



**STAFF REPORT
CITY OF BEVERLY HILLS**

**For the Planning Commission
Meeting of December 10, 2009**

TO: The Planning Commission
FROM: Peter Noonan, AICP, Associate Planner
THROUGH: Jonathan Lait, AICP, City Planner
SUBJECT: **General Plan Amendments – Step One**
Resolution to City Council Recommending Adoption of the Step One
General Plan Amendments and Adoption of a Negative Declaration.

SUMMARY

This report provides summary background information for a resolution to the City Council recommending adoption of the Step One general plan amendments and associated environmental review document (Negative Declaration). With this recommendation, the Step One general plan amendments will then advance to the City Council on January 5, 2010 as a study session item for its consideration. A public hearing is scheduled on January 12, 2010 at which time the City Council may adopt the amendments.

Since the final Step One amendments were released, two additional policies have been proposed. These two policies address 1) Commercial Common Interest Development, and 2) Medical Land Uses in the City. As part of the public hearing scheduled and duly noticed for December 10, 2009, comments will be taken from the public regarding the policies, and their inclusion in the Step One amendments. Draft language for the new policies is provided in the discussion section of this report.

BACKGROUND

The City's existing general plan was last comprehensively updated in 1976. This general plan amendment process began in 2002 with a review of the existing general plan. Eight General Plan Topic Committees consisting of members of the community were formed and in 2004 final reports from the Committees were presented to the City Council.

In 2008 a comprehensive update to the City's existing general plan document was released. Upon release concerns were raised by the community in regard to changes in

the land use map, and in particular, to changes on the map that would have allowed additional building density to be considered.

In May of 2009, the City Council asked that the existing general plan be amended rather than be replaced by an entirely new general plan document and that the amendments be completed in sets. The first set of amendments, "Step One", includes goals, policies and implementation programs that have received broad community support. Step One does not include any changes to the land use map or changes to allowable density and scale of buildings.

DISCUSSION

Attached for the Planning Commission's consideration is a resolution (Attachment A) to the City Council recommending adoption of the Step One Amendments (Exhibit A of the resolution - Draft Amended General Plan Goals, Policies and Programs), which have been integrated with the existing general plan goals and policies, and adoption of the associated environmental review documents (Exhibit B of the resolution - Negative Declaration and Initial Study).

The Step One amendments have received broad community support and do not include any changes to the land use map or to the allowable scale and density of buildings in the City. Language to be included in Step One has been reviewed by several of the City's commissions, the Beverly Hills Unified School District and has been seen by the previous City Council.

The Step One amendments include new and updated goals, policies and implementation programs to better reflect the community's shared vision by undating or providing additional policies that address such topics as: the character of the community, preservation of neighborhoods, transitions between commercial and residential properties, preservation of historic resources, conservation of water, promotion of solar energy, maintenance of public services, improvements to air quality, buffering from noise, and continued safety.

Since the Step One amendments were released, two additional policies have been proposed.

1). Common Interest Development in Commercial Areas (Commercial CID). On November 17, 2009, the City Council asked the Planning Commission to provide a recommendation on adopting a general plan policy that would prohibit common interest development in commercial areas. A majority of the City Council supported inclusion of an exemption for historic buildings, and also supported postponing implementation of any potential zoning regulations regarding CIDs in commercial areas until after other

priority policy issues have been resolved. Based on Council direction, the following draft policy is recommended for inclusion in the Step One Amendments and with adoption of this policy, any future CID in a commercial area would need a general plan amendment:

“LU 10.2 **Commercial Common Interest Development.** Prohibit common interest development on commercially zoned properties and review City ordinances for appropriate amendments. Consider allowing an existing commercial building listed on a Federal, State or local register of historic sites to be converted to a common interest development if substantial public benefits are provided and the conversion will not adversely impact the economic viability of the adjacent area or of the City as a whole. (Imp 2.1, 2.2)”

2). Medical Uses. The City Council has identified a need to study and analyze community impacts resulting from medical uses. On November 3, 2009, the Planning Commission requested a policy be drafted for consideration to address this need. Based on this direction, the following draft policy would also be included in the Step One amendments and would be implemented through changes to the City’s zoning ordinance (Beverly Hills Municipal Code Title 10, Chapter 3), and, if necessary, further amendment of the City’s general plan:

“LU 9.6 **Medical Uses.** Study, adopt and implement regulations that appropriately regulate medical land uses in the City (Imp 2.1, 2.2)”

ENVIRONMENTAL REVIEW

The Step One amendments have been reviewed pursuant to the California Environmental Quality Act (CEQA) and the California Environmental Quality Act Guidelines and the resulting analysis indicates that the Step One Amendments would not cause any significant impacts to the environment; therefore a Negative Declaration has been prepared (Exhibit B of the resolution). The Negative Declaration and associated Initial Study were released for public comment on October 30, 2009 with a 34 day public comment period which closed at 5pm on December 4, 2009. As of the writing of this report no comments had been received.

The additional draft policy language presented in this report has also been reviewed pursuant to CEQA and, based on this analysis, and on the fact that neither of the new policies would result in a physical change to the environment, it can be assumed that there would be no environmental impacts associated.

RECOMMENDATION

That the Planning Commission consider including the additional policy language provided in this report in the Step One amendments and adopt a resolution (Attachment A) to the City Council recommending adoption of the Step One general plan amendments (Exhibit A of the resolution) and adoption of the associated negative declaration and initial study (Exhibit B of the resolution).

PETER NOONAN, AICP

Attachments:

Attachment A – Resolution Recommending Adoption of the Step One General Plan Amendments and Associated Negative Declaration

Attachment A

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS RECOMMENDING THAT THE CITY COUNCIL ADOPT AMENDMENTS TO THE CITY OF BEVERLY HILLS GENERAL PLAN KNOWN AS THE STEP ONE AMENDMENTS AND ADOPT A NEGATIVE DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Planning Commission of the City of Beverly Hills hereby finds, resolves and determines as follows:

Section 1. The current City of Beverly Hills General Plan last underwent substantial revision in 1970's, and changes in the City, the environment, and surrounding areas warrant a General Plan Update. To that end, the City embarked on a process for a comprehensive update of the Plan, which has culminated in the revised goals and policies as set forth in Attachment A, which is hereby incorporated by reference. Amendments included in the proposed General Plan Update reflect eight years of community participation, which began in 2002 with 200 community members participating in seven topic committees through a two year process of studying and analyzing issues affecting the City. The revised goals, policies, and programs included in the proposed amendments (the "Amendments") were formed from the resulting general plan topic committee final reports. The topic committees focused on a broad range of factors and, at times, identified specific issues and remedies. To the greatest extent possible, Topic Committee recommendations were used to form the revised goals, policies and programs included in these amendments, however, it was not necessary to address all topic committee recommendations through the general plan and therefore recommendations that were better addressed through departmental procedures, capital improvements and other City documents have not been

included. The goals, policies, and programs that were drafted were refined through numerous public and community outreach events to best reflect the community's desires, which are given in the final topic committee reports as follows:

Community Desires

- Maintain the “garden quality” aspect of the vision developed by the City’s original founders, which is as relevant today as it was when the City was founded:
 - Quality of life through, attractive buildings and open spaces, walk-able pedestrian districts, outstanding community facilities, and cultural opportunities.
 - Commercial development that is supportive of, compatible with, and complimentary to, the surrounding residential neighborhoods.
 - Use of design principles that are consistent with the character of the surrounding neighborhoods.
- Incorporate conservation of natural resources and environmental enhancement of infrastructure to promote a healthy and productive place to live, work, visit and play.
- Balance the desire to improve the flow of regional “through traffic” to preserve and enhance residential areas while not improving traffic flow so much as to attract new, increased “through traffic” to fill the void.
- Utilize and improves upon the latest technology in traffic management.
- Implement alternative means of shuttling residents, students and employees around the City.
- Capitalize on the existing successes to guide further growth in a manner that balances residential quality of life with the necessities and realities of maintaining a successful business climate to support that quality of life.

- Acknowledge that households today want larger homes than when the City was developed in the 1920's and 1930's, but support a return to the aesthetic and concern for community appearance evident in the types of houses built in that earlier period.
- Preserve the character and scale of older development, and limits the scale of new development in most multi-family residential areas.
- Emphasize community involvement, early outreach, and public notice of pending development, easier access to information, mechanisms for problem solving and dispute resolution, and achievement of resolution in a timely manner.

Section 2. The Community Development Department oversaw the preparation of draft revisions to the City's General Plan, with the ongoing input of the Planning Commission and City Council. In light of unknowns related to certain land use policies and direction, which will undergo separate analysis and consideration in the future, the City has prepared the Amendments to address the more general policies that are not contingent upon decisions that may be made in the future regarding land uses and densities.

The proposed Amendments will result in a general plan that better reflects the desires of the community while also maintaining consistency with current State legislation. Since the last time the City's general plan was amended on this broad of a scale, several new goals, policies and programs are necessary or desirable to accurately represent the community's ideals regarding such topics as air quality, noise, preservation of single-family neighborhoods, historic preservation, community character, pedestrian safety, public services, telecommunications and environmental sensitivity. In addition, new goals and policies are warranted to address State requirements for topics such as water and energy conservation, and greenhouse gas emission

reductions. While new goals and policies are being proposed or revised to reflect the community's ideals or changes in State requirements, the Planning Commission recommends deletion of goals and policies associated with the Scenic Highway Element because there are no designated scenic highways in the City and State law no longer requires general plans to include this element. Although the Scenic Highway Element would be deleted, a goal and series of policies have been included in these amendments (Open Space Element Goal OS 6 and relevant policies) to address the community's desire to conserve scenic resources. The Planning Commission also recommends removal of goals and policies in the Circulation Element that address the Bicycle Master Plan and the Master Streets Plan because the Bicycle Master Plan and Master Streets Plans will become free-standing documents, and the general plan will require the preparation and upkeep of the plans, as noted in the amendments and implementation program 3.7.

Section 3. Since commencing the public involvement process numerous public outreach events have been held and the community has participated in shaping the amendments to best reflect the overall vision of the community. The Amendments have been reviewed and refined by many of the City's commissions, including the Planning Commission, Public Works Commission, Traffic and Parking Commission, Recreation and Parks Commission, and Health and Safety Commission. Drafts of the Amendment language have been provided to the Beverly Hills Unified School District and other local, county and State agencies. The Planning Commission held duly noticed public hearings regarding the proposed Amendments on August 6, 2009, September 9, 2009 and December 10, 2009, at which time interested parties were given an opportunity to provide testimony regarding the contemplated Amendments.

Section 4. Pursuant to the requirements of the California Environmental Quality Act (CEQA), the City completed an initial study to analyze whether the proposed Amendments would result in any unmitigable impacts. The Initial Study, a copy of which is attached hereto as Exhibit B and is hereby incorporated by reference, concluded that the Amendments would not result in any significant impacts on the environment. Thereafter, the Initial Study and notice of intent to adopt a Negative Declaration was completed and circulated for an approximately 30-day public review period on November 2, 2009, and the Planning Commission has considered the comments submitted during that period. As discussed in the Initial Study, the City of Beverly Hills is located within an urbanized area, is almost entirely built out and includes established roadways, circulation patterns and utility services. The Amendments update current City policies and programs, however no specific development project is proposed at this time. The Amendments do not change: land use patterns; development envelopes, intensity, quality, scale, and density; or the pattern and distribution of development or circulation. Therefore, the Planning Commission finds, in the exercise of its independent judgment that there is no substantial evidence in the record that the Amendments will have a significant effect on the environment and that implementation of the Amendments would not result in direct physical changes or impacts to the environment. In many instances these Amendments require additional conservation and protection of resources and enhancement of environmental and quality of life factors. Further, all new development and redevelopment projects in the City are required to be consistent with the general plan and development regulations established in the municipal code. As projects come forward in the future, each project will be reviewed for consistency with these documents and for impacts to the environment per CEQA. For the reasons summarized in this resolution and discussed in further detail in the environmental checklist, the Planning

Commission finds that implementation of the Amendments as a whole would not have a significant impact on the environment. Based on the foregoing, the Planning Commission hereby recommends that the City Council adopt a Negative Declaration pursuant to CEQA and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, §15000 – 15387).

Section 5. The record of proceedings, which includes all background information, reports and studies that were used in the development and refinement of the Step One Amendment language and the CEQA documentation, is maintained by the City as part of the official records of the Community Development Department at 455 North Rexford Drive, Beverly Hills, California, 90210.

Section 6. The Planning Commission hereby recommends that the City Council adopt the proposed Step One General Plan Amendments, as set forth in Exhibit A.

Section 7. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his/her Certification to be entered in the Book of Resolutions of the Planning Commission of the City.

Adopted: 12/10/2009

Nanette H. Cole
Chair of the Planning Commission of the
City of Beverly Hills, California

Attest:

Secretary

Approved as to form:

Approved as to content:

David M. Snow
Assistant City Attorney

David Reyes
Acting City Planner

Exhibit A – Draft Amended General Plan Goals, Policies and Programs
Exhibit B – Negative Declaration and Initial Study

Exhibit A



City of Beverly Hills Draft Amended General Plan Goals, Policies and Implementation Programs

The language included in this document is a complete record of all of the City’s general plan goals, policies and implementation programs. No changes to the scale and density of buildings is proposed at this time, however, because this is a complete record of all the goals, policies and programs in the general plan, language that addresses scale and density is included.

Although new titles have been added to the existing land use goals and policies addressing scale and density, titles were added to all existing statements being retained in order to maintain similar formatting throughout the document. The new titles do not suggest that these statements were altered in any other way.

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LAND USE		
LU 1	<p>Long-term Stability. In general, each of the land use issues is directed toward the enhancement and maintenance of the long-term durability and stability of the community. A plan which would accomplish this must recognize the unique qualities of the community, and with it, the factors which enhance the uniqueness as well as the factors which jeopardize them. Beverly Hills is fortunate in that it is able to serve a variety of residential and commercial demands in a manner and combination which is difficult to duplicate elsewhere in the Los Angeles area. Consequently, as long as Beverly Hills is able to provide an alternative not available elsewhere, it will endure. The characteristics which contribute to the special opportunities available in Beverly Hills include:</p> <ul style="list-style-type: none"> * The City's key location with respect to major professional and managerial centers of employment. * The wide range of high quality services, such as police, fire and education. * The quality of the physical environment, such as its extensive network of trees and landscaping, relatively unmarred by overhead utilities. * The scale of the community, which fosters a sense of place and identity rather than a sense of anonymity. * The pride of its residents and businesses, as reflected in many ways, such as the architecture, landscaping and overall concern for the welfare of the community, as evidenced in the wide-ranging commitments to participation in community affairs. * The character of its business community, as reflected in the quality and diversity of its stores, hotels, restaurants and offices. * The exceptional qualities of its housing stock which offers a variety of housing and neighborhoods rarely found elsewhere. 	



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	<p>These characteristics which have been so vital to the community's success in the past form the basis for its planning objectives in the future. Accordingly, those objectives which can be achieved through the General Plan and the Land Use Element are reflected in the accompanying plan map. Aside from the issues of change which face the community as new development occurs and new demands are placed upon the City, it is equally important to recognize that the process of maintaining the quality of life is a dynamic one. The City's programs must be able to recognize and respond to the problems which typically affect Cities, such as deterioration of its older housing stock, obsolescence or loss of competitive ability of commercial areas, rising costs and overburdened services and facilities, and increased problems of accessibility and parking. Through its policies and programs, therefore, the City must provide the opportunity and incentives, within the guidelines of the City's objectives, which will encourage private investment in the regeneration and redevelopment process, using such devices as the "in-lieu" parking program. In those instances where private investment cannot directly achieve municipal objectives, such as the provision of centralized parking for commercial areas, then the City should take the initiative and responsibility to make it happen. (LU 1.1, pg LU-1)</p>	
	LU 1.1	<p>The Scale of the City. Although implicit in any discussion of the future of the City, the importance of scale must be underscored. As long as the City is able to regenerate itself within the general framework of the existing scale, it will offer an environment which is becoming increasingly unique in the Westside. (LU 1.4, pg LU-3)</p>
LU 2	<p><u>Community Character and Quality.</u> A built environment that is distinguished by its high level of site planning, architectural, and landscape design, and sensitivity to its natural setting and history.</p>	
	LU 2.1	<p><u>City Places: Neighborhoods, Districts, and Corridors.</u> Maintain and enhance the character, distribution, built form and scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces. (Imp. 2.1, 2.2)</p>



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	<p>LU 2.2 Public Streetscapes and Landscape. <u>Maintain and enhance the quality and health of the "green infrastructure" that contributes to the City's identity and quality of life including its street trees, landscaped medians and parkways, parks, and open spaces, while seeking to conserve water resources. (Imp. 3.1, 3.6)</u></p> <p>LU 2.3 Hillside Development. <u>Maintain the natural landforms that define the City and require that development on hillside and in canyon areas be located, designed, and scaled to respect the natural topography and landscapes. (Imp. 2.1, 2.2)</u></p> <p>LU 2.4 Architectural and Site Design. <u>Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and that complement existing development. (Imp. 2.2, 2.3)</u></p> <p>LU 2.5 Design Review. <u>Consider design review for new and renovation projects that focuses on achieving appropriate form, function, and use of materials to promote creativity, innovation, and design quality. (Imp. 2.2)</u></p> <p>LU 2.6 City History. <u>Acknowledge the City's history of places and buildings, preserving historic sites, buildings and districts that contribute to the City's identity, while accommodating renovations of existing buildings to maintain their economic viability, provided the new construction contextually "fits" and complements the site or building. (Imp. 2.2, 2.3, 5.4)</u></p>				



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	<p>LU 2.7 Pedestrian-Active Streets. <u>Require that buildings in business districts be oriented to and actively engage the street through design features such as build-to lines, articulated and modulated façades, ground floor transparency such as large windows, and the limitation of parking entries directly on the street. Parking ingress/ egress should be accessed from alleys where feasible. (Imp. 2.1)</u></p> <p>LU 2.8 City Gateways. <u>Explore opportunities for public improvements and private development to work together to enhance the sense and quality of entry at key gateways into the City. (Imp. 2.2, 3.1)</u></p> <p>LU 2.9 Public Safety. <u>Require that development be located and designed to promote public safety by providing street-fronting uses, lighting, sight-lines, and features that enhance community safety. (Imp. 2.1, 2.4)</u></p> <p>LU 2.10 Development Transitions and Compatibility. <u>Require that sites and buildings be planned, located and designed to assure functional and visual transitions between areas of differing uses and densities by addressing property and height setbacks, window and entry placement, lighting, landscape buffers, and service access. (Imp. 2.1, 2.2)</u></p> <p>LU 2.11 Property Maintenance. <u>Enhance and expand a proactive and aggressive code enforcement program for property maintenance to ensure the high quality of the City's built environment and public places. (Imp. 5.3)</u></p>				
LU 3	<p>Managed Change. <u>Managed change that respects and is complementary to the qualities that distinguish the City as a community, is orderly and well-planned, provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.</u></p>				



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LU 4	Land Use Distribution and Urban Form. <u>Community conservation that protects and enhances the distinguishing qualities of the City, the livability of neighborhoods and the economic viability of business districts while preserving environmental resources and the well-being and health of the City's residents, employees and visitors.</u>				
	Recommendations and Development Criteria for Land Use. <u>The following Land Use Element map (see Map 1) identifies the general locations and intensities of uses in accordance with the objectives stated above. [Map 1] (LU 2, pg LU-4)</u>				
	LU 4.1 Planned Development Area. This area should have development standards which encourage public open space and encourage corporate headquarters uses, general office uses, and service commercial uses to the extent that these uses are designed to be compatible with the City's municipal service uses and the public utility uses in the area. (Amended by Resolution No. 94-R-8872, 1-18-94) (LU 2.4, pg LU-7)				



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	LU 4.5	<p>Siting of Hazardous Waste Storage, Treatment, and/or Disposal Facilities (Amended by Resolution No. 90-R-8200, 8-14-90.). That document known as the Los Angeles County Hazardous Waste Management Plan including all appendices thereto which was approved by the State Department of Health Services on November 30, 1989, in response to Chapter 1504 of the 1986 State Statutes (AB 2948, Tanner), as amended, is hereby incorporated by reference and shall, along with California Health & Safety Code Sections 25202.5(b) and (d) provide the criteria for siting of hazardous waste storage, treatment, and/or disposal facilities. Nothing in this incorporation by reference shall limit the City's ability to attach appropriate conditions to the issuance of any land use approval of a hazardous waste facility in order to protect the public health, safety, or welfare, or the City's establishment of more stringent planning requirements or siting criteria than those specified in the County Plan. (LU 2.6.1, pg LU-7)</p>



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	LU 4.6	<p>Areas of Transitional Conflict Along the City's Borders. Although the Land Use Element recommends methods whereby future transitional conflicts may be minimized within the City's borders, the areas of transitional conflict along the city boundary between adjacent municipalities continue to be an uncontrolled problem. Due to the magnitude and proximity of such development as has taken place in Century City, the benefits of planning processes in Beverly Hills may be more than offset by the increased traffic and other environmental impacts which result. To a lesser extent, this problem exists along the eastern boundary where there are such conflicts as the spillover effect of parking onto Beverly Hills streets (LU 2.7, pg LU-8)</p>
	LU 4.7	<p>Since much of the effectiveness of the planning process within Beverly Hills is contingent upon corollary efforts throughout the region, it is only through a system of regional coordination and cooperation that the full benefit of the planning process can be achieved. It is recommended, therefore, that efforts toward this objective be begun in earnest. (LU 2.7.1, pg LU-8)</p>



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		<p>Oil Drilling (Amended by Resolution No. 78-R-5908, 11-8-78). With proper safeguards and aesthetic controls, the City should consider expansion of its opportunities for oil extraction. Such expansion would be appropriate in conjunction with the oil extraction operation at the High School, as it may utilize the economic opportunity to stimulate modification of the operation to maintain high levels of safety and environmental sensitivity. (LU 2.8, pg LU-8)</p>
		<p>In addition, other opportunities for slant drilling and for oil extraction in the vicinity east of City Hall should be explored, especially if such opportunities can be coordinated with redevelopment of these areas, so as to offset municipal costs for redevelopment and to minimize potential disruption. (LU 2.8.1, pg LU-8)</p>
		<p>An Outline for Implementation. Many of the proposals contained in this Land Use Element reflect consideration of the Citizens' Committee Report which was adopted in June, 1974, and other General Plan elements, which have either been adopted or are under consideration. On balance, the Land Use Element reflects a lower intensity of use than was recommended in the General Plan adopted in 1967. (LU 3.1, pg LU-9)</p>



