overlay Zone Objectives Vague, Difficult to Make Decisions

It has been suggested that the overlay zone objectives are too vague. This is a slightly different approach, but similar to that used to establish the medical overlay zone. The objectives in this context are used to establish a framework to guide future development. Indefinite terms are used intentionally to encourage design flexibility, but also to ensure that the City has significant opportunities to influence what may get built on these parcels. Part of the challenge with this approach is that there is an interest in knowing specific details about how the proposed amendments will change the neighborhood. And, while certain assumptions can be made and studies conducted, there will not be a clear picture until a proposal is presented. The objectives signal a clear intent for substantial green and open space, exceptionally designed buildings and landscaping that promotes pedestrian connections, and provides land for transportation improvements. The City Council is the final review authority to approve or reject any proposal.

If the legislative changes are approved and a specific application is filed, that project would be subject to:

- Evaluation of the project to the municipal code, general plan and overlay zone objectives
- Environmental analysis, including, but not limited to:
  - Traffic studies
  - Air quality studies
  - Construction-related impacts
  - Aesthetics
- Project massing models
- Urban design analysis

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<sup>10</sup> [www.keysermarston.com](http://www.keysermarston.com)

- View impact analysis from the Peninsula and other sensitive land uses
- Fiscal analysis to understand project costs and anticipated returns
- Public benefit analysis
- Public hearings before the Planning Commission and City Council

#### Development on Portions of the T1 Parcel

There has been discussion about only developing portions of the T1 parcel that are immediately adjacent to C3 lots that are incorporated into a future development. The intent of this requirement is to ensure that future redevelopment of other C3 lots is not foreclosed when the T1 lot is developed. Staff continues to support this concept. However, in discussion with the subject T1 property owners, there was some confusion as to whether this would preclude an access ramp to a subterranean garage on portions of the T1 parcel north of C3 parcels not included in a future development. Staff believes such an access ramp would be precluded. If the City Council has a different perspective that this, it would be worth discussing at the public hearing.

#### NEXT STEPS

Based on the foregoing and the three prior City Council meetings, ad hoc and liaison meetings, and Planning Commission meetings, staff recommends adoption of the proposed legislative changes.

Other alternatives available to the City Council include:

1. Decline the proposed amendments at this time:
  - a. Provide guidance to applicants to consider pursuing development under existing code provisions, or
  - b. Explore parcel specific development of their individual T1-Zoned property<sup>11</sup>
2. Decline the proposed amendments and direct staff as appropriate:
  - a. No further work at this time
  - b. Return with a project scope and costs to prepare a community plan for this area
3. Direct staff to modify the subject general plan or zoning text amendment based on City Council direction

#### Public Notice

This hearing 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.

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<sup>11</sup> The owner of Parcel 2 explored this possibility in 2001. However, the City was interested in a broader vision for these parcels, which resulted in the various land and transportation studies being prepared and the eventual joint application filing for the subject general plan and zoning amendments.

**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.

Approved By



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Susan Healy Keene, AICP  
Director of Community Development