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LU 5	<u>Complete, Livable, and Quality Neighborhoods.</u> Neighborhoods that in the aggregate provide a variety of housing types, densities, forms and designs and a mix of uses and services that support the needs of residents.	
	LU 5.1	<u>Neighborhood Conservation.</u> Maintain the uses, densities, character, amenities, and quality of the City's residential neighborhoods, recognizing their contribution to the City's identity, economic value, and quality of life. (Imp. 2.1, 2.2)
	LU 5.2	<u>Infill and Replacement Housing.</u> Accommodate new and renovated housing within existing neighborhoods that is consistent with contextual parcel sizes, densities, built form and scale. (Imp. 2.1, 2.2)
	LU 5.3	<u>Senior Housing.</u> Encourage the development of senior housing that is accessible to commercial services, health and community facilities, and public transit. (Imp. 2.1, 5.1)
	LU 5.4	<u>Complete Neighborhoods.</u> Maintain, improve, and, where necessary, expand parklands and community facilities to serve and provide easy access from the City's neighborhoods. (Imp. 3.1, 6.1)
	LU 5.5	<u>Walkable Neighborhoods.</u> Maintain sidewalks, parkways, street trees, and landscaping in residential neighborhoods to promote walking as an enjoyable and healthy activity and an alternative to automobile use. (Imp. 3.1)
	LU 5.6	<u>Alleys.</u> Maintain existing neighborhood alleys as alternate, safe, well maintained access points to homes that also reduce curb cuts, driveways, and associated pedestrian-automobile conflicts. (Imp. 3.1, 5.3)



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	LU 5.7	<u>Neighborhood Transitions.</u> Regulate the setback, rear elevation design of buildings, and landscaping of backyards where neighborhoods of differing housing type and density abut to assure smooth transitions in scale, form, and character. (Imp. 2.1, 2.2)
	LU 5.8	<u>Encroachment of Incompatible Land Uses.</u> Protect residential neighborhoods from the encroachment of incompatible nonresidential uses and disruptive traffic, to the extent possible. Zoning and design review should assure that compatibility issues are fully addressed when nonresidential development is proposed near or within residential areas. (Imp. 2.1, 2.2)
	LU 5.9	<u>Safety and Code Enforcement.</u> Maintain aggressive code enforcement and nuisance abatement programs to ensure that the City's neighborhoods remain attractive, safe, and free of public nuisances, and that safe access is provided to schools. (Imp. 5.3)
		Parking for commercial uses which are to be located in structures between commercial and residential areas should not exceed 40 feet in height when located on residential parcels specifically designated for such transitional use between commercial and multifamily residential uses. (LU 2.3.1, pg LU-3)



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		<p>With few exceptions, the City is characterized by residential and commercial buildings which do not overpower or dominate the visitor or the resident. By virtue of the individuality which such smaller scale permits, the Business Triangle has continued to draw and hold the interest of the casual pedestrian, as well as the shopper, while the residential area has the character and charm which results from variety and diversity. (LU 1.4.1, pg LU-3)</p>
		<p>The sense of place which is enhanced by the scale of the City (and which depends on a variety of other features, such as the architecture, landscaping, traffic and streetscape in general) is an endangered resource in urban America, as it must constantly strive to avoid lapsing into stagnation on one hand, or yielding to the pressures for intensified development on the other. (LU 1.4.2, pg LU-3)</p>



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		<p>Residential Areas. It is proposed that the existing range of intensity of residential development be maintained, thereby permitting an estimated additional 900 multiple family dwelling units, which would represent an increase of approximately six percent in the number of existing multiple family units. Analysis should be undertaken to determine the feasibility of limited rezoning of selected single family zoned areas to low density, "townhouse" type multifamily residential. It is also recommended that the range of residential densities in single family residential areas remain as they are. It is also recommended that the City explore the need for, and the advisability of permitting somewhat higher residential densities in multiple family areas to facilitate the provision of housing to serve the specialized needs of such groups as the elderly, young households, households with children and single parent households, consistent with the policies of the Housing Element and State Density Bonus law. (LU 2.1, pg LU 4)</p>
LU 6	<p><u>Single-Family Residential Neighborhoods. Maintenance of the identity, scale, and character of the distinct single-family residential neighborhoods.</u></p>	



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	LU 6.1	Neighborhood Identity. Maintain the characteristics that distinguish the City's single-family neighborhoods from one another in such terms as topography, lot size, housing scale and form, and public streetscapes. (Imp. 2.1, 2.2)
	LU 6.2	Housing Character and Design. Require that new, renovated, and additions to housing be located and designed to maintain the distinguishing characteristics and qualities of the neighborhoods in which they are located, including prevailing lot sizes, building form, scale, massing, relationship to street frontages, architectural design, landscaping, property setbacks, and other comparable elements. (Imp. 2.1, 2.2)
	LU 6.3	Housing Scale and Mass. Regulate renovations of and additions to single-family housing to ensure that they do not adversely alter the contextual scale, mass, and design qualities of existing structures. (Imp. 2.1, 2.2)
	LU 6.4	Second Units. Allow second units in single-family residential districts in accordance with State law. (Imp. 2.1)
LU 7	Multi-Family Residential Neighborhoods. Multi-family residential neighborhoods providing ownership and rental units that are well-designed, exhibit architectural characteristics and qualities representative of the City, and that provide amenities for their residents.	
	<p>Open Space in R-4. The open space standards of the R-4 zone should be developed toward the following goals: (OS 4.3, pg OS-28)</p> <p>There should be an across the board open space requirement applicable to all multi-family units. (OS 4.3.1, pg OS-28)</p> <p>There should be a benefit to the City for permitting a density of development in excess of the basic density of the zone. The benefit should be in the form of additional open area visible from public view. (OS 4.3.1, pg OS-28)</p>	



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	<p>The zoning ordinance should favor common outdoor living area over private (individual) outdoor living area. (OS 4.3.2, pg OS 28)</p> <p>It should be recognized that in order to achieve the open space objectives of this proposal, the zone requirements may cause development to take place at the maximum permitted height (up to five stories). (OS 4.3.3, pg OS 28)</p> <p>Since the amount of ground area available for outdoor living area is limited, it is recommended that setbacks other than the basic required front setback be available to meet the outdoor living requirement. The purpose of this is not to force provision of outdoor living area on the roof. (OS 4.3.4, pg OS 28)</p>	
	LU 7.1	<p>Character and Design. Require that multi-family dwellings and properties be designed to reflect the high level of architectural and landscape quality that distinguishes existing neighborhoods. These may provide for; (a) building facades and entrances that directly address the street, including the use of stoops, porches, and recessed entries, (b) modulation of building volume and masses, avoiding the effect of blank continuous walls, and (c) setback of the ground floor from the sidewalk to provide privacy, a sense of security, and to leave room for landscaping while being open and contributing to a quality pedestrian environment. (Imp. 2.1, 2.2)</p>
	LU 7.2	<p>Amenities. Encourage new multi-family development to provide amenities for residents such as on-site recreational facilities, community meeting spaces, and require useable private open space, public open space, or both. (Imp. 2.2)</p>
LU 8	<p>Supporting Uses in Residential Neighborhoods. Necessary ancillary uses in residential neighborhoods that are subordinate to and compatible with the function and quality of the living environment.</p>	
	LU 8.1	<p>Home Occupations. Restrict home occupations in residential neighborhoods to those that have no perceptible impacts on the neighborhood. (Imp. 2.1, 2.2)</p>



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		<p>LU 8.2 <u>Day Care Centers.</u> Maintain regulations for large-family day care facilities as defined by the State and child care centers to the extent permitted by State law to ensure that impacts on residential neighborhoods are minimized. (Imp. 2.1, 2.2)</p> <p>LU 8.3 <u>Institutional Uses.</u> Regulate institutional uses in and adjoining residential neighborhoods to prevent adverse traffic, noise, and other impacts. (Imp. 2.1, 2.2)</p>
LU 9	<u>Diverse Districts and Corridors.</u> A diversity of vital and active business and commercial districts providing a choice of uses and activities for the City's' residents and visitors.	
		<p>Commercial Areas. It is proposed that the basic commercial zones throughout the City be permitted to develop within the existing framework of permitted intensity.</p> <p>This would effectively avoid many of the problems of conflict which have occurred along zone boundaries, as described in the identification of land use issues under the topic of "areas of transitional conflict." (LU 2.2, pg LU 4)</p>
		<p>LU 9.1 <u>Uses for Diverse Customers.</u> Accommodate retail, office, entertainment, dining, hotel, and visitor-serving uses that support the needs of local residents, attract customers from the region, and provide a quality experience for national and international tourists. (Imp. 2.1)</p>



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		LU 9.2 <u>Mitigation of Existing Commercial Residential Conflicts</u> . In those areas where conflicts already exist due to the abrupt change in character or spillover effects of commercial uses onto adjacent residential areas, methods should be sought to mitigate existing problems through appropriate mechanisms such as landscaping and screening, use of selected residential parcels to provide park buffers with the possibility of underground parking to serve the adjacent commercial areas, and the development of consolidated parking facilities to serve commercial areas deficient in parking, or commercial areas which have no alley access to the rear and would require numerous curb cuts if parking were provided on individual parcels. (LU 2.2.1, pg LU-6)



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	LU 9.3	<p>Anchor Locations. It is also recommended that certain anchor locations be set aside to permit development of a higher intensity type of development which is not otherwise provided in the community. These areas should be located so as to be accessible from the City's major shopping areas and close to the City's major streets. These anchor location should include those large parcels that are located at the gateways to the City, such as the site at 9900 Wilshire Boulevard where additional building height is appropriate. A variety of land uses such as commercial, residential, and mixed use should be considered for the gateway locations. A change of use from commercial to residential or mixed use should be allowed only if such change provides an adequate transition to adjacent single family neighborhoods. (Amended by Resolution No. 91-R-8448 on 9-24-91, and Resolution No. 08-R-12498 on 4-9-08.) (LU 2.2.2, pg LU-6)</p>
	LU 9.4	<p>The character of the pedestrian-oriented retail shopping areas which are typified by a variety of retail shops with displays to attract and hold the interest of pedestrian shoppers should be preserved, protected and enhanced to ensure the continuity of the pedestrian experience. (Amended by Resolution No. 80-R-6218, 8-19-80.) (LU 2.2.3, pg LU-6)</p>



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		<p>LU 9.4 <u>Anchor Location Design Criteria.</u> The anchor location should encourage unified development oriented towards and along Wilshire Boulevard planned to complement the scale and character of adjacent residential areas. In addition, development of the anchor locations should incorporate measures to enhance streets, sidewalks, and roadways in order to encourage pedestrian circulation between these areas and the Business Triangle. (Amended by Resolution 91-R-8448, 9-2491.) (LU 2.2.4, pg LU-6)</p> <p>LU 9.6 <u>Retail service commercial establishments which satisfy the needs of neighborhood shoppers should be encouraged, particularly in areas close to residential uses where adequate parking for the commercial uses can be provided.</u> (Amended by Resolution No. 80-R-6218, 8-19-80.) (LU 2.2.5, pg LU-6)</p> <p>LU 9.5 <u>Commercial/ Residential Mixed Uses.</u> The feasibility of allowing mixed commercial/residential uses should be analyzed in order to expand the variety of housing types available and in certain areas, to improve commercial/residential transitions. (LU 2.2.6, pg LU-6)</p> <p>LU 9.6 <u>Medical Uses.</u> Study, adopt and implement regulations that appropriately regulate medical land uses in the City. (Imp 2.1, 2.2)</p>
LU 10	<u>Economically Vital Districts.</u> Retention of existing and attraction of new businesses, sustaining employment, well-paying jobs, and extraordinary economic activity.	



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	LU 10.1	<u>Local-Serving Businesses.</u> Promote the development of businesses that serve, are located in proximity to, and are accessible to adjoining residential neighborhoods such as grocery stores, dry cleaners, and personal care businesses. (Imp. 1.2, 2.1)
	LU 10.2	<u>Commercial Common Interest Development.</u> Prohibit common interest development on commercially zoned properties and review City ordinances for appropriate amendments. Consider allowing existing commercial buildings listed on a Federal, State or local register of historic sites to be converted to a common interest development if substantial public benefits are provided and the conversion will not adversely impact the economic viability of the adjacent area or of the City as a whole. (Imp 2.1, 2.2)
LU 11	<u>Well-Designed and Attractive Districts.</u> Retail and office districts that are well-designed and attractive, provide a positive experience for visitors and community residents, and foster business activity.	
	LU 11.1	<u>Preservation of Pedestrian-Oriented Retail Shopping Areas.</u> Preserve, protect and enhance the character of the pedestrian-oriented retail shopping areas, which are typified by a variety of retail shops with displays to attract and hold the interest of pedestrian shoppers, to ensure the continuity of the pedestrian experience. (Amended by Resolution No. 80-R-6218, 8-19-80.) (LU 2.2.3, pg LU-6)
	LU 11.2	<u>Site Planning and Architectural Design.</u> Require that commercial and office properties and buildings are planned and designed to exhibit a high level of site and architectural design quality and excellence. (Imp. 2.1, 2.2)



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		<p>Parking. Generally speaking, the ratio of parking required for commercial uses tends to be adequate. Further exploration and refinement should be part of an ongoing process to assure that parking requirements and standards are responsive to the particular needs of specific areas or special types of uses, as such needs are defined. (LU 2.3, pg LU-6)</p>
	<p>LU 11.7</p>	<p>Connectivity to Parking. Require that <u>commercial and office districts be linked to parking areas and garages by well-designed and attractive pedestrian corridors.</u> (Imp. 2.1, 2.2)</p>
	<p>LU 11.8</p>	<p>Connectivity to Neighborhoods. Require that <u>commercial and office districts be linked to adjoining residential neighborhoods and other districts by well-designed and attractive pedestrian sidewalks and corridors.</u> (Imp. 3.1, 3.6)</p>
	<p>LU 11.9</p>	<p>The City of Beverly Hills Flood Ordinance. <u>Periodically update the City's Flood Ordinance to reflect the most recent storm water drainage and retention studies for the design and maintenance practices for local flood control, and to reflect the most current flood hazard area map for the City per the Federal Emergency Management Agency (FEMA), and limit development in areas subject to flooding through the use of appropriate land use regulations such as setbacks and establishment of natural buffer areas.</u> (Imp. 2.3)</p>
<p>LU 12</p>	<p>Business Districts Adjoining Residential Neighborhoods. <u>Compatible relationship between commercial districts and corridors and adjoining residential neighborhoods assuring that the integrity, character, and quality of both commercial and residential areas are protected and public safety and quality of life are maintained.</u></p>	



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	<p>Area of Transitional Conflict. These are areas of abrupt change in land use or intensity, physical or environmental characteristics, which might precipitate an erosion of quality along this interface because of conflicting characteristics. Such areas of conflict are characterized by traffic and parking problems (such as commercial parking or traffic within single family neighborhoods), competing space demands, (such as the pressures for development and the conflicts with adjacent uses), visual impacts (such as high rise office buildings adjoining low density, single family residential uses). (LU 1.3, pg LU-3)</p> <p>LU 12.1 Functional and Operational Compatibility. <u>Require that retail, office, entertainment, and other businesses abutting residential neighborhoods be managed to assure that businesses do not create an unreasonable and detrimental impact on neighborhoods with respect to safety, privacy, noise, and quality of life by regulating hours of operation, truck deliveries, internal noise, staff parking and on-site loitering, trash storage and pick-up and other similar business activities. (Imp. 2.2, 5.3)</u></p> <p>LU 12.2 Building, Parking Structure, and Site Design. <u>Require that buildings, parking structures, and properties in commercial and office districts be designed to assure compatibility with abutting residential neighborhoods incorporating such elements as setbacks, transitional building heights and bulk, architectural treatment of all elevations, landscape buffers, enclosure of storage facilities, air conditioning, and other utilities, walls and fences, and non-glare external lighting. (Imp. 2.1, 2.2)</u></p>					



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	LU 12.3	<p><u>Alleys Between Commercial and Residential Uses.</u> Encourage that alleys be attractively designed as a transition between retail and office districts and residential neighborhoods using features such as quality paving materials, landscaping, low voltage lighting and high-quality maintenance to assure that such alleys are attractive, and kept free of trash and debris. (Imp. 3.1)</p>
LU 13	<p><u>Public and Quasi-Public Uses Supporting Resident Needs.</u> Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services that are located and designed to complement the City's neighborhoods, centers, and corridors.</p>	
	LU 13.1	<p><u>Adequate Community-Supporting Uses.</u> Seek to ensure that adequate public and private community-supporting facilities and services are located throughout the City. (Imp.3.1, 6.1)</p>
	LU 13.2	<p><u>Excellence in Public Projects.</u> Lead by example, demonstrating design excellence in new buildings and properties developed by the City such as civic facilities and public parking structures. (Imp. 3.1)</p>
	LU 13.3	<p><u>Compatibility of Public Buildings and Sites.</u> Ensure that City-owned buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, architecture, and landscape with the district or neighborhood in which they are located. (Imp. 3.1)</p>
	LU 13.4	<p><u>Compatibility of Non-City Public Uses.</u> Encourage schools, utility districts, and external agencies exempt from City land use control and approval to plan and design their properties and buildings with a high level of architectural excellence to maintain the character of the district or neighborhood in which they are located. (Imp. 7.1)</p>



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	LU 13.5	<p>Expansion of Existing Community Facilities. Consider opportunities for the expansion of existing and the development of new parklands, recreational facilities, schools, lifelong learning, cultural, and other public and quasi-public facilities provided that such improvements are cohesively integrated with, are complementary to, and are compatible with, existing development and adjoining land uses. (Imp. 3.1, 6.1)</p>
	LU 13.6	<p>School Parking and Access. Work with school districts to ensure that parking and student drop-offs are located to minimize impacts on adjoining residential neighborhoods and that safe access routes are provided from home to school. (Imp. 7.1)</p>
	LU 13.7	<p>Joint Development. Encourage public-private partnerships when developing surplus public properties to enhance the surrounding community and provide a source of revenue to fund improvements to City or other agency services or facilities. (Imp. 7.3)</p>
	LU 13.8	<p>Residential Care Facilities. Encourage the development of senior daycare facilities, assisted living facilities, hospice, child care, and other residential care facilities in appropriate areas throughout the City. (Imp. 2.2)</p>
	LU 13.9	<p>Assembly Facilities. Encourage and support the development of assembly facilities for social, cultural, educational, and religious organizations in appropriate locations of the City. (Imp. 2.1, 7.3)</p>



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	LU 13.10	<u>Parks and Open Spaces.</u> <u>Seek to expand the City's parklands, greenways, and open spaces as land becomes available or as existing buildings are demolished. Consider alternative prototypes and standards for park development in urban areas where available land is limited. (Imp. 3.1, 6.1)</u>
LU 14	<u>Environmental Sustainability and Carbon Footprint.</u> <u>Land uses and built urban form that are environmentally sustainable by minimizing consumption of scarce resources, pollution, greenhouse gas emissions, wastes, and exposure of residents and visitors to toxics and hazards.</u>	
	LU 14.1	<u>City Form.</u> <u>Accommodate a balanced mix of land uses and encourage development to be located and designed to enable residents access by walking, bicycling, or taking public transit to jobs, shopping, entertainment, services, and recreation, thereby reducing automobile use, energy consumption, air pollution, and greenhouse gases. (Imp. 1.2, 2.1)</u>
	LU 14.2	<u>Site Development.</u> <u>Require that sites and buildings be planned and designed to meet applicable environmental sustainability objectives by; (a) facilitating pedestrian access between properties and access to public transit, (b) providing solar access, (c) assuring natural ventilation, (d) enabling capture and re-use of stormwater and graywater on-site while reducing discharge into the stormwater system, and (e) using techniques consistent with the City's sustainability programs such as the City's Green Building Ordinance. (Imp. 2.1, 2.4)</u>
	LU 14.3	<u>New Construction of Public Buildings.</u> <u>Require that new and substantially renovated public buildings be designed and constructed to meet the City's Green Building Ordinance, except for specialized capital infrastructure systems and equipment where this is technologically infeasible. (Imp. 2.4, 3.1)</u>



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	LU 14.4	<u>New Construction of Private Buildings.</u> <u>Require that new and substantially renovated buildings be designed and constructed in accordance with the City's sustainability programs such as the City's Green Building Ordinance or comparable criteria to reduce energy, water, and natural resource consumption, minimize construction wastes, use recycled materials, and avoid the use of toxics and hazardous materials. (Imp. 2.4)</u>
	LU 14.5	<u>Heat Island Effect.</u> <u>Reduce "urban heat island" effect by requiring that new construction and substantial renovation of buildings use techniques to reduce the amount of heat that buildings, outdoor spaces, and parking lots absorb from sunlight. (Imp. 2.4)</u>
	LU 14.6	<u>Retrofit of Existing Buildings.</u> <u>Promote and provide incentives for the retrofit of existing structures with green building techniques such as those required by the City's Green Building Ordinance, including installation of water-conserving fixtures in multi-family housing units on change of tenancy (Imp. 2.4)</u>



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	LU 14.7	<p>Public Streetscapes. Design and improve public streetscapes to enhance their attractiveness for walking as an alternative to automobile use and as a demonstration of the City's commitment to environmental sustainability by using techniques such as; (a) maintaining and enhancing the City's street trees and installing light-colored hardscapes to reduce heat, (b) selecting tree and plant species and irrigation systems that minimize water consumption, (c) exploring the use of recycled water for irrigation, (d) phasing in pedestrian-oriented energy-efficient lighting that does not result in excessive glare, (e) strategically locating benches and other street furniture that is constructed of recycled materials to provide resting spots and to demonstrate the use of alternative building materials (f) and other comparable environmentally friendly streetscape improvements. (Imp. 3.1, 3.6)</p>
	LU 14.8	<p>Private Development Landscaping Material and Irrigation. Require the use of landscaping materials and irrigation systems that minimize water use and runoff onto public streets and drainage systems. (Imp. 2.3)</p>
LU 15	<p>Economic Sustainability. Vital and successful businesses that contribute to the City's identity and culture, provide high-paying jobs, and contribute revenue that sustains the level and quality of services in the City.</p>	
	LU 15.1	<p>Economic Vitality and Business Revenue. Sustain a vigorous economy by supporting businesses that contribute revenue, quality services and high-paying jobs. (Imp. 5.2)</p>
	LU 15.2	<p>Priority Businesses. Retain and build upon the key business sectors contributing to the City's identity, economy, and revenue for resident services such as entertainment-related Class-A offices, high-end retail and fashion, restaurant, hotel, technology, and supporting uses. (Imp. 5.2)</p>



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	<p>LU 15.3 Revitalization of Vacant and Underutilized Buildings. <u>Promote the revitalization of distressed, underutilized, and vacant buildings to sustain economic viability, activity, and provide income for City services. (Imp. 5.2)</u></p>						
LU 16	<p>Social Sustainability and Equity. <u>Land uses and built urban form that provide diverse social and cultural opportunities, life-long learning opportunities, safe access to schools, and a healthy environment and high quality of life.</u></p>						
	<p>LU 16.1 Breadth of Community-Serving Uses. <u>Accommodate a diversity of uses and facilities that provide culture, education, health, religious and social well-being such as libraries, museums, arts exhibition and performance venues, parks and recreation centers, and community meeting rooms. (Imp. 2.1)</u></p> <p>LU 16.2 Non-City Agency Services. <u>Work with school districts, regional agencies, health and social-service providers, nonprofit organizations, and other agencies to ensure that adequate education, social, and health services are provided for and are accessible to residents, and that such facilities are located and designed to complement the quality of the City's neighborhoods and districts. (Imp. 7.1)</u></p>						
	<p>LU 16.3 Equitable Distribution of Uses and Amenities. <u>Strive to ensure that services and neighborhood amenities are distributed equitably throughout the City. (Imp. 2.1, 3.1, 6.1)</u></p>						
	<p>LU 16.4 Public Places. <u>Provide plazas, open spaces, and other outdoor improvements that are accessible to and used for public gatherings and activities either through capital improvement or as a development requirement. (Imp. 2.1, 2.2, 2.5)</u></p>						



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	LU 16.5	School Safety. <u>Limit the type and intensity of uses located in proximity to schools, such as drive-through lanes, to assure compatibility with schools and safety of students. (Imp. 2.1, 2.2, 2.5)</u>
	LU 16.6	Community Events. <u>Continue to support public gatherings, cultural activities, and events, such as Affaire in the Gardens and the City's lecture series, which provide opportunities for community activities, socialization, and learning. (Imp. 6.1, 7.3)</u>
	LU 16.7	Public Health. <u>Promote the health of residents by developing streetscapes and accessible parklands that encourage pedestrian activity, and bikeways; and by requiring that development be located and designed to promote walking and bike riding as alternatives to automobile use. (Imp. 3.1)</u>
	LU 16.8	Farmers/Public Markets. <u>Continue to support existing farmers markets, public markets, and similar activities to provide access to fresh, local produce and convenient shopping. (Imp. 6.1, 7.3)</u>
	LU 16.9	Healthy Buildings. <u>Require that private and public buildings be designed to promote public health by prohibiting the use of toxic building materials and high-VOC paints, providing adequate ventilation and access to natural lighting, and use of green building techniques as required by the City's sustainability programs such as the Green Building Ordinance. (Imp. 2.4)</u>
	LU 16.10	Affordable Housing. <u>Support the development of affordable housing as required by state law. (Imp. 2.1, 5.1)</u>



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	LU 16.11	<p>Community Engagement. Strive to engage all segments of the community in planning decisions including special needs groups such as the elderly, youth, working parents, and low-income residents, and residents, local businesses and special interest groups. Maintain and enhance the City's current public involvement processes to assure transparency and to enable the public to be well-informed. (Imp. 7.3)</p>
LU 17	<p>Regional Development Context. Land uses and built urban form in adjoining jurisdictions that respect the distinguishing character and qualities and do not adversely impact the City.</p>	
	LU 17.1	<p>Development Compatibility and Impacts. Review development proposals in adjoining jurisdictions and work with appropriate agencies to assure their compatibility and mitigation of any adverse impacts on the City. (Imp. 7.1)</p>
	LU 17.2	<p>Regional Coordination. Cooperate with adjoining and regional agencies to jointly plan land uses, transportation, and infrastructure that provide a cohesive and integrated strategy to accommodate growth that is environmentally, economically, and socially sustainable. (Imp. 7.1, 7.2)</p>
LU 18	<p>Areas to be Considered for Changes in Use and/ or Intensity. (LU 1.2, pg 2)</p>	



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	<p>LU 18.1 Areas of additional development potential. There is a substantial amount of area zoned for R-4 which is now of relatively low density and which has the potential to be developed to greater densities under existing code. It is estimated that the potential net additional dwelling units which can be added is approximately 900 units. Each of these areas must be developed in an orderly manner.</p> <p>Development standards should be revised, so that they are based less on absolute, universally applicable standards and more on formulae incorporating performance standards and permitting flexible solutions. Development standards for higher density structures should satisfy the individual open space, design quality and aural privacy needs of apartment dwellers as well as satisfying the community desire for a spacious and green streetscape. (LU 1.2.1, pg 2)</p>	
	<p>LU 18.2 Areas of Limited Development Potential. There are areas of the community which consist predominantly of strip commercial uses. These areas are located outside the Business Triangle and are characterized by varying degrees of vitality and obsolescence. The role of these strip commercial uses with regard to the community's long-term objectives and with respect to their surroundings needs to be more adequately defined.</p> <p>Depending upon the specific location, it may be appropriate for commercial development to be concentrated and encouraged in certain parts of these areas and discouraged from others. The area of primary concern is along Wilshire Boulevard east of the Business Triangle. (LU 1.2.2, pg LU-2)</p>	



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	<p>LU 18.3 Areas of alternate use development potential. Certain nonresidential sections of the community, notably (but not limited to) the Industrial Area, have been periodically identified as desirable locations for alternative uses, as a matter of both public policy and private interest. It is recommended that the Industrial Area be planned for municipal and pedestrian oriented commercial uses including offices with an emphasis on single tenant buildings and retail uses consistent with the quality and environmental characteristics of the City and its neighborhoods. Such planning should encourage the integration of convenience commercial uses and residentially-related community services. Current zoning permits commercial and/or industrial use. Since current regulations may permit a wide variety of alternative uses, it will be necessary to identify a range of uses and intensities which should be permitted in these areas and to initiate activities to assure that park and municipal facilities desired by the City will be available to the City. (Amended by Resolution No. 94-R-8872, 1-18-94) (LU1.2.3, pg LU-3)</p>	



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		<p>In order to implement the Land Use Element, the following steps are recommended:</p> <ul style="list-style-type: none"> * Review and revise the City's zoning regulations as may be needed to implement the objectives of the Land Use Element. * Prepare a new section of the Zoning Ordinance to reflect the proposal for a planned development area. * Explore ways in which the existing railroad spur in the proposed planned development area can be integrated into the overall land use and design of the area. * Alternative locations and criteria should be explored for possible relocation out of the area or consolidation within the area of the existing public service facilities located in the Industrial Area. * Explore methods whereby a recreation area could be assembled within the planned development area. * Explore the possibility of providing buffers between commercial and residential areas where inadequate buffers exist. * Explore opportunities to strengthen the process of regional cooperation and coordination. * Explore opportunities to use local, State and federal financial resources in support of the City's objectives. (LU 3.1.1, pg LU-9)



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		<p>* Review existing codes and modify as needed so as to provide additional incentives to the private sector to achieve the objectives of the Plan through private development. Redevelopment sponsored by the City should also be explored, but as a last resort, when private interest is either lacking or inadequate to achieve the City's objectives.</p> <p>* There should be a continuing effort to public information and education through such groups as the Municipal League, League of Women Voters, and the Chamber of Commerce to assure that the Plan reflects changing community needs as circumstances dictate, and to develop a broader base of participation to assist in the implementation process.</p> <ul style="list-style-type: none"> • Incorporate recommendations which require municipal financial participation for capital improvements into the City's capital improvements program. • Explore feasibility of mixed commercial/residential uses. (LU 3.1.1, pg LU 9)



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OPEN SPACE		
OS 1	<u>Natural and Open Space Protection.</u> Protection and enhancement of open space resources, remaining natural areas, and significant wildlife and vegetation in the City as integral parts of a sustainable environment within a larger regional ecosystem.	
	To recommend an open space land inventory which is adequate to meet the long range needs of the residents of Beverly Hills. (OS 1.4.1, pg OS-3)	
	OS 1.1 <u>Resource Preservation.</u> To preserve the City's biological diversity, remaining natural habitat and aesthetic character, encourage new development in hillside and canyon areas to preserve natural land formations and native vegetation and to set aside areas as greenbelts and wildlife corridors when feasible. (Imp. 2.1, 2.2)	
OS 2	<u>Urban Forest.</u> Management of the City's urban forest as an environmental, economic, and aesthetic resource to maintain the unique character of the City and the quality of life of its residents.	
	OS 2.1 <u>Trees of Significance.</u> Require the retention of trees of significance (such as heritage trees) by promoting stewardship of such trees and ensuring that the design of development and reuse projects provide for the retention of these trees wherever possible. Where tree removal cannot be avoided, require replacements with an appropriate species. (Imp. 3.8)	
	OS 2.2 <u>Manage and Enhance.</u> Continue to ensure that new construction incorporates trees where appropriate, and manages and cares for all publically owned trees, works to retain healthy trees, and encourages planting appropriate species in appropriate locations. Maintain Tree City USA accreditation on an annual basis. (Imp. 3.8)	



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		<p>OS 2.3 Urban Forest Management Plan. <u>Maintain and enhance the City's Urban Forest Management Plan. (Imp. 3.8)</u></p> <p>OS 2.4 Viability of Commercial Corridors. <u>Balance the desire for street trees along commercial corridors with the need for clearance and visibility, including selection of tree species with appropriate canopies. (Imp. 3.8)</u></p> <p>OS 2.5 Urban Heat Island Effects. <u>Continue to promote appropriate species selection and tree placement that encourages adequate shading of rooftops, parking facilities, streets and other facilities to minimize heat island effects. Continue to phase street tree Master Plan projects to minimize tree canopy loss. (Imp. 2.1, 3.8)</u></p> <p>OS 2.6 Public Education. <u>Promote the importance and benefits of trees and the urban forest through awareness campaigns, partnerships, and efforts that educate residents and local tree and landscape professionals on the best methods of preserving and maintaining trees. (Imp. 3.8, 8.1)</u></p> <p>OS 2.7 Funding. <u>Provide adequate funding to manage and maintain the City's urban forest on City properties, parks, and greenbelts including tree planting, trimming, maintenance, removal, and replacement. (Imp. 4.1, 4.2, 4.3)</u></p>
		<p>OS 2.8 Species Selection & Diversification. <u>Assure the selection and placement of species suitable to the environment as appropriate. Assure proper diversification to avoid wholesale loss of trees due to disease or species specific predators and to enhance species diversity. (Imp. 2.1, 2.2)</u></p>



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OS 3	<p>Street Trees. A strong, healthy, and well-maintained inventory of street trees to enhance the City's natural beauty and quality of life for its residents.</p> <p>OS 3.1 Street Tree Master Plan. Continue with additional phases of the Street Tree Master Plan to replace and increase the City's tree inventory on an ongoing basis. Update the Master Plan as necessary to include provisions such as allowing voluntary private funding by local residents to cover the cost of purchasing and planting street trees consistent with the adopted plan. (Imp. 3.8)</p> <p>OS 3.2 Periodic Assessment of the Street Tree Master Plan. At appropriate intervals, revisit the Street Tree Master Plan and evaluate goals such as aesthetic effect, tree health, water efficiency, fire safety, sidewalk and underground utility impact, historical character of neighborhood, view impact, and heat-reduction through promotion of shade canopy. (Imp. 3.8)</p>	
OS 4	<p>Recharge Groundwater Resources. Provision of a groundwater recharge system.</p> <p>OS 4.1 Permeable Surfaces. Develop guidelines that limit the percentage of impermeable surface, such as asphalt, for large new or renovated public, institutional, residential, and commercial projects. Where feasible, require the use of landscaping and permeable surface treatments as alternatives. Develop aesthetic and functional criteria for repaving alleys and identify sources of materials available that meet these criteria. (Imp. 3.4)</p> <p>OS 4.2 Shallow Groundwater. Further enhance the City's efforts to minimize shallow groundwater being discharged into the storm water system and encourage alternative means such as ground water recharging when dewatering subterranean structures. (Imp. 3.4)</p>	



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		OS 4.3 Recycled Stormwater. Explore methods of retaining and using storm water that would otherwise go into storm drains as runoff. (Imp. 3.2, 3.4, 3.6)				
OS 5	Water Quality Protection. Protection of local watersheds and groundwater resources.					
		OS 5.1 Stormwater Quality. Control sources of pollutants and improve and maintain urban runoff water quality through stormwater protection measures consistent with the City's National Pollutant Discharge Elimination System (NPDES) permit. (Imp. 2.2, 3.3, 3.4)				
		OS 5.2 Filters and Screens for Catch Basins. Maintain and expand City programs requiring installation of filters and screens to protect catch basins for the city storm drain system. (Imp. 3.4)				
		OS 5.3 Beverly Hills Stormwater System Master Plan. Continue to fund and undertake storm drain improvement projects as identified in the City's Stormwater System Master Plan. (Imp. 3.4)				
		OS 5.4 Removal of Debris. Develop policies requiring the removal of debris from parking lots, streets, and alleys to remove debris and contaminated residue (Imp. 3.3, 3.4)				
		OS 5.5 Stormwater Capture and Re-Charge. Consider the use of city parks for stormwater capture and recharge using grading, channeling and subterranean and other feasible capture methods. (Imp. 3.4)				



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		<p>OS 5.6 Extensive Landscaping. <u>Require extensive landscaping of open space areas on a property to provide the maximum permeable surface area to increase infiltration, reduce site runoff, control the overland migration of silt, and reduce the amount of surface paving. Provide guidance to property owners on recommended water-efficient plant materials. (Imp. 2.1, 2.2, 3.4, 3.6)</u></p>
		<p>OS 5.7 Continue Watershed Education. <u>Implement watershed awareness, water quality educational programs, and continued education in stormwater pollution and abatement for City staff, community groups, the public, and other appropriate groups. (Imp. 3.6, 8.1)</u></p> <p>OS 5.8 Construction & Post Construction Impacts. <u>Continue to require new construction contractors to comply with the City's erosion and sediment control and stormwater management and discharge control ordinances, and impose requirements to control and treat post development runoff. (Imp. 2.2, 3.4, 3.6)</u></p> <p>OS 5.9 Regional Planning. <u>Continue to work with local, State, and federal agencies and private watershed organizations to improve water quality. (Imp. 7.1, 7.2)</u></p>
OS 6	<p>Visual Resource Preservation. <u>Maintenance and protection of significant visual resources and aesthetics that define the City.</u></p>	
		<p>OS 6.1 Protection of Scenic Views. <u>Seek to protect scenic views and vistas from public places including City landmarks, hillside vistas, and urban views of the City. (Imp. 2.1)</u></p> <p>OS 6.2 Scenic Parkway Protection. <u>Seek to protect its historic scenic parkways and associated greenbelts and viewpoints. (Imp. 2.1)</u></p>



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		OS 6.3 Landscaping. Require that new development be located and designed to visually complement the urban setting by providing accessible, landscaped entries, courtyards, and plazas. (Imp. 2.1)
		<p>OS 6.4 Minimize Removal of Existing Resources. Require new commercial, office, and residential development to minimize the removal of mature trees and other significant visual resources present on the site. (Imp. 2.1, 2.2, 3.8)</p> <p>OS 6.5 Standards for New Development. Seek to ensure that new development does not adversely impact the City's unique urban landscape. (Imp. 2.1, 3.8)</p> <p>OS 6.6 Lighting. Minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary. (Imp. 2.1)</p> <p>OS 6.7 Glare. Require that new development avoid the creation of incompatible glare through use of appropriate materials and design features. (Imp. 2.1)</p>
OS 7	Improved Air Quality. Improved health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.	
		OS 7.1 Transit Ridership. Collaborate with local transit agencies to develop programs and educate employers about employee rideshare and transit, and promote mass transit ridership through careful planning of routes and by developing a local point of contact for potential ride-sharers. (Imp. 3.7)



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	<p>OS 7.2 City Fleet Vehicles. Continue to purchase low-emission vehicles for the City's fleet and to use available clean fuel sources for trucks and heavy equipment. Update purchasing policies to consider purchase of lower emission vehicles in the future to the extent economically feasible. (Imp. 3.6)</p> <p>OS 7.3 Transportation Systems Management and Trip Reduction. Encourage City employees to use means other than a single-occupant vehicle for their daily work commute. (Imp. 3.6)</p> <p>OS 7.4 Incentives for Privately Owned Low-Emission Vehicles. Encourage the use of zero-emission and low emission vehicles, and provide incentives for privately-owned alternative fuel vehicles such as permit waivers, free or priority parking or other incentives for low emission vehicles on city streets and parking structures. Evaluate feasibility of installing alternative fuel recharging stations in municipal parking structures. (Imp. 3.6)</p> <p>OS 7.5 Coordination with SCAQMD. Coordinate with SCAQMD to ensure that projects incorporate feasible mitigation measures if those measures are not already provided for through project design. (Imp. 7.2)</p> <p>OS 7.6 Employer Education Programs. Encourage employers to participate in SCAQMD public education programs. (Imp. 7.2)</p>						
	<p>OS 7.7 Maintain Standards. Work with the South Coast Air Quality Management Board to meet state and federal ambient air quality standards. (Imp. 3.6, 7.2)</p>						



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		<p>OS 7.8 Emissions Reduction. <u>Require new development projects that exceed the SCAQMB ROG and NOX operational thresholds to incorporate design or operational features that reduce emissions equal to 15-percent from the level that would be produced by an unmitigated project. (Imp. 3.6, 7.2)</u></p> <p>OS 7.9 Greenhouse Gas Reduction. <u>Work with the California Air Resources Board and SCAQMD to comply with statewide greenhouse gas reduction goals as established in AB 32 - the Global Warming Solutions Act of 2006 for 2020 and any other subsequent regulations. (Imp. 3.6, 7.2)</u></p> <p>OS 7.10 Citywide Greenhouse Gas Assessment. <u>Comply with pertinent State regulations to assess citywide greenhouse gas emissions for existing land uses and the adopted general plan build-out. (Imp. 7.2)</u></p> <p>OS 7.11 Air Quality Education. <u>Educate the public about air quality standards, health effects, and efforts that residents can make to improve air quality and reduce greenhouse gas emissions in the Los Angeles Basin. (Imp. 8.1)</u></p>
		<p>OS 7.12 New Development. <u>Review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operations emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM10 and PM2.5). (Imp. 3.6)</u></p>



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OS 8	Park and Recreation Facilities. Provision of adequate park and recreation facilities that meet the recreational needs of residents of the community.					
	To reevaluate and build upon the City's adopted or informal policies and goals associated with parks, open space and recreation as identified in the adopted 1965 General Plan, the 1973 Interim Open Space Element (still in effect), and the 1973 Citizens Committee Report. (OS 1.3.1, pg OS-3)					
	To recommend policies for acquisition, development, and use of facilities to meet the City's needs. (OS 1.3.2, pg OS-3)					
	To recommend methods to insure that there is adequate and properly located open space within private development to maintain the garden quality of the Community. (OS 1.4.3, pg OS-3)					
	OS 8.1 Park and Open Space Standards. Strive to meet National Recreation and Parks standards for the provision of parks space based on the community's park needs and the number of residents. (Imp. 2.1)					
	Acquire "Greystone" for use as cultural center. (OS Priority 1.1, pg 9)					



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	OS 8.2	<p><u>On-site Amenities or In-Lieu Fees for New Development.</u> Require developers of large scale new commercial or residential projects that exceed the base FAR to provide on-site open space or recreational amenities accessible to the public, contribute in-lieu fees for the development of new recreation facilities or enhancement of existing facilities, or a combination of both to meet the demands generated by the development's resident population or employment base. This requirement would be over and above current open space requirements and current park assessment fees. On-site recreational amenities can consist of public urban plazas or squares where there is the capability for passive and active recreation and outdoor activity. (Imp. 2.1, 2.2, 4.1)</p> <p>Develop street tree-planting program to assure the long-range continuation of the landscape quality of the City; to contain a schedule of tree longevity and replanting program. (OS Priority 1.2, pg OS-9)</p>
	OS 8.3	<p><u>Park Assessment Fees.</u> Seek new funding sources to acquire new park land and open space. (Imp. 4.1)</p> <p>Develop school site on Benedict Canon cooperatively with the School Board for recreational purposes. (OS Priority 1.3, pg OS-9)</p>



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		<p>OS 8.4 <u>Parkland Acquisition Criteria. Assess opportunities to acquire additional land at appropriate locations for the development or expansion of parks. Use the following criteria when considering acquisition for parkland:</u></p> <p>OS 8.4a <u>City's identified current and projected needs for recreation and sports facilities</u></p> <p>OS 8.4b <u>City's needs for recreation facilities based on location of existing facilities</u></p> <p>OS 8.4c <u>The preservation of natural resources, historic and cultural areas</u></p> <p>OS 8.4d <u>Ease of accessibility</u></p> <p>OS 8.4e <u>Usability of proposed parklands considering topography and other landform constraints</u></p> <p>OS 8.4f <u>Fiscal impact on General Fund for any immediately needed refurbishments and ongoing maintenance</u></p> <p>OS <u>The existence of a deficiency in a particular</u> 8.4jg <u>sector of the City.</u></p> <p>OS 8.4h <u>Potential to improve the aesthetics along a street or in a neighborhood or to enhance the City's garden quality in general. (Imp. 1.3, 6.1)</u></p> <p>Acquire the triangular areas for the "park parking" developments along Wilshire. Hold national competition for the architectural treatment of these Wilshire Plazas. (OS Priority 2.1, pg OS 9)</p> <p>Redesign La Cienega Park to the standards of Roxbury Park. (OS Priority 2.2, pg OS 10)</p>



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		Propose national competition for a center for the performing arts to be located in the Civic Park. (OS Priority 2.3, pg OS-10)
		Develop recreational park in the Civic Park area. (OS Priority 2.4, pg OS-10)
		That the City increase park facilities, including mini park facilities, in the south central area of the City, with special attention to be paid to school site locations; (OS New Priority 1, pg OS-10)
		That the city carefully consider the specific practicality of each land gift, whether for use or for trade; (OS New Priority 3, pg OS-10)
		The new tax mechanisms, such as sewer connection, gross rental, and new industrial and commercial development be imposed and the business tax increased in order to pay for open space and recreational facilities; (OS New Priority 4, pg OS-10)
		That the Planning and Architectural Commissions apply new and pertinent criteria for open spaces (e.g., building setbacks and public places) along Wilshire Boulevard; and, (OS New Priority 5, pg OS-10)
		That landscaped buffer spaces be provided between parking areas and residentially used lands. (OS New Priority 6, pg OS-10)



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	OS 8.5	<u>Urban Parks.</u> Encourage and allow opportunities for new development to provide small plazas, pocket parks, civic spaces, and other gathering places that are available to the public to help meet recreational demands. (Imp. 2.1, 2.2)
		Acquisition of Additional, Centrally Located Parkland. The most important single step the city could take to insure its ability to meet the long term recreational, social and cultural needs of its residents would be the acquisition of adequate land in a centrally located area, such as in the Industrial District. This would provide the opportunity to develop additional playing fields, a recreation center for day care purposes, and facilities to meet the needs of various community organizations as well as adult classes, with some addition of flexible outdoor space to meet changing recreational needs. (OS 4.2, pg OS-26)



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		<p>Other areas of the City are also somewhat distant from existing parks, especially neighborhoods in the northern portion of the City. However, these areas are not conducive to large, well-developed, active recreation areas for several reasons: 1. These are areas of low density, thus not serving large population centers. 2. Homes in this area tend to have large lots and many contain private recreational facilities. Thus, the relative need for a public park is less than in the southern part of Beverly Hills. 3. Sites are hilly; hence, land preparation is difficult and costs are greater. 4. Sites of adequate size and configuration are not readily available and are difficult to assemble. (OS Page 27.1, pg OS-27)</p>
	OS 8.6	<p>Alternative Funding Sources. Explore <u>alternative private funding sources to augment public funding support for parks, open space, and street trees, including voluntary resident participation. (Imp. 4.3)</u></p>
	OS 8.7	<p>Recreational Parkland Replacement. <u>Protect parkland from non-recreational uses that result in loss of acreage used for recreational purposes; any loss of park land shall be replaced with acreage suitable for comparable uses so that the City's current park land acreage is not decreased. (Imp. 1.3, 2.1)</u></p>



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		<p>In order to accommodate the two playing fields, the proposed park would have to contain a minimum of three acres of reasonably level land. This figure, therefore, is the minimum desirable size for the park. Other recreational uses would require additional land. Based on a more definitive determination of demand, the following are possible additional uses: 1. Indoor swimming pool, 2. Children's play areas, 3. Picnic areas, 4. Backboards, 5. An additional playing field. If all of the above were constructed, the site would require an additional 3 or 3.5 acres, or a minimum of about 6 or 6.5 acres. (OS Page 27.2, pg OS-27)</p>
		<p>Park development in the Industrial District was proposed in the 1965 General Plan as an ambitious 18-acre undertaking and modified to eight acres in the 1973 Citizens Committee Report. A feasibility analysis needs to be undertaken as part of the implementation strategy of the General Plan in order to determine an appropriate size and location. The assets of a proposal within the Industrial area include the following: (OS 4.2.0, pg OS-26)</p>
		<p>Site is flat and therefore could easily accommodate the needed playing fields, etc. (OS 4.2.1, pg OS-26)</p>



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		<p>Site is well located. It is relatively central within the City. It adjoins the Library and most public buildings. It is near a high density apartment district and is on the fringe of the commercial office core. (OS 4.2.2, pg OS-27)</p>
		<p>Park development in the area would be an incentive to encourage future peripheral development of high quality. (OS 4.2.3, pg OS-27)</p>
		<p>Proposed park may be viewed as a link between Beverly Gardens or Burton Way. Each would serve as a "finger" extension. (OS 4.2.4, pg OS-27)</p>
OS 9	<p><u>Park and Recreation Preservation.</u> The improvement, maintenance, and preservation of existing parks and recreation facilities, and the expansion of indoor recreational facilities.</p>	
		<p>OS 9.1 <u>Facility Needs and Improvements.</u> Complete a citywide facility needs assessment that includes a list of the facilities and improvements needed for each city park, Roxbury, La Cienega and Greystone Parks in particular, including a funding program and construction phasing plan. (Imp. 1.3. 6.1)</p>
		<p>OS 9.2 <u>Adequate Parking.</u> Minimize impact of park and recreation activities on surrounding neighborhoods by expanding supply of parking serving Roxbury and La Cienega parks. (Imp. 6.1)</p>



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	OS 9.3	<p>Review and Update of Facility Needs Assessment. <u>Once a needs assessment has been completed, the list of new facilities and improvements should be reviewed and updated once each five years to reflect changing needs or priorities. (Imp. 1.3)</u></p>
	OS 9.4	<p>Sustainable Practices. <u>Utilize environmentally sustainable practices in the maintenance and development of park facilities to preserve and maintain limited open space resources. Such practices may include plant materials, building expansion or redesign, solar heating, etc. (Imp. 3.6)</u></p>
	OS 9.5	<p>Sustainable Design and Operational Concepts. <u>Use sustainable concepts and practices in the design, materials, and operation of parks in the City, and require such concepts with respect to open space required in new developments in the City. Such practices may include, but are not limited to, use of drought tolerant plant palettes in landscaping and strategic use of plants for fire protection near areas of wildland fire hazard, external shading of building and parking lots, landscape design that allows irrigation and stormwater to recharge groundwater systems and filter out pollutants. (Imp. 3.6)</u></p>
	OS 9.6	<p>Use Practices That Promote Sustainability in Use and Programming. <u>Use environmentally sustainable practices in programming at city parks and recreational facilities including opportunities, as available, to allow regrowth of the turf rather than replanting, and to the extent possible, use playfields at Beverly Hills schools to offset municipal playfields that are regenerating turf. Offer classes that teach residents sustainable concepts they may use at home. (Imp. 3.6, 6.1, 8.1)</u></p>



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		<p>OS 9.7 <u>Design Parks and Buildings to Maximize Views of the Open Space and Minimize Impacts to Residential Uses.</u> Require public buildings that include open space and recreational components to be designed to minimize the perception of mass and allow visibility of the open space areas from the public right of way as much as practical, and to include noise and impact mitigation as a key component of its design to minimize impacts to adjacent residential uses. (Imp. 2.1, 2.2, 2.4)</p>				
OS 10	<p>Disabled Access. Accessible parks and recreation facilities to persons with disabilities.</p>					
		<p>OS 10.1 <u>Park Accessibility to Person with Disabilities.</u> Ensure that parks and recreation facilities include provisions for adequate access for persons with disabilities and that existing facilities are appropriately retrofitted to include such access as required by the American with Disabilities Act as well as appropriate "universal design" concepts. (Imp. 1.3, 6.1)</p>				
OS 11	<p>Recreational Programs. Provision of a variety of seasonal and year-round recreational programs designed to meet the needs of all residents, including children, seniors, and persons with special needs.</p>					
	<p>To recommend policies for the development and use of park and open space land to best serve the needs of the Community. (OS 1.4.2, pg OS-3)</p>					



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		<p>OS 11.1 Provide High-Quality Recreational Services. <u>Provide high-quality recreational services through professionally trained recreational personnel to program participants in all city parks and facilities. (Imp. 6.1)</u></p> <p>Recommendations for Modification of Existing Parks and Recreation Facilities. Due to the limited amount of park land available and the changing demand in Beverly Hills, the city should continue its efforts to redevelop the existing parks so that the maximum number of citizens can use them to the greatest advantage. (OS 4.1, pg OS-24)</p> <p>OS 11.2 Comprehensive Program Services. <u>Provide a variety of compatible recreational activities at each park based upon a comprehensive citywide program that assures a wide range of services appropriate to the facilities available at each park including La Cienega Park and Roxbury Park. (Imp. 1.3, 6.1)</u></p>
		<p>OS 11.3 Youth-Oriented Recreation Activities. <u>Continue to provide a variety of quality programs offered in safe and secure environments for the City's' youth that enhance and extend the learning day, promote health and wellness, encourage expansion of skills, and provide positive diversion efforts. (Imp. 6.1)</u></p> <p>OS 11.4 Public/Private Partnerships. <u>Form partnerships with other public and private organizations in order to optimize the services and programs available to youth in the City. (Imp. 7.3)</u></p>



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		<p>OS 11.5 Adult Recreational Programs. Continue to provide a variety of quality enrichment and recreational programs for the adult population that promote health and wellness, development and/or enhancement of skills and talents, extend learning opportunities, promote sportsmanship, and provide unique opportunities to engage in new activities. (Imp. 6.1)</p> <p>OS 11.6 Promote a Variety of Quality Programs for the Senior Population. Continue to provide quality services and programs which meet social, recreational and health needs of the senior population. (Imp. 6.1)</p> <p>OS 11.7 Promote Programs That Are Financially Self Sustaining. Design programs to be financially self-sustaining so that cost is not a limiting factor in participation, covering all direct expenses and administrative overhead costs to the extent feasible. (Imp. 6.1)</p>
OS 12	Use of Recreational Resources. Maximizing use of the community's recreational resources.	
	Greystone Use. The use of Greystone should be reevaluated. This is discussed in Section 5. (OS 4.4, pg OS-28)	



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		<p>OS 12.1 Joint-Use Recreational Programs. <u>Promote the use of non-City recreational facilities and open space (i.e., Beverly Hills Unified School District, private or nonprofit agencies, county and state facilities) to satisfy park and recreational needs of the community. Continue existing joint use of facilities for City-operated recreational programs on City-owned properties. (Imp. 7.3)</u></p> <p>OS 12.2 Additional Joint-Use Agreements. <u>Develop additional long-term, joint-use agreements with other local and state public and private agencies such as the Santa Monica Mountains National Recreation Area, and private recreation providers such as local golf courses and tennis clubs, to assure recreation facilities for future generations. (Imp. 7.1, 7.2, 7.3)</u></p> <p>OS 12.3 Incorporate Recreational Components in Public Facilities. <u>Where appropriate, design public facilities to incorporate recreational components such as children's play areas, rooftop courts, pocket parks, and usable public plazas. (Imp. 1.3, 6.1)</u></p> <p>OS 12.4 Development of a Jogging Trail/Route System. A system of jogging trails (exclusive rights-of-way) or routes (shared facilities, such as a portion of the sidewalk) would be utilized in Beverly Hills. About 150 joggers now use the school yards and jogging routes in Beverly Gardens each day. Experience in other cities indicates that usage increases when new or more accessible routes are developed. Given the moderate climate of Southern California and existing use of pathways and tracks by joggers, the proposed facilities would be well used throughout the year. (OS 4.1.4, pg OS-24)</p>



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		<p>While jogging trails would formalize an existing demand, there are many facilities which are now used by joggers. While not ideal in terms of hours of available time per day, the High School track may be used; the parks have pathways, and, of course, most joggers tend to use the sidewalks and streets near their houses. Therefore, while a formal jogging system would enhance the activity, it is a low priority item. (OS 4.1.4.1, pg OS-24)</p> <p>An important consideration in a formal jogging system is the need to remark or redesign certain intersection in order to increase levels of safety in the system and to encourage additional use. (OS 4.1.4.2, pg OS-24)</p>
	OS 12.5	<p>Development of a Bikeway/Route System. As a relatively compact Community with a broad range of community facilities and services in relatively close proximity to a large proportion of the residents, Beverly Hills offers a unique opportunity to develop a bikeway system which can serve both transportation and recreation needs. (OS 4.1.5, pg OS-26)</p>



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	<p>In order to develop a system which is compatible with the heavy automobile use of major streets, a bikeway route system should be developed to encourage bicycling on less-travelled streets and thereby separate transportation modes and lower the probability of accidents. The bike lanes (exclusive routes) or bike routes (portion of street or sidewalk labeled for bicycle use) should connect facilities such as schools and parks – places between which children may want to ride bicycles. They should offer a safe pathway to and from the Business Triangle and other commercial or employment areas for adults. And they ought to connect into the systems proposed for the city and county of Los Angeles in order to allow Beverly Hills residents to ride safely into West Hollywood or Westwood, etc. Hence, the system would be capable of serving both recreation and transportation needs. Some intersections might have to be signed or signaled for increased safety. (OS 4.1.5.1, pg OS-26)</p>	



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		<p>Additional Playing Field. To meet the general demand of Beverly Hills citizens for playing fields, up to three new fields could be justified. This estimate was calculated pursuant to requests for reservations for the playing fields that now exist. These estimates may be conservative, since turf areas may now be used as informal substitutes for playing fields and removal of turf areas for other recreation purposes would presumably result in additional demand. It is also believed that some people who would use playing fields do not attempt to reserve them in anticipation of failure. (OS 4.1.1, pg OS-24)</p> <p>As an alternative, one additional playing field could possibly be accommodated on the southern part of the Reservoir Tennis Courts. (OS 4.1.1.1, pg OS-24)</p> <p>Eight New Tennis Courts. Up to eight new tennis courts may be justified based upon exhibited demand. If possible, it is recommended that tennis courts be constructed in conjunction with existing tennis courts so as to maintain operating efficiencies. (OS 4.1.2, pg OS-24)</p>



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		<p>It should be noted that the School District is pursuing a proposal to add up to six additional tennis courts in the area of the High School. Although these will be designed primarily for student use, they will presumably be available to the entire Community during the high demand periods such as weekends and holidays. Such facilities could significantly alleviate demand for City tennis courts. Thus, development of City and School District courts should be coordinated and staged over a period of time so as to relate to demonstrated demand. (OS 4.1.2.1, pg OS-24)</p>
		<p>Expansion of Indoor Community Center Families. At the present time, the Roxbury Park Recreation Center is used primarily for senior citizen activities. It is also used as a day care facility and to a lesser extent, it has been used for adult classes and for meetings of various local groups and organization. (OS 4.1.3, pg OS-24)</p>
		<p>Due to the rapid growth in popularity of senior citizen activities at the Center, the Center has not been able to meet the range of other Community demands which are placed upon it. (OS 4.1.3.1, pg OS-25)</p>



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		<p>The number of senior citizens actively involved in community programs has risen from less than 100 in 1971 to 3,200 at the present time. Originally, the group met in a small room at the Center once a week. Now much more of the space used in Roxbury Center is used by senior citizens, and the total demand is greater than the available space at this time. As a result, some activities have been restricted or curtailed. (OS 4.1.3.1.1, pg OS-25)</p>
		<p>The day care program has 90 students between the ages of five (kindergarten) and 10 (third grade), and operates from Noon to 6:00 P.M. daily. One divorced or both parents must work in order for the child to qualify for the program. Present demand is estimated to be for at least 20 more students, and there may be a potential demand for as many as 200 students from Beverly Hills. (OS 4.1.3.1.2, pg OS-25)</p>
		<p>Previously, Roxbury Center rented rooms to various community organizations, thus meeting an important Community need and providing a source of income to the City. Since the expansion of demand for senior citizen activities, there has been no space availability for these groups. (OS 4.1.3.1.3, pg OS-25)</p>



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		<p>Indoor community center facilities should be expanded to meet growing needs of senior citizens; day care, preschool and community groups. Consideration has been given to three alternatives to meet long term Community needs. They include expansion of the facility within Roxbury Park or the construction of a new facility within an existing park or in a completely new location. (OS 4.1.3.2, pg OS-25)</p>
CIRCULATION		
CIR 1	<p><u>Circulation System.</u> Provide a safe and efficient roadway circulation system within the City.</p>	
	<p><u>Circulation.</u> The following recommendations are designed to facilitate the movement of traffic within the primary objective of protection of the environment. It is suggested that this plan be modified in accordance with regional plans for traffic improvement and that efforts continue to promote more effective land use controls along the transportation corridor. (CIR 2.1, pg CIR-9)</p>	



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		<p>CIR 1.1 <u>Roadway Improvements.</u> Study and implement opportunities for improving traffic flow on City roadways during Peak hours. Work collaboratively with regional agencies and adjacent jurisdictions to coordinate interface of adjacent roadways. (Imp. 3.7)</p> <p>CIR 1.2 <u>Intersection Improvements.</u> Study and implement opportunities for capacity improvements at City intersections, such as the intersection of Wilshire Boulevard and North Santa Monica Boulevard to improve traffic flows along major roadways. Work collaboratively with regional agencies and adjacent jurisdictions to help improve the capacity at these intersections. (Imp. 3.7)</p> <p>With respect to automobile travel, the functions of the City Streets should be more clearly defined and, when possible, the streets should be modified accordingly, so that streets can perform one of several functions well, rather than many functions poorly. Although modifications are continually under study which articulates this policy to some extent, the streets function basically as all things to all people. This includes parking, loading, local access, through traffic, as well as for jogging and bikeways. (CIR 2.1.1, pg CIR-9)</p> <p>CIR 1.3 <u>Advanced Signal Technologies.</u> Implement advanced signal and intersection technologies that improve traffic flow and optimize traffic signal timing and coordination to reduce travel time and delay along major corridors. (Imp. 3.7)</p>



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		<p>CIR 1.4 <u>Level of Service.</u> Develop standards to address regional traffic growth through the City to promote transit ridership, biking, and walking, thereby reducing auto travel, air pollution, and energy consumption. (Imp. 3.7)</p> <p>CIR 1.4a ■ <u>Strive to maintain vehicle flow on City roadways and intersections. Congestion may be accepted, provided that provisions are made to improve the overall system and/or promote non-motorized transportation, such as bicycling and walking, as part of a development or City-initiated project. (Imp. 3.7)</u></p> <p>CIR 1.4b ■ <u>Strive to maintain operations on regional roadways. Regional roadways are defined as arterial facilities in which at least 25-percent of the vehicular traffic is passing through the City without an origin or destination in the City. Traffic volumes and associated congestion on regional roadways are primarily the result of land use growth in surrounding jurisdictions and out of the City's control. The City shall continue to improve operations along regional roadways, as feasible, such as implementing advanced signal and intersection technologies that improve traffic flow and optimize traffic signal timing and coordination to reduce travel time and delay. (Imp. 3.7)</u></p>



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		<p>CIR 1.4c ■ <u>Strive to maintain operations on roadways and intersections within multi-modal districts. Multi-modal districts are characterized as areas within the City served by frequent transit service, enhanced pedestrian and bicycle systems, and areas that include a combination of uses (commercial, retail, office or residential). This shall include the Business Triangle, areas within ½ mile walking distance of bus, subway and other major transit stops and stations, and designated commercial corridors. (Imp. 3.7)</u></p> <p>CIR 1.4d ■ <u>The City recognizes that the above road conditions may not be achieved on some roadway segments, and may also not be achieved at some intersections. On these roadways, the City shall ensure that improvements to construct the ultimate roadway system are completed, with the recognition that maintenance of desired road conditions may not be achievable. (Imp. 3.7)</u></p> <p>The following recommendations address opportunities to ameliorate specific problem situations, but are not substitute for a comprehensive regional transportation program which concurrently addresses circulation, environmental protections and land use controls. (CIR 2.1.1.1, pg CIR-9)</p> <p>CIR 1.5 <u>Maintenance of Roadways.</u> <u>Provide regular maintenance and continue to improve operations on city streets while maintaining a minimum Pavement Condition Index (PCI) rating of 70. (Imp. 3.7)</u></p>



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	CIR 1.5.1	<p><u>§ Continue to conduct regular scheduled street sweeping, vegetation management, and re-striping on roadways and bikeways and respond in a timely manner to citizen requests regarding maintenance concerns. (Imp. 3.7)</u></p>
CIR 2	<p>Transit. <u>Development of a safe, comprehensive, and integrated transit system that serves as an essential component of a multi-modal mobility system within the City.</u></p>	
	CIR 2.1	<p>Metro Subway Extension. <u>Support the extension of the Metro subway extension along Wilshire Boulevard through the City with stations at Beverly/Rodeo and La Cienega to enhance transit service and increase transit ridership within the City and the West LA region. Explore other stops as appropriate. (Imp. 3.7)</u></p>
	CIR 2.1a	<p>Linking Transit and Development. <u>Encourage appropriate development that may include parking for transit riders, local serving retail, high-end retail, restaurant and supporting uses in and around transit stops and stations. (Imp. 3.7)</u></p>
	CIR 2.2	<p>Multi-modal Transit. <u>Consider a variety of transit services including rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, school buses, and neighborhood shuttles to meet the needs of residents, workers, and visitors. (Imp. 3.7)</u></p>



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		<p>CIR 2.3 Transit Design. Support a well-designed transit system and stations to meet the mobility needs of residents and visitors including seniors, the disabled and transit-dependent persons. (Imp. 3.7)</p> <p>CIR 2.4 Inter-jurisdictional Cooperation. Work collaboratively with regional agencies and adjacent jurisdictions to improve transit service, accessibility, frequency, and connectivity that results in increased ridership and fewer personal automobile trips. (Imp. 7.1)</p> <p>CIR 2.5 Transit Frequency. Support increased frequency transit service and capital investments to serve high-density employment, commercial, residential, or mixed-use areas and activity centers. (Imp. 3.7)</p> <p>CIR 2.6 Transit Priority Measures. Consider improvements in transit efficiency and travel times by implementing transit priority measures to help bypass congested areas, which may include transit signal priority, queue bypass lanes, and exclusive transit lanes. (Imp. 3.7)</p> <p>CIR 2.7 Demand Responsive Service. Support the provision of demand-responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit. (Imp. 3.7)</p>



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	CIR 2.8 Funding. <u>Identify funding sources for local transit operating costs and improvements. (Imp. 4.2, 4.3)</u>	CIR 2.9 Developer Contributions. <u>Explore opportunities to require developer contributions for transit facilities and improvements. (Imp. 4.1)</u>
	CIR 2.11 Interconnected Transit System. <u>Create or collaborate on an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling, and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle or pedestrian travel routes. (Imp. 3.7)</u>	
	CIR 2.12 Development Review. <u>Review development projects in consideration of transit right-of-way needs. (Imp. 2.2)</u>	
CIR 3	Neighborhood Traffic Management. <u>An improved community character and quality of life in City neighborhoods through the implementation of traffic management techniques.</u>	



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	First, the neighborhoods of Beverly Hills should be preserved and enhanced. (CIR 1.1, pg CIR-2)	
	Secondly, vehicles should move into, out of or through Beverly Hills as expeditiously as possible (CIR 1.2, pg CIR-2)	
	The circulation system is one aspect of the issue. The second is the preservation of the neighborhoods around which the traffic flows. Neighborhood preservation, discussed below, goes hand in hand with street function designation. (CIR 2.1.1, pg CIR-9)	
	CIR 3.1	<p><u>Neighborhood Traffic Control Measures.</u> <u>Incorporate traffic control measures in residential neighborhoods as part of proposed roadway improvement or development projects to mitigate traffic impacts to residents and reduce the negative impacts of motor vehicle traffic on quality of life. Require development projects to mitigate traffic impacts to residents and reduce the negative impacts of motor vehicle traffic on residential roadways. (Imp. 3.7)</u></p>
		<p>Through traffic (traffic neither originating in nor destined for Beverly Hills) would be encouraged to use only a few streets. Now, many streets are used. As proposed, the through traffic would be carried on east west streets such as Sunset, Santa Monica, Wilshire and Olympic Boulevards as well as north south streets such as Doheny Drive and Robertson Boulevard. (CIR 1.1, pg i.)</p>



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		<p>CIR 3.2 Design of Traffic Calming Devices. <u>Ensure that selected traffic management devices are appropriately designed with consideration to accessibility, drainage, underground utilities, adequate visibility, landscaping and the needs of emergency, sanitation, and transit vehicles and that the devices do not result in unintended consequences, such as increased travel times, emergency response times, sound, or traffic diversions. (Imp. 3.7)</u></p> <p>Access traffic (traffic neither origination in and/or destined for Beverly Hills) should be encouraged but also on limited streets. These streets include Beverly Drive-Coldwater Canon Drive (north of Sunset Boulevard) and Benedict Canon Drive. (CIR 1.2, pg i.)</p> <p>CIR 3.3 Assessment Districts. <u>Investigate the feasibility of creating special assessment districts to fund improvements for neighborhood traffic management. (Imp. 4.1)</u></p> <p>Effort should be made to preserve residential areas by encouraging nonlocal traffic to flow around the neighborhood rather than through it. (CIR 1.3, pg i.)</p> <p>Parking should be conveniently located between access streets and commercial destination. (CIR 1.4, pg i.)</p> <p>A Triangle circulation plan should be developed to encourage people to walk to the business area. (CIR 1.5, pg i.)</p>



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		<p>The Master Plan of Streets is one of the tools necessary to frame the ground rules for future development of the City. The Master Plan of Streets would be adopted separately as a Specific Plan and would provide a context for the evaluation of individual development proposals toward the goal of a more efficient street system. With such a plan, the City can review a development proposal for a specific parcel and determine whether or not additional land is needed for alley widening or street realignment. (CIR 2.1.1.1, pg 9)</p> <p>Secondly, the Master Plan of Streets provides the City with the ability to recognize opportunities as they arise, and the capability to seize these opportunities in the form of dedication or purchase of land for public purpose at such time as a development proposal is being considered. This does not mean that all major proposed realignments will in fact, occur, but simple that, should an opportunity arise, it won't slip unnoticed. (CIR 2.1.1.2, pg 9)</p>



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		<p>A second tool which must be included is the 1995 Functional Usage Map, a document prepared for the Federal Government, which qualifies the City for certain funding. This map cited categories of streets, e.g., arterials, etc., based on the City's goals rather than their functions or geometrics. The map was used as building block for the Master Plan of Streets and it was adopted in October of 1975. (See Map 4.) (CIR 2.1.1.3, pg 10)</p>



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		<p>Through traffic (traffic neither destined for nor originating within Beverly Hills) should be encouraged to traverse Beverly Hills as efficiently as possible on selected streets only. These include Santa Monica, San Vicente, La Cienega, and Robertson Boulevards and Burton Way. (See Map 4.) Through traffic is an inherited function by virtue of the City's location between traffic generators in West Central Los Angeles (especially along the Wilshire corridor), and because there is no convenient freeway to carry this traffic. Through traffic serves no direct useful purpose to Beverly Hills, but produces substantial conflict with locally destined traffic and other negative impacts such as noise and air pollution. (See Map 1.) Although the predominant through traffic demands are in an east-west direction, there is substantial travel between the Beverly Hills area and the San Fernando Valley which uses the City's residential north-south streets which pass through the heart of the community. Improvements which would facilitate north-south traffic movement would be inconsistent with the character of the Business Triangle. Further, they would conflict with the primary need to facilitate east-west travel. Accordingly, such improvements are not recommended, within the limited context of a local general plan. (CIR 2.1.1.a, pg 10)</p>



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		<p>Where important travel routes cross, bottlenecks develop. These can be Treated only superficially unless major changes are made, such as the creation of grade-separated intersections. The Plan recommends consideration of the development of such intersections at the most critical places: Santa Monica Boulevard between Rodeo and Canon Drives, Wilshire and Santa Monica Boulevards, and Olympic and Beverly and Beverwil Drives. Although a major undertaking, it may be feasible to develop such grade separations without significant disruption to the surrounding area, thus permitting a freer flow of traffic through these intersections. (CIR 2.1.1.a.i, pg 13)</p>
		<p>In cooperation with the City of Los Angeles, it would be well to consider developing Olympic and Pico Boulevards as one-way couplets between Downtown Los Angeles and the City Limits of Santa Monica. This would increase east-west traffic efficiency significantly and serve to relieve some of the demands upon Santa Monica and Wilshire Boulevards. (CIR 2.1.1.a.ii, pg 13)</p>



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		<p>Street modifications to facilitate through traffic, where possible, should favor the east west through traffic movement, and efforts should not be made to facilitate or encourage north south through traffic beyond that which currently exists on the canyon streets because of the demands upon residential areas and the difficulty of coordinating it with heavy east west demands. (CIR 2.1.1.a.iii, pg 13)</p> <p>Historically, if the through movement were greatly facilitated, new development would be stimulated in surrounding areas. Although the City, by virtue of its location, services a vital through traffic function, it has no responsibility to relinquish its local character to stimulate surrounding development. (CIR 2.1.1.a.iv, pg CIR-13)</p> <p>Access traffic (traffic destined for and/or originating in Beverly Hills) should be restricted to the extent possible to "through traffic" streets as well as certain north south streets. Access traffic is an integral function of the City in that it is the traffic generated by the City's residential and commercial areas. Since through traffic and access traffic tend to use the same streets, where is always the dilemma of seeking ways to improve access traffic without encouraging additional through traffic. (See Map 6.) (CIR 2.1.1.b, pg CIR-13)</p>



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		<p>Access traffic reflects land use patterns within the City, and as such may be influenced by land use policies. Accordingly, the City, through its land use policies, maintains a degree of control over local traffic patterns. Since Beverly Hills is virtually completely developed, there are relatively few opportunities to influence traffic patterns through land use controls. The effect of traffic, however, must be considered in any changes in proposed land use in the future. (See Map 3, 5, 6 and 7.) (CIR 2.1.1.b.i, pg CIR-13)</p> <p>A good local access system should not only facilitate travel to or from a destination within Beverly Hills, but should provide easy parking at the destination. Accordingly, key destination locations such as the Business Triangle and other significant commercial areas must be supplemented with adequate, properly marked parking which ties the access routes to the perimeter of the destinations. (CIR 2.1.1.b.ii, pg CIR-16)</p>



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		<p>It should be noted that Wilshire Boulevard, especially through the Business Triangle, where it serves a complex series of functions, is shown predominantly serving an access and distribution function. Although it is a major east-west arterial, its primary role with respect to the needs of Beverly Hills is to serve the City's commercial areas during the peak, as well as off-peak hours. As a practical matter, however, Wilshire Boulevard has always served an important through movement function and will continue to do so as long as a more attractive alternative is not available. (CIR 2.1.1.b.iii, pg CIR-16)</p>
		<p>As indicated earlier, the primary purpose of restricting through traffic to certain streets is to discourage the inflated use of residential streets which is caused by spillover traffic from heavily travelled adjacent streets. This policy implies a series of trade offs in that it favors certain streets over others. Also, to some extent, it may constrain the ultimate automobile carrying capacity of the City streets by virtue of removing certain streets from the inventory of available through streets. (CIR 2.1.1.c, pg CIR-16)</p>



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		<p>As an integral part of a program to define priority functions of City streets and to modify them to serve these functions, a Traffic Management Plan for certain residential streets should be developed and implemented to preserve residential quality and environmental quality which contributes to the long term stability and desirability of residential neighborhoods. Since the existing modified grid pattern in most parts of the community is conducive to the use of parallel streets for overflow traffic, a policy needs to be state of the art with regard to the desirability of this practice as a basis for planning policy. Although it is difficult to develop an objective measure of the severity of the problem in terms of its impact upon residential neighborhoods, it does reflect a trend which can be expected to intensify unless a conscious effort is made to reserve it. As such, it needs to be addressed at the present time. (CIR 2.1.2, pg CIR-16)</p>



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		<p>The problem of through traffic on residential streets is typical of many cities as they evolve over the years as there are a variety of functions which streets are expected to perform. If the City were being designed today, business areas might be laid out like shopping centers with roads around the perimeter leading into consolidated parking area; through streets might be laid out with minimum interruption by intersections, curb cuts, and pedestrian crossings so as to maintain maximum traffic flow; and, residential areas would be reached by streets designed to serve only the dwellings, such as via a loop road or a cul-de-sac. (CIR 2.1.2.1, pg CIR-16)</p>
		<p>This would result in a differentiation of traffic by characteristic types so that the purpose of traffic within an area is compatible with the character of the area through which it passes. Thus, it is necessary to study the street system which exists and find ways to make this system more accurately reflect the priorities and objective of the community. In effect, Beverly Hills has only one network of streets, and each street is expected to serve the entire range of traffic functions, from local access to through movement. (CIR 2.1.2.2, pg CIR-17)</p>



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		<p>Although this has implicitly been the priority in the past, there seems to be an increasing awareness of the futility and sacrifice which must be made by trying to accommodate the automobile at the expense of other values such as the sanctity and safety of a residential neighborhood. (CIR 2.1.2.3, pg CIR-17)</p>
		<p>Accordingly, the proposal represents a conscious effort to implement a change in policy. Until now, the primary purpose of the City streets has been to move traffic as quickly and as expeditiously as possible. The proposed traffic segregation plan attempts to articulate a policy which says that in certain areas, preservation of the character and integrity of the area is more important than the movement of traffic through the area. Beverly Hills has always maintained its identity as a residential community and such a policy should be reinforced and articulated in the plans of the City so that the City can continue to maintain the quiet neighborhoods insulated from the activity which surrounds them. (CIR 2.1.2.4, pg CIR-17)</p>



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		<p>Hence, the Plan recommends that an overall policy be adopted to discourage through traffic which neither originates from, nor is destined for the residential areas of the Community. There are two basic reasons. (CIR 2.1.2, pg CIR-17)</p> <p>First, traffic is disruptive to residential lifestyles which derive much of their neighborhood character as a result of their isolation from extraneous intrusions and from the fact that the street is a common area which unifies the neighborhood, rather than a barrier which divides two sides of a street. A typical example is a cul-de-sac in a residential subdivision in which the street frequently serves as a paved area for ballgames and wheeled toys. The greater the casualness with which the street is used by residents for walking, meeting, or children's games, the more durable the neighborhood is likely to be as a desirable residential enclave. The greater the traffic, the greater the problem of security and anonymity, as residents are forced to retreat to their individual yards and yielded the street to transient vehicles. (CIR 2.1.2.1, pg CIR-17)</p>



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		<p>Second, any attempts to alleviate traffic problems by allowing more and more streets to siphon overflow traffic is a losing battle unless basic changes are made in the region's transportation system. At the present time, therefore, no concessions should be made to provide short term solutions at the expense of the sanctity of residential neighborhoods. (CIR 2.1.2.2, pg CIR-17)</p>



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		<p>In such Management Plan, which has also been referred to as a Traffic Segregation Plan, traffic is categorized by type (different origins and destinations) and then diverted accordingly, so that local streets serve primarily local access traffic, while medium and long haul traffic is carried by major streets and boulevards.</p> <p>There are various types of management schemes which vary according to the degree to which through traffic is to be discouraged. If local streets were to be used exclusively for access traffic, a scheme of cul-de-sacs and loop streets would make it impossible for nonresidential traffic to travel through the area. On the other hand, if through traffic were not likely to be a significant threat to a neighborhood, a scheme of traffic diverters could be devised which would discourage, but not preclude, through traffic.</p> <p>For the purposes of the Plan, there are three degrees of traffic management concepts which can be achieved. The applicability of a particular type to any given situation depends upon the severity of the problem, the adaptability of the specific neighborhood to any particular solution and the effect such a solution would have on adjacent through streets. In actuality, they are all variations on a basic scheme. (See Map 8.) (CIR 2.1.2.3, pg CIR-17)</p>



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		<p>A complete traffic management solution, in which all through traffic would be limited only to streets which circumvent proscribed neighborhoods. Local traffic could only gain access from one side of the neighborhood and thus there would be no possibility of through traffic. An example is a neighborhood with only cul-de-sac streets. (CIR 2.1.2.3.a, pg CIR-18)</p>
		<p>A traffic disruption solution which combines the closure of certain streets using cul-de-sacs and some traffic diverters to disrupt other traffic routes. This solution might be applicable to neighborhoods in which through traffic is an annoyance rather than a pressing problem and would not necessarily eliminate through traffic but would tend to discourage through traffic. (CIR 2.1.2.3.b, pg CIR-18)</p>
		<p>A traffic diversion solution in which traffic diverters would be installed to impede through traffic flows but not to preclude through traffic. Through traffic would be possible and access from all sides would be available to residents, but it would discourage unnecessary travel in the area. (CIR 2.1.2.3.c, pg CIR-18)</p>



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		<p>Obviously, a Traffic Management Plan is designed to put bypass traffic back on the main streets and as such, would place additional strain on certain streets. Some of these streets may require modifications to accommodate increased loads and while certain problems may be mitigated, it is not likely that through traffic problems will be eliminated. It must be reemphasized, however, that the primary purpose of a Traffic Management Plan is not to facilitate the passage of vehicles, but to enhance, preserve, and protect residential neighborhoods. (CIR 2.2.5, pg CIR-18)</p> <p>If a Traffic Management Plan were implemented which restricted the use of certain streets so that fewer streets would carry through traffic now being carried by many, it would probably be necessary to reinforce the program with certain modifications in order to compensate for the loss of available streets. The magnitude of change cannot be determined until a specific type of Traffic Management Plan is selected. (CIR 2.2.6, pg CIR-20)</p>



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		<p>As detailed plans are developed for the area, there may be opportunities to close certain streets which are not essential for the movement of traffic and which can be consolidated with adjacent parcels to achieve better utilization and design of limited land resources. Such opportunities may present themselves with respect to the assemblage of parcels for municipal recreation or public service facilities as well as for private development of a quality and design which might not otherwise be achieved. (CIR 2.1.3, pg CIR-20)</p>
		<p>As a corollary issue, there may be opportunities to widen or realign certain intersections to expedite through traffic in the surrounding area while facilitating access to and from the Industrial area. Such intersections may include, but not be limited to, study of the Rexford Drive-Alpine Drive-Burton Way intersection. Study of such intersections should consider the broader range of City goals, such as the Traffic Management Plan or open space objectives, before any decisions are made to improve street intersections. (CIR 2.1.4, pg CIR-20)</p>



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CIR 4	<p><u>Parking. A parking system that balances goals for economic development, advanced ITS technology, reduced travel through TDM measures, livable neighborhoods, sustainability, and public safety within the City.</u></p>	
	<p>Parking. Since the development of new parking resources is a time-consuming process, it is important to set it in motion so that it is responsive to situation before they are of crisis proportions; accessible parking in adequate quantities is not merely a convenience; it is a utility, necessary for the support of other functions. The types of parking which need to be addressed may be characterized as follows: (CIR 2.2, pg CIR-20)</p>	
		<p>CIR 4.1 Parking Provisions. Ensure that adequate parking is provided for existing and future uses while considering shared parking opportunities, TDM plans, and availability of alternate modes of travel, based on the site's proximity to transit. (Imp. 3.7)</p>



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		<p>Business Triangle. This area should be viewed as a unit, in which parking is provided to conveniently serve the Triangle as a whole rather than each individual use within it. Although larger, more intensely used facilities should be required to provide their own parking, smaller facilities should be encouraged to provide some or all of their parking in centrally located parking facilities toward which individual commercial establishments contribute via an in-lieu program or on an assessment basis. The City would then assume the responsibility to develop these common facilities, so that they are strategically located to minimize vehicle travel in the Triangle and are convenient to commercial destinations, and are capable of expansion, so as to serve long term needs. (CIR 2.2.1.a, pg CIR-20)</p> <p>CIR 4.2 Parking Master Plan. Prepare a parking master plan to inventory existing public and private parking supplies and demands, prioritize improvements, stimulate the economy, and explore mass transit parking needs. (Imp. 3.7)</p> <p>CIR 4.3 Several detailed plans for expanded parking facilities have been developed over the years. It would be appropriate to update these into a specific program for future acquisition and expansion, as needed. This should include consideration of acquisition and possible leaseback for commercial purposes so that such parcels may be available as long as 25 years before they are needed. (CIR 2.2.1, pg CIR-20)</p>



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		<p>CIR 4.4 Parking Standards. Evaluate parking standards over time as increased transit services are provided, such as the Metro subway extension, to promote travel by alternate modes. (Imp. 2.1, 3.7)</p> <p>As an additional opportunity, the City should continue to investigate the feasibility of simplifying the parking system by developing a shuttle loop system which would increase reliance upon a few well-identified parking facilities in key locations and carry visitors, both shoppers and employees, to their destinations in the Business Triangle. This should include explorations of a fixed guideway system, as well as a bus type alternative. In addition, the desirability and feasibility of a joint-developed system which serves both Century City and Beverly Hills should be explored. (CIR 2.2.2, pg CIR-21)</p> <p>CIR 4.5 Parking Management. Implement parking management tools to meet short-term parking needs and maximize on-street parking turnover. (Imp. 3.7)</p>



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		<p>The overriding short range concern, therefore, should be refinement of the complex parking situation so that it is simple and easily comprehensible to the short term visitor, who is not concerned with the subtleties of parking, but need to be able to easily drive to the Triangle and park without having to give careful thought in advance. This is a difficult, but most important task, since in absolute numbers, there are substantial existing parking opportunities available. (CIR 2.2.1.aa, pg CIR 21)</p>
		<p>CIR 4.6 Parking Permit Districts. <u>Protect the residential character of the neighborhoods by maintaining the City's residential permit parking areas. (Imp. 3.7)</u></p>
		<p>The ultimate objective of a functional parking program for Beverly Hills is simplicity. The shopper should be able to comprehend the system without having to learn the details and subtleties in order for the system to work. (CIR 2.2.1.ab, pg 21)</p>
		<p>CIR 4.7 Parking Costs. <u>Manage parking costs to discourage single-occupant vehicle trips where parking supply is limited and alternative transportation modes are available. (Imp. 3.7)</u></p>



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		<p>CIR 4.8 Shared Parking. Consider public-private partnerships to meet the City's parking demand. (Imp. 2.1, 3.7)</p> <p>CIR 4.9 Parking Area. Support measures that help to reduce the space required for parking and parking demand. (Imp. 2.1, 3.7)</p> <p>CIR 4.1 Parking Strategies. Examine a variety of parking strategies to maximize City resources, economic development and encourage alternative modes of travel within the City including congestion pricing programs, Parking Assessment Districts, extension of the In-Lieu Fee Program to commercial districts throughout the City, demand management studies, parking registration and reporting programs, and programs for public education regarding parking programs. (Imp. 3.7)</p> <p>Parking should be uniformly administered, (ideally at no direct cost to the consumer) either through total participation in a validation program, or through an assessment-type charge to businesses. (CIR 2.2.3.2, pg CIR 21)</p>



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		<p>Curbside parking should be the City's basic high turnover, short-term parking resource. Such parking is required in virtually all commercial areas for drop-offs or pickups. If all curbside parking were short term, it would simplify the distinction between the purpose of on-street and off-street parking. (CIR 2.2.3.3, pg CIR-22)</p>
		<p>Destination parking, (e.g. "parking for Rodeo," or "parking for Camden," etc.) should be pre-identified, such as is done at Los Angeles International Airport, and then the driver should be guided to destination parking by means of a simple, clearly visible system. (CIR 2.2.3.1, pg CIR-20)</p>
		<p>Other operational considerations which serve both to simplify the parking situation and increase the utilization of off-street parking facilities for shoppers and visitors, such as valet or attendant parking should be available on a sub-area basis for all stores in these areas rather than on an individual store basis in those areas in which it will be used. (CIR 2.2.3.4, pg CIR-20)</p>



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		<p>Efforts to increase the utilization of existing parking facilities for customer parking will result in continual displacement of employee parking from centrally located facilities. The lots along Crescent Drive are currently the basic holding reservoir which can be made available for employee vehicles. It is necessary, therefore, to explore expansion programs which may utilize the Crescent Drive lots as well as other parking facilities which may be accessible to other sections of commercial areas where this may become a problem, and to develop methods to transport employees to job destinations as needed. (CIR 2.2.3.5, pg CIR-20)</p>
		<p>Other Commercial Areas. There will always be the problem of spillover parking onto adjacent residential areas as long as on-street parking in these areas represents a cheaper, readily accessible, alternative. This problem also exists with respect to intensely developed uses outside the City which abut the City's boundaries. Generally speaking, all-day parkers are more resourceful than short-term parkers, as they tend to know the areas better and are willing to walk farther. (CIR 2.2.1.b, pg 22)</p>



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		<p>The best solution, of course, is adequate, easily accessible on-site parking at minimal or no out-of-pocket cost to the all-day parker. To the extent this can be encouraged, it would alleviate the problem. Since this alternative is frequently not available, it must be supplemented with additional parking facilities, which the City may initiate, using such devices as assessment or in-lieu sub-districts, and through regulations which discourage on-street parking in residential area. (CIR 2.2.4, pg CIR-22)</p> <p>In addition, the use of a traffic segregation program in these areas could reduce the convenience and accessibility of on-street parking in residential areas. (CIR 2.2.5, pg CIR-23)</p>



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		<p>Residential Areas. Certain older multiple family residential areas (and to a lesser extent, older single-family neighborhoods south of Santa Monica boulevard) are not able to accommodate parking on the site the resident is located. The response to this situation has been to identify these areas and to permit overnight on-street parking. It may also be appropriate to explore the possibility of acquiring occasional parcels within these areas for centrally located parking for residents and their guests, and financing the cost and operation using such devices as assessment sub-districts. (CIR 2.2.2, pg CIR-23)</p> <p>[Acquiring property for centrally located parking in residential areas and establishing assessment districts to maintain.] This alternative should be explored for feasibility as well as for a determination of how such sites can be designed and lighted so that they may be integrated into the surrounding areas. (CIR 2.2.6, pg CIR-23)</p>
		<p>Covenant Parking. The covenant parking system breaks down when parking thus provided is not the most convenient alternative available to the parker. In these cases, instead of using the covenanted parking, the visitor will use nearby residential street parking, cheaper private parking, or whatever alternative is more attractive. (CIR 2.2.3, pg CIR-23)</p>



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	CIR 4.11	<p>Covenant Parking. It is recommended, therefore, that covenanted parking be designed so that it will be used, rather than merely be available for use. Criteria should recognize such factors as location of the use, type of use, relationship between the use site and parking site and whether or not on-street parking permits would be available to residents in certain areas. (CIR 2.2.7, pg CIR-23)</p>
	<p>Parking and Loading. The City's Code requirements should be reviewed with respect to parking and loading requirements. (CIR 2.3, pg CIR-23)</p>	
	<p>At the present time, the Code makes relatively few distinctions which recognize different parking demands of various uses. This has generally provided the desirable result of interchangeability among uses, so that when a commercial use vacates a structure, a different type of use may take over the structure. (CIR 2.3.1, pg CIR-23)</p> <p>A uniform parking requirement for similar uses is the most practical method for a code which requires on-site parking as it recognizes the practical difficulty of having to rebuild the structure to provide a different amount of parking each time the use changes. (CIR 2.3.1, pg CIR-24)</p>	



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		<p>There are, however, instances in which the parking demands of particular uses are vastly different and distinctions are necessary. Current codes already make distinctions for parking purposes among such uses as general commercial uses, restaurants and places of assembly. In addition, certain parking exemptions are provided for certain uses, such as restaurants with less than 1,000 square feet of floor area. (CIR 2.3.2, pg CIR 24)</p> <p>These internal adjustments within the Code have been effective, but the result has tended to be that certain types of uses breed similar uses as successors to the property, so as to qualify for "grandfathering" with respect to the parking requirement, while other uses are designed in accordance with the exemptions, so as not to have to provide parking. This situation should be reevaluated so that land use decisions are made as a result of land use policies, rather than parking requirements. (CIR 2.3.3, pg CIR 24)</p> <p>There are several avenues available to achieve this objective: (CIR 2.3.2, pg CIR 24)</p>



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		<p>In certain areas of the City where an In-Lieu Parking Program or an assessment district type of program might be available, it would no longer be necessary for constraints of on-site parking to dictate parking policy. (CIR 2.3.2.a, pg CIR-24)</p> <p>If the City were to incorporate, as part of its zoning code, an activity classification system which groups land uses by similar characteristics, it would facilitate the control of land use types directly. (CIR 2.3.2.b, pg CIR-24)</p> <p>Current off-street loading requirements are determined by the size of the non-residential structure, with a minimum requirement of one loading space per structure. Although this assures that every new structure will have off-street loading facilities, the implication and the cumulative effect of such requirements should be evaluated. (CIR 2.3.4, pg CIR-24)</p> <p>In some areas in which a series of small stores are deficient in individual loading facilities and are served with a common alley, the feasibility of consolidated loading facilities strategically located and reserved exclusively for loading, should be explored. (CIR 2.3.5, pg CIR-25)</p>



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CIR 5	<p>Intelligent Transportation Systems. <u>An efficient transportation system that utilizes Intelligent Transportation Systems (ITS) to improve operations of existing and future facilities through advanced technologies, such as adaptive signal controls, real-time parking availability, and real-time transit information.</u></p>									
		<p>CIR 5.1 ITS Program. <u>Create an ITS program for the City that identifies implementation and operation of ITS in the City and prioritizes project needs. (Imp. 3.7)</u></p> <p>CIR 5.2 ITS Implementation. <u>Implement ITS measures to achieve cost-effective improvements in transportation system performance and operations. (Imp. 3.7)</u></p> <p>CIR 5.3 Real-time Travel. <u>Provide real-time travel and parking availability information for transportation system conditions and make the information available to users and operators. (Imp. 3.7)</u></p> <p>-</p>								



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CIR 5.4	<u>Traffic Coordination.</u> Monitor and control traffic on city streets and coordinate traffic operations with other local agencies. (Imp. 3.7, 7.1) -							
CIR 6	<u>Transportation Demand Management.</u> A reduction in single-occupant motor vehicle travel in the City through Transportation Demand Management (TDM) that ensure efficiency of the existing transportation network and promotes the movement of people instead of personal automobiles.							
		CIR 6.1 <u>Transportation Demand Programs.</u> Encourage existing major employers to develop and implement TDM programs to reduce peak-period trip generation. (Imp. 3.7)						
		CIR 6.2 <u>Transportation Demand Measures.</u> Utilize TDM measures to encourage and create incentives for the use of alternate travel modes. (Imp. 3.7)						
		CIR 6.3 <u>Transportation Demand Strategies.</u> Identify trip reduction credits and consider reduced transportation impact fees for demonstrated commitment to TDM strategies. (Imp. 3.7)						



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		<p>CIR 6.4 Transportation Demand Amenities. <u>Encourage employers to provide transit subsidies, bicycle facilities (including changing/shower facilities), alternative work schedules, ridesharing, telecommuting, work-at-home programs, employee education, and preferential parking for carpools/vanpools. (Imp. 3.7)</u></p> <p>CIR 6.5 City Transportation Demand Management. <u>Continue and expand a TDM program for City employees. (Imp. 3.7)</u></p> <p>CIR 6.6 Transportation Demand Funding. <u>Study the feasibility of a citywide TDM program that would be funded by annual fees on new development. (Imp. 4.1)</u></p> <p>CIR 6.7 Multi-Modal Design. <u>Require proposed development projects to implement site designs and on-site amenities that support alternative modes of transportation, and consider TDM programs with achievable trip reduction goals as partial mitigation for project traffic impacts. (Imp. 3.7)</u></p> <p>CIR 6.8 Transportation Management Associations. <u>Encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations. (Imp. 7.3)</u></p>



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		CIR 6.9 <u>Incentive Programs.</u> Provide incentives for and cooperation with public-private transportation partnerships to establish pilot programs. (Imp. 3.7)
CIR 7	<u>Pedestrians.</u> A safe and comfortable pedestrian environment that results in walking as a desirable travel choice, particularly for short trips, within the City.	
	Triangle Pedestrian Plan. The first is to develop a more pleasant, safe environment for the pedestrian and the second is to lessen walking distances between parking facility and destination. (CIR 2.5, pg CIR 26)	
		CIR 7.1 <u>Pedestrian Safety.</u> Design and maintain sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions. (Imp. 3.7, 3.8)



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		<p>The type of solution proposed in 1964 represents an ultimate or ideal design for a pedestrian-centered shopping plaza. It would probably have been how the "village center" was designed if it were planned as a regional shopping complex from the beginning. In order for such a design to work, it must be designed for a continuous flow of pedestrian traffic, easy access to parking and well served with a network of surrounding access roads. Unfortunately, existing development patterns serve other, equally important needs which are mutually exclusive. (CIR 2.5.1, pg CIR-26)</p> <p>CIR 7.2 <u>Pedestrian Crossings.</u> Provide well-marked pedestrian crossings at intersections and mid-block locations. (Imp. 3.7)</p>



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		<p>Alley conversions to pedestrian plazas should be encouraged in conjunction with rear entry to stores, but stores should retain their primary orientation toward the street. Several alleys are conducive to development as pedestrian plazas providing a second access to stores from the rear. An example is the alley between Rodeo and Beverly, Brighton Way and Santa Monica Boulevard. A showcase should be developed in a section of which, through the use of such amenities as paving bricks, landscaping, new facades to the rear, sitting and display areas, would provide an alternative to the typical street frontage. These would then function as quiet areas, conducive to such activities as outdoor music or dance performance, art exhibits and children's play, which would complement and enhance the spirit of the area. (CIR 2.5.1.a, pg CIR-26)</p> <p>CIR 7.3 Streetscape Enhancements. Update or prepare Design Guidelines that foster the enhancement of streets, sidewalks, and other public rights-of-way with amenities such as lighting, street trees, benches, plazas, public art, or other measures to encourage walking. (Imp. 3.6, 3.8)</p>



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		<p>Sidewalks should provide the basic network to carry pedestrian traffic. Sidewalks should continue to carry most pedestrian traffic since they provide the network which serves the entire Triangle and are sufficiently wide to accommodate foot traffic even at noon and at Christmastime. There are situations which tend to cause sidewalk congestion in Beverly Hills: 1) Clusters of news racks which constrict the width of sidewalk available to pedestrians; and 2) construction sites wherein a part of the sidewalk is used for a barrier. The latter situation is temporary and is subject to control, while the first situation is discussed below in 3. (CIR 2.5.1.b, pg CIR-26)</p> <p>CIR 7.4 Pedestrian Improvements. <u>Design safe pedestrian routes by collaborating with community groups to identify and implement needed and desirable improvements. (Imp. 7.3)</u></p>



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		<p>Pedestrian amenities should be developed and coordinated along the sidewalks to enhance the pedestrian trip. Presently, there are few pedestrian amenities other than store window displays and the liveliness generated by the presence of other shoppers. However, the pedestrian's journey could be vastly improved by the development of benches, extensive landscaping and by the improvement in appearance of newspaper racks, trash containers, and signs. Specifically: (CIR 2.5.1.c, pg CIR 27)</p> <p>CIR 7.5 <u>Pedestrian Network – Cohesive.</u> <u>Develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. (Imp. 3.7)</u></p>



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		<p>Expansion of sidewalks in part to accommodate benches, plants, news racks and trash containers. Although the City has taken measures to assure proper placement of news racks, additional efforts to improve the quality of design should be pursued. In addition, there may be opportunities to convert excess right-of-way which is currently in vehicular use, but which is not needed, to such pedestrian enclaves. In conjunction with the Master Plan for streets, opportunities for such conversion may exist on the north side of Wilshire at such intersections as Crescent, Rodeo and Linden Drives. Each unit would be integrated and would become a basic element of the street furniture, such as those now on State Street in Santa Barbara. They ought to be designed in a contemporary style befitting Beverly Hills as the Mexican motif of Santa Barbara is inappropriate for Beverly Hills. (CIR 2.5.1.c.1, pg CIR-28)</p>



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		<p>In addition, the sign ordinance should be reviewed so as to unify the streetscape through compatible colors, height and typeface and should distinguish between signs to be viewed by pedestrians and drivers. The code might also consider the different character of individual streets and provide the opportunity to reinforce the unique qualities of each street. (CIR 2.5.2.c.2, pg 28)</p>
		<p>Encourage the private sector to increase pedestrian amenities in setbacks. Many opportunities exist on private property to develop pedestrian amenities (benches, landscaping, etc.) on privately owned open spaces such as those located on the northwest corners of Wilshire Boulevard and Crescent Drive, or on the grounds of the new Wells Fargo Bank Building. It may be appropriate for a joint study effort between the Architectural Commission and the Chamber of Commerce to explore the feasibility of such a program. (CIR 2.5.2.e, pg CIR-28)</p>
	<p>CIR 7.6</p>	<p><u>Pedestrian Network – Connections.</u> Provide a continuous pedestrian network that connects buildings to each other, to the street, and to transit facilities. (Imp. 2.1, 3.7)</p>



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		<p>CIR 7.7 <u>Pedestrian Network—Private.</u> Design access to new developments and buildings to encourage walking. (Imp. 2.1, 3.7)</p> <p>CIR 7.8 <u>Pedestrian Access to Parking.</u> Design new parking facilities to facilitate safe and convenient pedestrian access. (Imp. 2.1, 3.7)</p> <p>CIR 7.9 <u>Americans with Disabilities Act.</u> Prioritize projects and establish funding for implementing and improving pedestrian street crossings and installing curb ramps where needed to meet ADA specifications. (Imp. 3.7, 4.2, 7.3)</p> <p>CIR 7.10 <u>Safe Routes to Schools.</u> Participate in and implement recommendations of the Safe Routes to Schools Program. (Imp. 3.7)</p>



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		<p>Pedestrian ways should be developed to shorten distances between parking facilities and commercial destinations. At the present time, important parking facilities are designed primarily to serve the streets upon which they face, and although they are conveniently located with respect to surrounding areas, access is not encouraged. Midblock pedestrian ways should be attractively designed and spacious so they will be well used. In this manner, existing parking facilities become instantly accessible to stores on Rodeo which lack adequate parking. A survey of the Triangle indicates that there are several locations where meaningful pedestrian ways could be developed now or in the near future. In conjunction with this, a midblock pedestrian street crossing should be developed to encourage safer crossings and better use of the pedestrian ways. Where possible, the crossing should be located in conjunction with pedestrian amenity sites which displace curbside parking, thereby lessening the pedestrians' walk in the street itself. (CIR 2.5.1.d, pg CIR-28)</p>



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		<p>Encourage development of interconnected pedestrian ways and plaza type spaces in conjunction with the private sector. The proposals contained in this plan should be reviewed as an initial step in the development of a larger network which joins commercial activities with parking facilities by expanding opportunities for outdoor activities and exhibits, children's play areas and sitting areas and the development of park like settings of distinctive atmosphere.</p> <p>Coordinated design of individual structure should be encouraged through specific design concepts for subareas of the Business Triangle and opportunities for implementation should be explored using incentives, cooperation, regulation and any other mechanisms which can be made available. The City ought to encourage private developers to create pedestrian ways on private property. The major way to achieve this goal is to establish a bonus system with advantages for them. However, it is unclear what the developer would receive in return. The route system would have to be coordinated by the City. (CIR 2.5.1.f, pg CIR-29)</p>



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CIR 8	<p><u>Bikeways.</u> An integrated, complete, and safe bicycle system to encourage bicycling within the City.</p>		<p>In the long run, it is desirable for the City to consider developing grade-separated pedestrian and vehicular circulation systems which do not conflict with each other. It may be appropriate to begin such a system at the more critical locations, such as across Wilshire Boulevard in the Business Triangle. (CIR 2.5.1.g, pg CIR 29)</p>
			<p>To reevaluate and build upon the city's adopted or informal policies and goals associated with bikeways as identified in the 1973 Citizens Committee Report. (OS 6.1.3.1, pg OS 32)</p>
			<p>To recommend a bikeway plan which is responsive to the long-range needs of the residents, employees, employees and shoppers of Beverly Hills and vicinity. (OS 6.1.3.2, pg OS 32)</p>
			<p>To recommend programs for acquisition, development, and use of bikeways to meet the city's needs. (OS 6.1.3.3, pg OS 33)</p>
			<p>As a relatively compact Community with a broad range of community facilities and services in relatively close proximity to a large proportion of the residents, Beverly Hills offers a unique opportunity to develop a bikeway system which can serve both transportation and recreation needs, that is, a system that is both suitable for Sunday afternoon family bicycle riding, as well as one that connects residential areas with parks, schools, shops, or places of employment, thus providing an alternative means of transportation to the bus or private auto. (OS 6.1.3.4, pg OS 33)</p>



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	<p>CIR 8.1 Bicycle Master Plan. Prepare a citywide <u>bicycle master plan to determine desired improvements to the City's bicycle network including exploring opportunities where dedication may be required to connect regional pathways. Gather input from the community and provide bicycle education as part of the Bicycle Master Plan update. (Imp. 3.7)</u></p> <p>CIR 8.2 Bikeway Facilities. Provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed. (Imp. 3.7)</p> <p>CIR 8.3 Bikeway Standards. Require all bikeways to conform to applicable federal and state design and maintenance standards. (Imp. 3.7)</p> <p>CIR 8.4 Bikeway Treatments. Seek innovative <u>bikeway treatments to avoid conflicts between motorists and bicyclists. (Imp. 3.7)</u></p> <p>CIR 8.5 Bikeway Amenities. Require that new development projects (e.g., employment centers, educational institutions, and commercial centers) provide bicycle racks, personal lockers, showers, and other bicycle-support facilities. (Imp. 3.7)</p>				



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	CIR 8.6	Bicycle Parking. <u>Coordinate with transit operators to provide for secure short-and long-term bicycle parking at primary transit stations. (Imp. 3.7)</u>
	CIR 8.7	Mobility Plan. <u>Prepare a citywide bicycle and mobility plan that will establish bicycling as an option for short trips and allow bicycles to connect to mass transit. (Imp. 3.7)</u>
	CIR 8.8	Bicycle Access. <u>Require new development projects on existing and potential bicycle routes to facilitate bicycle and pedestrian access to and through the project, through designated pathways. (Imp. 3.7)</u>
	CIR 8.9	Innovative Approaches. <u>Explore the use of innovative approaches to encourage bicycle use, such as bicycle rental programs. (Imp. 3.7)</u>
		Recommendations: Development of a Bikeway System. A 22.0 mile bikeway system is proposed, as shown on Map 3. This route connects schools, parks and other public or semi-public facilities with residential neighborhoods. It also unites commercial areas and places of employment, including the Business Triangle. (OS 6.4, pg OS-32)



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		<p>If the City were in its infant stages, exclusive bike routes could be developed to the standards of the California Vehicle Code, and movement would be safe and expeditious. However, this system has to be developed within the constraints of a fully developed City which was planned for pedestrian and automotive travel, and made no provision for a third form of transportation whose requirements were different from the other two. Consequently, if the City is to have a comprehensive bikeways program, it will only be with certain compromises and trade-offs. Even in that form it will be a difficult program to implement. (OS 6.4.1, pg OS-32)</p>
		<p>The proposed system is designed to use the least hilly routes. In some cases, the slope approaches the five percent recommended in the Code. Obviously, it is impossible to develop a comprehensive system which does not, in part, exceed the recommended slope, given the hilly topography of Beverly Hills. (OS 6.4.2, pg OS-33)</p>



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		<p>The 22.0 mile system is designed to use the safest routes possible and, wherever possible, uses streets which carry the fewest automobiles. Despite this, some portions of the route are along heavily travelled roadways. Given the location of key destinations within Beverly Hills, it is not possible to develop a system that does not, at least in part, utilize heavily travelled roadways. This will inevitably increase the hazards associated with a bikeway system. (OS 6.4.3, pg OS-33)</p> <p>Of the three types of bikeways identified in Section 3., above, the predominant type of system likely to be employed in Beverly Hills would be of the "bike lane" variety, or the route type that contains a preferential lane for bicyclists but which can be shared in part of traversed by vehicles, especially those parking or entering and exiting from driveways. (See Map 1.) Certain limited portions of the system may be "bikepaths" which are exclusive pathway only for bicyclists. The sections which could be so characterized include the following: (OS 6.4.4, pg OS-33)</p> <p>Beverly Gardens (except for those blocks developed with churches, whereupon the route could continue along the grass parkway, and which could connect into the Santa Monica Boulevard routes proposed by the City and county of Los Angeles); (OS-6.4.4.1, pg OS-34)</p>



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		Burton Way median strip (which would connect into the San Vicente/Burton Way route proposed by the city of Los Angeles; and (OS 6.4.4.2, pg OS 34)
		Other relatively limited areas, sections through Roxbury, La Cienega and Coldwater Canyon Parks, and the City Hall grounds. (OS 6.4.4.3, pg OS 34)
		(If the Traffic Segregation Plan to reduce unnecessary through traffic were implemented, it would open additional opportunities to develop a bikeway system unimpeded by stop signs. Hence, bike traffic could flow efficiently and safely throughout the City, which would also increase the extent to which it would be used. Furthermore, implementation of a traffic segregation program may make it possible to close some of the cross-streets along Burton Way and Santa Monica Boulevard (Beverly Gardens), thus further extending the opportunities for unimpeded bicycle flow.) (OS 6.4, pg OS 36)



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		<p>South of Santa Monica boulevard, most of the streets proposed for bikeways are narrower than the streets in the north (the average width is about 30 feet as opposed to 60 feet) and, therefore, on street paths would necessitate removal of parking on both sides of the street. Parking is already a problem in many of these areas and removal of on street parking may be an unacceptable trade off. A compromise solution might be to develop two one way couplets on adjacent parallel streets. In this way parking would be removed from one side of each of two street and there fore no one street would be severely impacted. For east west routes south of Santa Monica Boulevard, removal of parking may be a more feasible solution as there is relatively little on street parking now available. (OS 6.5, pg OS 37)</p>



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		<p>North of Santa Monica Boulevard, most streets are 60 feet wide and, as has been done in many areas, bike paths could be developed immediately alongside vehicular parking lanes (between parked cars and moving lanes), without requiring the removal of curb parking. Two one-way bikelanes could, therefore, be developed, one on either side of the street. With the bikeways and curb parking, there would still be adequate space for moving vehicles because of the street widths. This type of bikepath will probably improve safety and it will not lessen the number of travel lanes nor affect parking. (OS 6.6, pg OS-37)</p> <p>As the system traverses the Business Triangle, the alignment would be along one side of the mid-block alley and/or on the left hand side of the one-way streets. Parking and loading in the alleys is limited to one side, therefore facilitating the development of one two-way bikeway on one side of the alleyway. The alley is adequately wide to accommodate this, although the bikeway would have to be narrower than desirable. (OS 6.7, pg OS-38)</p>



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		<p>This route alignment is a compromise. It is not attractive and it may be less safe. However, a bikeway on any north-south Triangle street would necessitate the removal of a parking or traffic-carrying lane or a portion of a sidewalk, and these are all unfeasible alternatives. (OS 6.8, pg OS-38)</p>
		<p>There is a study underway to remove parking from the left hand (driver's) side of one-way streets in the Business Triangle to facilitate the movement of traffic. If implemented, there would be adequate width to accommodate a one-way bikeway in the remaining space that would flow with vehicular traffic and not intrude upon the improved vehicular traffic lanes. Until such a proposal is implemented, it would not be appropriate to develop on east-west streets through the business Triangle as it would interfere with vehicular traffic. (Sidewalks are too congested to use safely.) (OS 6.9, pg OS-38)</p>



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		<p>In addition, the Beverly Hills system as proposed would connect into the systems proposed by the adjoining jurisdictions of the city and County of Los Angeles. This would provide continuity to the recreational and transportation bicycle activities throughout the Central West Los Angeles area. The City of Los Angeles has proposed bike routes in the median strip of San Vicente Boulevard/Burton Way, east of Beverly Hills and in the median strip of Santa Monica Boulevard, west of the city; Los Angeles County has proposed a route in the median strip of Santa Monica Boulevard, east of Beverly Hills. (OS 6.4.5, pg OS-38)</p> <p>The Sub Element suggests that the city of Los Angeles consider linking up their proposed San Vicente bikeway with the Charleville bikeway via Hayes and Foster Drives in the Carthay Circle District. This would benefit both jurisdictions by making connections which allow riders to move easily in and out of either city without using the very crowded Wilshire-San Vicente Boulevard intersection. (OS 6.4.6, pg OS-38)</p>
CIR 9	<p>Goods Movement. A safe and efficient movement of goods to support commerce within the City.</p>	



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	CIR 9.1	<u>Truck Routes. Continue to designate truck routes to minimize the impacts of truck traffic on residential neighborhoods. (Imp. 3.7)</u>
	CIR 9.2	<u>Truck Impacts & Deliveries. Minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods. (Imp. 3.7)</u>
CIR 10	<u>Funding. Develop sufficient funding sources to construct and maintain the transportation facilities needed to achieve the City's mobility goals.</u>	
	CIR 10.1	<u>Capital Improvements Program. Identify transportation improvement projects for inclusion in the City's Capital Improvements Program and develop prioritization and timing for each project based on the City's mobility needs. (Imp. 3.1)</u>
	CIR 10.2	<u>Implementation of Mobility Improvements. Ensure mobility improvements are provided in a timely manner to meet the needs of the community. (Imp. 3.7)</u>
	CIR 10.3	<u>Fair Share Costs. Assess fees on new development for all transportation modes and ensure that payment is collected for the fair share of the costs of new and enhanced facilities. (Imp. 4.1)</u>



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	4	CIR 10. Funding Sources. <u>Develop new funding sources for maintenance of roadway, pedestrian, and bikeway facilities. (Imp. 3.1, 4.2, 4.3)</u>
	5	CIR 10. Funding Measures. <u>Utilize bonding and innovative funding measures to fund the identified transportation improvements. (Imp. 4.1, 4.2)</u>
	6	CIR 10. Regional Funding. <u>Work with Los Angeles Metropolitan Transportation Authority (Metro) to increase the share of regional funding for pedestrian, bicycle, and transportation systems management projects. (Imp. 4.2, 7.0, 7.2)</u>
CIR 11 Role of the Alleys. With the major exception of the area east of Robertson Boulevard and parts of the area north of Sunset Boulevard, the City is fully served by alleys which traverse midblock and provide rear service to the City's residential, commercial and industrial parcels. These alleys play an important and complex role in the structure of the City. (CIR 2.4, pg CIR-25)		
		CIR 11.1 By virtue of serving as the primary network for utility locations, trash removal, loading and unloading facilities, alternate emergency access, alleys vastly simplify the function of the streets and permit a higher degree of efficiently and visual quality along the streets. They also provide an additional buffer between parcels so as to further insulate incompatible uses and development. (CIR 2.4.1, pg CIR-25)
		CIR 11.2 For the most part, the issues with respect to alleys are:



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		<p>CIR An ongoing upgrading and maintenance 11.2a program which will assure that a rotation system for routine replacement and repair will avoid the need for major unforeseen capital outlays. (A similar program should be concurrently explored with respect to sidewalks.) (CIR 2.4.2.1, pg CIR-25)</p> <p>CIR A program for widening and realignment of 11.2b the alleys as recommended in the Master Plan of Streets Study. This proposal calls for dedication of additional alley right-of-way to better enable the alleys to serve their intended function. This is an important implementation tool which would serve as a development guide. Due to its specific nature, however, it should be adopted separately from the City's General Plan, and modified as specific circumstances dictate. (CIR 2.4.2.2, pg CIR-25)</p>



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	<p>CIR In commercial areas, however, there is the 11.2c additional concern for alley relocation and/or closure, which may be desirable in conjunction with specific development proposals. As important as they are, the existence of the alleys should not preclude consideration of proposals which would alter them if satisfactory alternate services would be provided. In certain instances, development proposals which would utilize the alley may provide a type or quality of development or access which better serves the City's objectives and as such, should be considered. Such development proposals might include alley closure which would permit unified development across an entire block or permit, safer street access, or use of the alley as part of a landscaped pedestrian plaza or mall, or relocation of an alley of a more functional arrangement of structures or possible consideration of the space above or below the alley for parking purposes. (CIR 2.4.3, pg CIR-25)</p>	
CONSERVATION		
CON 1	<p><u>Value and Preserve Significant Cultural Resources.</u> A community with well-preserved and maintained historic and cultural resources that provide a sense of permanence, foster civic pride and stewardship, and contribute to the unique identity and charm of the City.</p>	
	<p>Encourage preservation, also regeneration and redevelopment (CON Page 42, pg CON 42)</p>	
	<p>To encourage and facilitate the preservation of structures and biotic specimens of significance to the community. (CON Page 42.1, pg CON 42)</p>	
	<p>To preserve the heritage and maintain historical continuity for buildings which are to be demolished. (CON Page 42.2, pg CON 42)</p>	



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	<p>CON 1.1</p> <p>CON 1.1a</p> <p>CON 1.2</p> <p>CON 1.3</p>	<p><u>Local Register of Historic Resources.</u> <u>Consider establishing a local register of historic resources based on the City's historic resources inventory and any additional resources that qualify for designation under federal, State, and local criteria. Develop criteria for locally significant resources which could include structures that have local importance due to their unique architecture or associations but which may not meet National Register criteria. (Imp. 2.3)</u></p> <p><u>Properties Associated with Individuals Prominent in the Entertainment Industry.</u> <u>When considering local designation of properties associated with individuals considered prominent due solely to their association with the entertainment industry, the City shall consider the extent to which the individuals had a meaningful and significant impact on the City's, State's, or Nation's history. (Imp. 2.3)</u></p> <p><u>Maintain an Updated Historic Resources Inventory.</u> <u>Periodically update the City's Historic Resources Survey based on current standards of the California Office of Historic Preservation, including assessment of sites, districts, structures, monuments, memorials and parks. (Imp. 2.3)</u></p> <p><u>Promote National, State, and Local Designation of Historic Resources.</u> <u>Develop programs to promote the nomination of properties listed on the City's historic resources inventory for listing on the local register of historic resources, California Register of Historic Resources, or National Register of Historic Places.</u></p> <p>Prepare list of landmarks; recommend Council action (CON Page 43, pg CON 43)</p>



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		Transmit informal inventory to Architectural Commission for their review. (CON Page 43.1, pg CON-43)
		Request that Architectural Commission prepare a list of landmark designations in accordance with existing ordinances. (CON Page 43.2, pg CON-43)



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		<p>Recommend to the City Council the following amendments to the Code, subject to the constraints of applicable federal and/or state law:</p> <p>a. Once a landmark has been designated, exterior modification, or any modification in the case of an outdoor facility, shall be subject to Architectural Commission review and recommendation. No fee should be charged for this review.</p> <p>b. Once a landmark has been designated, a 90 day period shall be required from the date a demolition permit is requested to the time demolition approval is granted. During this period, the City shall be given an opportunity for first refusal to purchase the property at its fair market value or to seek a purchaser who will retain the structure. This should not apply to a structure determined to be structurally unsafe or one which cannot otherwise be used for the purpose intended.</p> <p>c. Before a landmark may be demolished, the sponsor of the demolition should be required to prepare suitably detailed drawings and photographs for safekeeping with the City. (CON Page 43.3, pg CON 43)</p>



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	CON 1.4	<p><u>Develop Incentives to Protect Significant Historic Resources.</u> <u>Develop and fund financial and regulatory incentives to encourage the protection of historic buildings, districts, and public landmarks/monuments from demolition or significant alteration, which may include Mills Act contracts, waiver of fees, flexible development standards, conservation easements, transfer of development rights, and other incentive-based mechanisms to make preservation feasible for owners and developers. (Imp. 2.3)</u></p>
	CON 1.4.1	<p><u>Mills Act.</u> <u>After conducting an analysis of the likely fiscal impact, consider implementing a local Mills Act ordinance as an incentive for owners to preserve and maintain historic properties for their own benefit and the benefit of the community. (Imp. 2.3)</u></p>
	CON 1.5	<p><u>Tiered Regulations for Residential and Non-Residential Historic Resources.</u> <u>Consider a tiered approach for regulating non-residential, multi-family residential and single-family residential historic resources. A tiered approach to regulation may include standardized thresholds that trigger mandatory protections against demolition and/or financial and regulatory incentives to encourage preservation which may be different for each building type. (Imp. 2.3)</u></p>
	CON 1.6	<p><u>Penalties for Illegal Demolition of Historic Structures.</u> <u>Consider imposing penalties for the unlawful demolition of historic structures. (Imp. 2.3)</u></p>



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	CON 1.7	<p><u>Explore Options to Establish a Formally-Funded Historic Archive.</u> Explore the feasibility (funding mechanisms, capacity, staffing, and other opportunities) of expanding the City's informal historic repository to include a comprehensive database (ownership history and photographs) of historic resources. Consider requiring documentation of all structures, whether designated as historic or not, prior to demolition in order to document the City over time. (Imp. 2.3)</p>
	CON 1.7a	<p><u>Continue to Archive Local Periodicals.</u> Continue to index and preserve local periodicals, newspapers, and other publications and media to improve research and documentation capacity of historic resources. (Imp. 2.3)</p>
	CON 1.8	<p><u>Prehistoric or Historic Subsurface Archeological Features.</u> Temporarily suspend all earth disturbing activity within 100-feet of a potential resource if any such resources are discovered during construction-related earth-moving activities to assess the significance of the find, and require appropriate mitigation before work resumes. (Imp. 2.2)</p>
	CON 1.9	<p><u>Paleontological Resources Unearthed During Construction Activities.</u> In the event that excavation reveals any paleontological resources, suspend earth disturbing work until the resource is evaluated. Allow work to resume only after the find has been appropriately mitigated. (Imp. 2.2)</p>



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CON 2	<u>Promotion of the City's Historic Resources.</u> Acknowledge and actively promote the City's wealth of historic resources through a variety of activities geared to residents, visitors, and the public at large.	
	CON 2.1	<u>Partnerships for Public Education on Local Historic Resources.</u> Develop educational programs that acknowledge the City's wealth of historic resources through partnerships with local private and nonprofit historic preservation groups to sponsor walking tours, self-guided tours, promotional brochures, historic fairs and festivals, plaques, awards and similar recognition programs sponsored by the City, private organizations, or partnerships. (Imp. 2.2, 7.3)
CON 3	<u>Water Supply System.</u> High-quality reliable water supply, treatment, distribution and pumping and storage systems providing water in as affordable a manner as possible, and meeting current and projected future daily and peak water demands of the City, considering other sustainability goals and policies in the general plan.	
	Maintain capability to provide stable and adequate supply of high quality, economical water; requires policy re water extraction and treatment plants (CON Page 19, pg CON-19)	
	Maintain adequate supply of high quality water economically. Preserve and enhance Beverly Hills' capability to rely upon local groundwater supplies. (CON Page 20, pg CON-20)	



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		<p>To provide a stable, economical supply of potable water while retaining the City's option to tap into existing groundwater supplies should it become necessary or desirable to replace or supplement the City's supply. (CON Page 19.1, pg CON 19)</p>
		<p>To retain the capability to treat locally extracted water, should it be determined that local groundwater resources are to be utilized. (CON Page 19.2, pg CON 19)</p>
		<p>Supply water of equal quality citywide economically (CON Page 17.1, pg CON 17)</p>
		<p>In order to supply water most economically, water is no longer extracted from wells. (CON Page 17.1.1, pg CON 17)</p>
		<p>Existing well sites are not properly located for optimum use. As a result, the well sites have been sold as excess land. (CON Page 17.1.2, pg CON 17)</p>
		<p>All water is to be purchased from the MWD (See previous page.) (CON Page 17.1.3, pg CON 17)</p>
		<p>To provide an adequate supply of high quality potable water to meet existing and future needs (CON Page 20.1, pg CON 20)</p>
		<p>To provide water at the lowest cost. (CON Page 20.2, pg CON 20)</p>



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		<p>To preserve the City's rights to extract groundwater and to assure that such resources will be available if needed. (CON Page 20.3, pg CON-20)</p>
		<p>To assure the availability of properly located well sites. (CON Page 20.4, pg CON-20)</p>
		<p>To assure the availability of a properly located site for a water treatment facility (CON Page 20.5, pg CON-20)</p>
		<p>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 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. (CON Page 21, pg CON-21)</p>
		<p>No change recommended in current policy to retain local option to provide water in the near future. (CON Page 21.1, pg CON-21)</p>



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		<p>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 (operations costs) as well as any capital costs associated with any facility. (CON Page 21.2, pg CON-21)</p> <p>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. (CON Page 21.3, pg CON-21)</p> <p>Rights to Groundwater. The City should continue to retain rights to groundwater. (CON Page 17.1.4, pg CON-17)</p>



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	CON 3.5	<u>Development Requirements – Water Service.</u> Require new development to be served from an approved domestic water supply. (Imp. 2.2)
	CON 3.6	<u>Development Requirements – Groundwater.</u> Require engineering design and construction practices to ensure that existing and new development does not degrade the City's groundwater supplies. (Imp. 2.2)
CON 4	<u>Water Conservation through System Improvements.</u> Provision of a system that minimizes water consumption through conservation methods and other techniques.	
	CON 4.1	<u>Water Conservation Goals.</u> Continue to establish, review, and update water conservation goals and benchmarks on a continuous basis. (Imp. 2.2, 3.2, 3.3, 3.4, 3.6)
	CON 4.2	<u>Public Outreach on Need to Conserve Water.</u> Maintain and enhance the City's comprehensive program to educate and publicize the need to conserve water. (Imp. 2.2, 3.2, 3.3, 3.6, 8.1)
	CON 4.3	<u>Water Conservation Measures for Public Facilities.</u> Continue to require water conservation measures and devices that limit water usage for all new municipal projects and major alterations to existing municipal facilities. (Imp. 2.2, 3.2, 3.3, 3.4)



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	CON 5.6	<u>Water Auditing. Establish auditing programs to evaluate extent of success in meeting water conservation goals as well as effectiveness of programs and technology. (Imp. 1.1</u>
	CON 5.7	<u>Water Conservation Measures for Public Facilities. Require water conservation measures/devices that limit water usage for all new municipal projects and major alterations to existing municipal facilities. These measures should include the use of water-efficient landscaping and irrigation, storm water capture, efficient appliances, and use of "gray water" for irrigation. Explore partnerships with other public agencies such as the Beverly Hills Unified School District to reduce water consumption. (Imp. 2.2, 3.2)</u>
	CON 5.8	<u>Water Conservation Measures for Private Projects. Require the installation of water conserving measures/devices and practices for new private construction projects and major alterations to existing private buildings that meet "green building" standards. (Imp. 2.1, 2.2)</u>
	CON 5.9	<u>Water-Efficient Landscaping. Encourage and promote drought-tolerant landscaping or water-efficient irrigation systems for all private and city landscaping and parkways. (Imp. 2.1, 2.2)</u>



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	CON 5.15	<u>Retrofit of Existing Multi-family Housing.</u> Require that water fixtures such as shower heads, faucets and toilets be replaced with low-flow fixtures and other conservation features at the change of tenancy in multi-family residential units. (Imp 2.1, 2.2
CON 6	<u>Water Supply Costs.</u> A system where the costs of improvements to the water supply, transmission, distribution, storage and treatment systems are borne by those who benefit.	
	CON 6.1	<u>Developer Fees.</u> Require the costs of improvements to the existing water supply, transmission, distribution, pumping, storage and treatment facilities necessitated by new development be borne by those benefiting from the improvements, either through the payment of fees, or by the actual construction of improvements. (Imp. 4.1)
CON 7	<u>Alternative Water Resources.</u> Expanded use of alternative water sources to provide adequate water supplies for present uses and future growth.	
	CON 7.1	<u>Cooperative Ventures for Alternative Water Sources.</u> Continue to explore new sources of water to serve the community, including cooperative ventures with other jurisdictions for reclaimed water or desalinization. (Imp. 7.1)



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	CON 7.2	<u>Recycled Water Master Plan.</u> Prepare and implement a Recycled Water Master Plan to serve irrigation and firefighting needs. Explore all possible reclaimed water opportunities, including the Los Angeles Department of Water and Power's and Los Angeles Bureau of Sanitations and Integrated Resource Plan, and any rights to Hyperion treated water. Explore feasibility of developing a city reclamation plant for reclaimed water, including potential sites. (Imp. 3.2, 7.1)
	CON 7.3	<u>Funding Sources.</u> Apply for federal, state, and private grants to assist the City in developing a recycled water infrastructure. Explore feasibility of issuing bonds for this purpose. Explore opportunities to partner with other agencies. (Imp. 7.2)
CON 8	<u>Groundwater Recharge.</u> A system that recharges the groundwater resources.	
	CON 8.1	<u>Alleys.</u> Develop aesthetic and functional criteria for repaving of alleys and explore whether materials are available that could increase the amount of permeable surfaces. (Imp. 3.4)
	CON 8.2	<u>Stormwater.</u> Require that grading plans be designed and implemented to reduce storm water runoff by capturing rainwater onsite and stored on a temporary, short-term basis to facilitate groundwater recharge rather than relying solely on community drainage facilities. (Imp. 3.4)



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CON 9	<u>Wastewater Treatment System.</u> A wastewater collection and treatment system that supports existing and planned development.							
		CON 9.1 <u>System Maintenance.</u> Maintain, upgrade, and expand existing wastewater collection and treatment facilities as appropriate. (Imp. 3.3, 6.1)						
		CON 9.2 <u>Municipal Connections & Capacity.</u> Require that development be connected to the municipal sewer system, and ensure that adequate capacity is available for the treatment of generated wastewater flows and that generated sludge is safely disposed of. (Imp. 2.2)						
		CON 9.3 <u>Sewer Analysis for New Development.</u> Require that new development and major renovation projects submit a sewer analysis outlining capacity and improvement needs to the satisfaction of the City prior to the issuance of building permits. (Imp. 2.2, 3.3)						



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CON 10	<u>Public Safety.</u> Wastewater collection and treatment facilities that operate in a manner that maximizes public safety.						
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CON 11	<u>Sanitary Sewer System that Preserves Water Quality.</u> A high-quality sanitary sewer system that minimizes the adverse effects to water quality.				
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			CON 11.3	<u>Annual Inspections for Food Establishments.</u> Continue to annually inspect all restaurant, hotel, and catering establishments to ensure that proper disposal standards for fats, oils, and grease are followed. (Imp. 3.3)	
			CON 11.4	<u>Sewer System Upgrades.</u> Continue to upgrade, inspect, and improve the City's sewer infrastructure to minimize deficiencies, reduce leaks and contamination, and minimize the number of sanitary sewer overflows (SSOs). (Imp. 3.3)	
			CON 11.5	<u>Penalties and Fines.</u> Implement more severe fines for dumping bio-solids into the City's sewer. (Imp. 4.1)	
			CON 11.6	<u>Implement Tiered Conservation Rates for Water Consumption.</u> Consider tiered water rates to encourage water and corresponding sanitary sewer conservation efforts. (Imp. 4.1)	
CON 12	<u>Storm Drainage System.</u> Provision of a fiscally sustaining storm drainage system that reduces pollutants entering the ocean.				



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	<p>CON 12.6 <u>Flood Mitigation Activities/Programs.</u> <u>Continue to implement existing flood mitigation activities and programs, including the following:</u></p> <p>CON 12.6a <u>Inspect and clean of all storm water catch basins and culverts on a monthly maintenance schedule.</u></p> <p>CON 12.6b <u>Inspect and clean catch basins owned and operated by the Los Angeles Flood Control District in key locations within the City prior to storm events.</u></p> <p>CON 12.6c <u>Schedule street cleaning to remove organic and nonorganic debris from roadways to mitigate or reduce debris entering catch basins.</u></p> <p>CON 12.6d <u>Replace old cast iron pipes with more ductile iron pipes, to be more resilient in the event of a flood hazard. (Imp. 3.2)</u></p>				
CON 13	<p><u>Storm Drainage System that Preserves Water Quality.</u> <u>Provision of a storm drainage system that does not degrade the quality of the City's surface waters, groundwater system, and other sensitive environmental areas.</u></p>				
	<p>CON 13.1 <u>Development Mitigation.</u> <u>Require that new development does not degrade surface waters or the groundwater system. (Imp. 2.2)</u></p>				



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CON 14	Storm Drainage Toxicity. A system that minimizes the amount and toxicity of discharge into the storm drain system.																		



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	CON 14.1	<u>Filters and/or Screens at Catch Basins.</u> <u>Maintain and enhance a program that requires the installation of filters and/or screens at catch basins to minimize debris from entering the city storm drain system. (Imp. 3.4)</u>
	CON 14.2	<u>Permeable Surfaces.</u> Require the use of landscaping and permeable service treatments in new developments as alternatives to non-permeable surfaces, and explore the feasibility of retrofitting existing large asphalt surfaces in the community such as alleys, parking lots, and driveways into more permeable alternatives. (Imp. 3.4)
	CON 14.3	<u>Water Quality Standards.</u> Continue to update and enforce the City's' standards for the quality of stormwater discharged into the system. (Imp. 3.4)
	CON 14.4	<u>Storm Water System Master Plan.</u> Update the City's Storm Water System Master Plan and fund identified improvement projects. (Imp. 3.4)
	CON 14.5	<u>Removal of Debris.</u> Require that parking lots and public and private streets and alleys be cleaned as frequently as necessary, and in a manner that minimizes noise and water consumption, to remove debris and contaminated residue. (Imp. 3.4)



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CON 15	Solid Waste Collection and Disposal Operations and Costs. <u>Solid waste services that operate in accordance with the California Integrated Waste Management Act of 1989 (AB 939), and are funded in a manner that reduces the cost of collection and disposal.</u>								
	<table border="1"> <tbody> <tr> <td data-bbox="753 1253 862 1499">CON 15.1</td> <td data-bbox="862 1253 1453 1499">Waste Collection. <u>Provide an adequate and orderly system for collection and disposal of solid waste for new and existing development in the City. (Imp. 3.5)</u></td> </tr> <tr> <td data-bbox="753 1499 862 1745">CON 15.2</td> <td data-bbox="862 1499 1453 1745">Waste Collection Services. <u>Maintain adequate solid waste collection for commercial, industrial, and residential developments in accordance with state law. (Imp. 3.5)</u></td> </tr> <tr> <td data-bbox="753 1745 862 1982">CON 15.3</td> <td data-bbox="862 1745 1453 1982">Monitor Waste Collection Operations. <u>Monitor the operations of garbage collection to ensure that service levels are adequate. (Imp. 3.5)</u></td> </tr> </tbody> </table>	CON 15.1	Waste Collection. <u>Provide an adequate and orderly system for collection and disposal of solid waste for new and existing development in the City. (Imp. 3.5)</u>	CON 15.2	Waste Collection Services. <u>Maintain adequate solid waste collection for commercial, industrial, and residential developments in accordance with state law. (Imp. 3.5)</u>	CON 15.3	Monitor Waste Collection Operations. <u>Monitor the operations of garbage collection to ensure that service levels are adequate. (Imp. 3.5)</u>		
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	CON 15.4 <u>Regional and State Measures.</u> Encourage and support regional and statewide efforts to identify, entitle, and open new landfill capacity options, and increase diversion of solid waste. (Imp. 7.0)
CON 16	<u>Conservation.</u> A solid Waste collection and disposal system that maximizes source reduction, recycling and composting.
	CON 16.1 <u>Enforcement of a Recycling Program.</u> Continue to utilize the Materials Recovery Facility (MRF) as part of a comprehensive recycling program. (Imp. 3.5)
	CON 16.2 <u>Expanded Materials Recovery Program.</u> Improve the City's rate of recycling by continuing solid waste recycling programs for residential use, and consider expanding this program to include non-residential uses as well. (Imp. 3.5)
	CON 16.3 <u>Plastic Bags.</u> Discourage the use of plastic bags by grocery stores and other retailers. (Imp. 3.5)



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	CON 16.4	<u>Expand Recycling Programs.</u> Expand recycling efforts, and continue to encourage recycling by all residents. (Imp. 3.5)
	CON 16.5	<u>Waste Reduction and Recycling.</u> Review and adopt the Draft Source Reduction and Recycling Element (SRRE) and the Household Hazardous Waste Element (HHWE) consistent with the requirements of the California Integrated Waste Management Act (CIWMA) of 1989 and the California Integrated Waste Management Board. Subsequently monitor the implementation of these programs. (Imp. 3.5)
CON 17	<u>Public Outreach.</u> Effective public participation in source reduction, recycling, and composting activities through outreach programs.	
	CON 17.1	<u>Waste Reduction.</u> Study and actively pursue methods of educating the public on recycling and reuse of materials. (Imp. 2.1, 8.1)



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		<p>CON 17.2 <u>Educational Programs Sustainable Gardening for Professional Gardeners.</u> Explore making educational programs available to City residents and professional gardeners to increase their compliance with the use of local and State sustainability rules/guidelines. Consider mandating completion of an educational course in greenwaste recycling, composting and sustainable gardening practices for all professional gardeners that provide services in the City. (Imp. 3.5, 8.1)</p> <p>CON 17.3 <u>Water Use.</u> Continue to make available and expand water-wise and water reduction educational programs such as the "Protector del Aqua" course. (Imp 3.5, 8.1)</p>
CON 18	<u>Waste Reduction.</u> An efficient and innovative waste management program that reduces the amount of waste material entering regional landfills.	
		CON 18.1 <u>Recycling and Waste Diversion Benchmarks.</u> Establish benchmarks and develop innovative methods and strategies designed to reduce the amount of waste materials entering landfills over the next 20 years. (Imp. 2.1, 3.5, 7.2)



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	CON 18.2	<u>Recycling Areas.</u> Require designated areas for the collection and loading of recyclables in new and substantially renovated buildings and sites. The receptacles that collect recyclable materials shall be covered and kept in a concrete paved area that is completely screened from public view. (Imp. 2.2)
	CON 18.3	<u>Rate Re-structuring.</u> Explore feasibility of establishing fees that are based on the proportion of solid waste not diverted to the landfill by any particular user. (Imp. 4.1)
	CON 18.4	<u>Regulate Professional Gardeners.</u> Regulate professional gardeners and enforce compliance with greenwaste requirements. (Imp. 3.5)
	CON 18.5	<u>Facilitate Recycling in Multi-Family Structures.</u> Require new or renovated multi-family residential structures to include separate chutes or other facilities to facilitate separation of recyclable materials. (Imp. 2.2)
	CON 18.6	<u>Recycled Building Materials.</u> Require use of recycled building materials wherever possible for new or renovated public and private facilities. (Imp. 2.1, 2.2)



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CON 21	<u>Conservation. Provision of affordable and reliable energy resources to residents and businesses that minimize energy consumption.</u>								
	Help conserve existing energy supplies (CON Page 49.1, pg CON 49)								



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	<p>If possible, encourage the development and use of new energy sources that have unlimited resources, such as solar energy. (CON Page 49.2, pg CON 49)</p>	
	CON 21.1	<p><u>Energy Efficient Lighting.</u> Install light emitting diodes (LED) for traffic, street, and other outdoor lighting. (Imp. 2.1, 2.2)</p>
	CON 21.2	<p><u>Energy Conservation Program.</u> Prepare a comprehensive Energy Conservation Program that provides goals, benchmarks, strategies, and criteria to improve energy efficiency for existing and new public facilities and for private development and renovation projects. The program should provide incentives and disincentives to discourage practices such as night time building illumination, and leaving doors open when the air conditioning is on, to reduce energy use and minimize "night sky" effect. (Imp. 2.1, 2.2)</p>
	CON 21.3	<p><u>Reduced Energy Consumption for Public and Private Facilities.</u> Install energy efficient appliances and alternative energy infrastructure such as solar energy panels (photovoltaic panels) on all City facilities. Encourage installation of solar energy panels on private development. Develop partnerships with residents to encourage use of solar energy panels and other solar energy technologies. (Imp. 2.1, 2.2)</p>
	CON 21.4	<p><u>Solar Power Stations and Use of Photovoltaic Systems.</u> Consider satisfying some or all of the City's electrical power needs through creation of solar power stations (photovoltaic stations) and require the use of these systems whenever possible in City facilities. These stations could be located on parking structures and roofs. (Imp. 2.1, 2.2)</p>



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	CON 21.5	Public Outreach. Continue to promote energy conservation measures and options to all residents, businesses, consultants, contractors, etc., through newsletters, brochures, and the City's website. Develop incentives and an energy conservation award. (Imp. 8.1)
	CON 21.6	Cooperative Venture with Other Jurisdictions. Study the feasibility of City partnerships with other agencies to purchase and supply power to residents. Partnering with other communities to purchase and supply power could increase the amount of renewable energy used over that which is available from Southern California Edison, and allow local rate setting that would promote conservation. (Imp. 7.1, 7.2, 7.3)
	CON 21.7	Green Building Standards. Review and update the Green Building standards to apply to all public and private facilities to ensure the design, construction and operation of buildings are utilizing the best and most up to date green practices. (Imp. 2.1, 2.2)



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		<p>Development of a renewable energy source such as solar energy is desirable and ultimately necessary as it does not rely on existing, limited energy sources such as coal and oil. However, the City of Beverly Hills does not now have the technological skills to regulate nor the resources to provide incentives to justify a meaningful program at the local level. (See memo to the Planning Commission, October 6, 1976. State legislation to permit municipalities to require design for solar energy efficiencies in residential type construction: AB 2740.) (CON Page 50.1, pg CON-50)</p> <p>Until such time as it has been determined that locally regulated protection of solar rights or locally mandated solar energy programs can be meaningful and practical, it appears that the most effective course to follow would be to continue to keep our options open by maintaining the relatively lowrise profile of the community. This presumably would not preclude eventual regulation of solar rights at some time in the future. It might be appropriate, however, for the Environmental Review Board to require, as part of the EIR process, that special attention be given to both the solar rights implications and the solar energy potential of development proposals of a magnitude which may warrant such special consideration.</p>



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		<p>Given these limitations, a second way to have a solar energy program occur is to develop incentives. The major type of incentive is related to taxes, over which the City has only partial control. Thus, the ability of Beverly Hills to take any direct actions is improbable.</p>
	<p>CON 21.8</p>	<p>Community Outreach for Green Building Program. Create a program to educate and assist residents and businesses on Green Building Practices to increase energy performance in existing structures. (Imp. 8.1)</p> <p>In the coming years during which solar energy technology will come of age, it would be more appropriate to rely upon enlightened self interest for individual participation in solar energy efforts. Such individual efforts could be stimulated through such devices as tax incentives or penalties, but these are outside of the realm of local control. (CON Page 50.3, pg CON 50)</p>
<p>CON 22</p>	<p>Telecommunication System. The provision of an adequate, safe, and dependable telecommunication infrastructure to support existing and future land uses within the City.</p>	
	<p>CON 22.1</p>	<p>Development Requirements. Require that all new construction intended to be used for professional offices be wired to link with cable, fiber optic systems, or other modern standards for communication cabling. (Imp. 2.2)</p>



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	CON 22.2	<u>Telecommunications. Provide for the continued development and expansion of telecommunications systems in appropriate locations, including cable and, as feasible, fiber optics, for access of data and information, and communication purposes. (Imp. 2.2)</u>
	CON 22.3	<u>Cable Television Systems. Ensure the City's cable television system is capable of providing information regarding community services, activities, and City issues, and that cable access is available. (Imp. 2.2)</u>
	CON 22.4	<u>Fiber Optic Network. Promote the extension of the regional fiber optic network into the City, including the Municipal Area Network (MAN) to serve City facilities. (Imp. 2.2)</u>
	CON 22.5	<u>Evolving Technologies. Continue to explore the feasibility of new systems and technologies that may enhance City operations and service to the public, and require City Departments to adopt new technologies, as appropriate. (Imp. 6.2)</u>
	CON 22.6	<u>Undergrounding of Utilities. Continue to require that utilities be undergrounded in all new development and establish criteria or standards for undergrounding in rehabilitation projects. (Imp. 2.2)</u>
CON 23	<u>Oil & Gas. Minimized impacts from oil and gas activities.</u>	
	<u>Maximize oil production opportunities within strict environmental controls.</u>	



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	<p>To protect the high quality residential and nonresidential environment of Beverly Hills so as to maintain the long term stability of the community. The emphasis would be aesthetic and safety considerations</p> <p>To assure adequate environmental protection through the control of noise and vibrations, safety, odors, subsidence, etc</p> <p>3. To maximize the opportunities for oil extraction as a source of revenue for the City.* The 1977 oil production fee study conducted by the Beverly Hills Controller' Office concluded that oil production fees should be raised. Subsequently, they were increased. It also recommended that (1) there is no additional reason to change City taxing policies regarding oil and (2) if a new oil site were developed, new policies would not be needed nor desired. Taxes and fees are based on barrels over prescribed limits and on whether the well site is in Beverly Hills. As a property owner, the City accrues money via leases and royalty.</p> <p>To add to the domestic oil production capability in response to market demands and national goals.</p> <p>To assure that any oil extraction activity will have minimal temporary as well as ongoing construction related impacts. These impacts are of two types: off and on site. The on site ones relate to the development of the derrick, well and supporting facilities on the production site itself. Off site facilities include pipelines which must be laid to carry the oil out of the City. (CON Page 8, pg CON 8)</p>	
	CON 23.1	<u>New Extraction Activities.</u> Prohibit new drill sites in new locations within the City for production of oil, gas, or other hydrocarbon substances. (Imp. 2.1)
	CON 23.2	<u>Existing Extraction Facilities.</u> Develop a plan to phase out existing oil drilling sites as soon as practicable. (Imp. 2.1)
		Permit continued operation on High School site and new operation within Industrial Area when redeveloped if it meets environmental and aesthetic standards. (CON Page 9, pg CON-9)



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		<p>No site in Beverly Hills is ideally suited for oil extraction. The high quality residential and commercial development and the urbanized nature of the community are traditionally incompatible with oil derricks and oil extraction operations. In light of increasing importance of oil production and technological advances, but in recognition of current practical limitations, a program may be devised which would of necessity involve trade-offs, but mitigate the concerns to a point wherein oil extraction would be acceptable. (CON Page 9.1, pg CON-9)</p>



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		<p>After drilling operation, a drilling derrick can be removed, but occasionally must be replaced for servicing. Thus, the traditional oil derrick would exist for limited periods only. If the site were surrounded by an architecturally pleasing wall, the entire operation would be unobtrusive once the rig were gone, with the exception of views from above. Under this concept, the following appearance-related standards are suggested: (Soundproofing standards, safety standards, etc., are specified in current agreements and are deemed adequate.)</p> <p>a. The drilling derrick must be removed within three years unless the time is extended by the City Council. (The three-year limit has been proposed before and appears to be reasonable.)</p> <p>b. A rig may be temporarily replaced on the site for occasional repairs and servicing for specified, limited time periods to be approved by the City. (It is estimated that it will be between two weeks and two months every three or five years, although a precise figure is incalculable.)</p> <p>c. An architecturally pleasing wall must be placed around the site. The wall must be approved by the City. (An example is at the Pico-Doheny oil site.)</p> <p>d. Although the basic drilling derrick design will be unaffected, the oil drilling derrick must have an exterior color, pattern and texture which meet the Architectural Commission approval.</p>



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		<p>e. The shape of the covering of the drilling derrick should be determined by its location. The overriding goal of the shape is to minimize its presence on the horizon, although the Architectural Commission may recommend that in certain instances the rig be viewed as a distinctive architectural feature, such as a clock tower. Among the possibilities are the following:</p> <ul style="list-style-type: none"> — A wall which adheres to the shape of the drilling derrick and resembles a sleek trapezoid. (The Pico Doheny well is like this.) — A squared-off, possibly stepped back covering. (This was proposed for the La Cienega site.) (CON Page 9.2, pg CON-9) <p>There are several locational considerations. Only a limited number of areas are geologically suited to the needs of the oil pool. These include the Industrial Area/Civic Center and the northeast part of the Business Triangle, but it would appear that the more practical opportunities for a site would be in the Civic Center Industrial Area, especially if such operation were timed to dovetail with redevelopment of the area. (CON Page 10.1, pg CON-10)</p>



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		<p>Although feasible under certain conditions on a smaller site, a one-half to one third acre site is desirable. Within these limitations, the following is possible:—a. A drilling derrick could be designed as an office tower and placed near existing office structures. This location would not alter the general character of the Beverly Hills skyline, but would probably be in excess of 100 feet in height. Since it would not in fact be an office structure, it would have the advantage of producing revenue without producing traffic and other externalities associated with commercial use. Such an operation would be justified only if a substantial number of wells were to be drilled and as such would tend to be a permanent structure. For these reasons, it would appear to be an unlikely alternative, especially anywhere in the Triangle or adjacent residential areas. —b. Any of the types noted in e., above, might fit into the Industrial Area. Temporarily, the tower would be disruptive and unique, but less so if it were part of a total program to redevelop the Industrial Area. (CON Page 10.4, pg CON-10)</p>



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		<p>After drilling operations, the drilling derrick would be removed, but provisions should be made for a temporary rig for workover purposes under the rigid conditions enunciated earlier. (CON Page 11.2, pg CON 11)</p> <p>Although remote, opportunities for creative solutions should be considered. For instance, it might be possible to integrate a drilling operation with other uses if the site is large enough. This might be done in conjunction with the possible development of a municipal parking lot. The site could be developed for commercial use with underground parking, and the drilling derrick partially sunk below ground, could be covered with a structure that served as a clock or bell tower.</p>
CON 24	<p><u>Conservation of Natural Resources.</u> Conserve and enhance natural resources for the continued enjoyment of the community and future generations.</p>	
	CON 24.1	<p><u>Conservation of Open Space.</u> Continue to preserve, protect, and provide access to public open spaces and greenbelts and natural areas. Coordinate conservation efforts with adjoining communities, natural lands management agencies and non-profits to assure compatible lands management in areas that share a common boundary. (Imp. 2.1)</p>
	CON 24.2	<p><u>Street Tree Master Plan.</u> Maintain the City's Street Tree Master Plan and revise as needed to help improve the airshed, save water and minimize urban heat island effects through tree specimen choices, giving consideration to the established historic and aesthetic character of streets. (Imp. 3.8)</p>



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CON 25	Protect new construction from existing hazards. (CON Page 30.1, pg CON-30)		
CON 26	Prevent the creation of new hazards from unwise grading and drainage procedures. (CON Page 30.2, pg CON-30)		
		CON 26.1	Require all of the recommendations of geologists to be incorporated into the construction plans prior to issuance of a building permit. (CON Page 31.1.c, pg CON-31)
			Require geologic reports in hillside areas and require implementation of recommendations. Encourage Los Angeles County Flood Control District to complete eastern La Cienega bypass drainage improvement. (CON Page 31, pg CON-31)
			Designate specific portions of the City as a hillside district and application of the following procedures to development and construction within the district: (CON Page 31.1, pg CON-31)
			Require geological reports for sites involving slopes in excess of one vertical to three horizontal. (CON Page 31.1.a, pg CON-31)
			Prohibit the issuance of permits where hazards cannot be mitigated. (CON Page 31.1.b, pg CON-31)



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			<p>Institute specific requirements for yard and roof drains to be calculated for adequate size, and installed in such a manner as to insure safe disposal. (CON Page 31.1.d, pg CON 31)</p>
			<p>Encourage the County Flood Control District to expedite construction of the planned La Cienega eastern bypass facility as soon as possible. (CON Page 31.2, pg CON 31)</p>
NOISE			
N 1	<p><u>Land Use Conflicts.</u> Minimize land use conflicts between various noise sources and other human activities.</p>		
	<ul style="list-style-type: none"> • To reduce noises from motor vehicles; • To insure that future modes of transportation or new versions of existing modes meet acceptable noise levels; • To provide a basis for noise evaluations which might be needed in conjunction with land use and construction matters and environmental impact reports/studies; • To create a greater awareness of the noise associated problems among the public and elected officials and to provide guidance as to how they might be resolved; and • To work jointly with appropriate agencies and/or jurisdictions to mitigate any noise problems in Beverly Hills. (N 1.2, pg N-1) 		



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	N 1.1	Land Use Compatibility Guidelines. <u>Revise the noise regulations of the Municipal Code to eliminate current ambient noise level standards in residential and commercial areas and replace with Land Use Noise Compatibility Matrix (Table N 2) to govern acceptable levels of noise for specific land uses and provide a baseline for mitigating land uses that exceed acceptable noise levels. (Imp. 2.1)</u>
	N 1.2	Noise between Adjacent Uses. <u>Consider developing standards for new high-density residential development that adequately minimize noise between adjacent units within the development and between the development and adjacent buildings through the use of design features and building materials such as orientation, window insulation, common wall separation, common floor/ceilings separation. (Imp. 1.3, 2.1, 2.2)</u>
	N 1.3	Limit Hours of Commercial and Entertainment Operations. <u>Limit hours of commercial and entertainment operations adjacent to residential neighborhoods and other noise-sensitive receptors in order to minimize exposure to excessive noise. (Imp. 1.3, 2.1, 2.2)</u>
	N 1.4	Limit Hours of Truck Deliveries. <u>Limit the hours of truck deliveries to commercial uses abutting residential neighborhoods and other noise-sensitive receptors to minimize exposure to excessive noise unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at other hours. (Imp. 1.3, 2.1, 2.2)</u>



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	N 1.5	<p><u>Noise Mitigation Measures. Require noise mitigation measures for noise-sensitive receptors when a significant noise impact is identified. A significant noise impact occurs when there is an increase in CNEL, as shown in the table below. (Imp. 1.3, 2.1, 2.2)</u></p> <p>Existing Policies. The City has adopted several policies on noise and acceptable noise levels have been compiled in Ordinances 71-0-1403 (adopted August, 1970; revised September, 1970) and 72-0-1453 (adopted and revised in October, 1972). These policies include the following:</p> <ul style="list-style-type: none"> • prohibit unnecessary, excessive, and annoying noise levels from all sources; • curtail noise levels that are detrimental to the health and welfare of the citizenry;



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		<ul style="list-style-type: none"> • prosecute any person found guilty of causing excessive noise pursuant to the following factors: <ul style="list-style-type: none"> — the volume of noise; — the intensity of noise; — whether the nature of the noise is usual or unusual; — whether the origin of the noise is natural or unnatural; — the volume and intensity of the background noise, if any; — the proximity of the noise to residential sleeping facilities; — the density of inhabitation of the area within which the noise emanates. — the time of the day or night the noise occurs; — the duration of the noise; — whether the noise is recurrent, intermittent, or constant; and/or — whether the noise is produced by a commercial or noncommercial activity. (N2.2, pg N-2)
		<p>Vehicles. It is unlawful to:</p> <ul style="list-style-type: none"> • operate any motor vehicle within the City so as to cause discomfort or annoyance; and/or • repair, rebuild, or test any motor vehicle in such a manner as to cause discomfort to any person within a residential area of the City. (N 2.2.2, pg N-2)



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		<p>Railroads. Operation of a railroad horn which is in excess of 89 decibels at a point 300 feet or more from the source is prohibited between the hours of 10:00 P.M. of one day and 7:00 A.M. of the next day. (N 2.2.3, pg N-2)</p> <p>N 1.6 Construction. In Beverly Hills, it is against the law to operate equipment or perform any outside construction or repair work on any building, structure, pneumatic hammer, derrick, steam or electric hoist, or other construction type devices, between the hours of 6:00 P.M. of one day and 8:00 A.M. of the next day, or at any time on any public holiday so as to cause discomfort or annoyance in a residential zone, unless beforehand a permit therefore has been obtained. (N 2.2.4, pg N-2)</p>



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		<p>Special Sources. It is illegal to:</p> <ul style="list-style-type: none"> • use or operate radio receiving set, musical instrument, phonograph, television set, etc., between the hours of 10:00 P.M. of one day and 7:00 A.M. of the following day in a residential area to disturb the peace, quiet, and comfort of neighboring residents; • exceed the ambient noise level at the property line of any property (or, if a condominium or apartment house, within any adjoining apartment) by more than five decibels; • sell anything by public outcry within any area of the City zoned for residential uses;* • use any drum, other percussion or musical instrument, or device of any kind for the purpose of attracting attention by the creation of noise within the City;* • create any noise on any street, sidewalk or public place adjacent to any school, institution of learning, or church while the same is in use or adjacent to any hospital which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital;



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		<ul style="list-style-type: none"> • keep or maintain any animal or fowl which, by any sound, cry, or behavior shall cause annoyance or discomfort; and/or • operate any machinery, equipment, pump, fan air conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five decibels. <p>(N2.2.5.1.1, pg N-2)</p>
N 2	<p>Motor Vehicles. <u>Minimized motor vehicle traffic noise impacts on sensitive noise receptors</u></p>	
	N 2.1	<p><u>Sensitive Land Uses Adjacent to Heavy Arterials.</u> <u>Require that the design of new residential or other new noise sensitive land uses within the 60 dBA and 65 dBA CNEL (and higher) roadway contours demonstrate that the project will meet interior and exterior noise standards. Require the use of interior noise insulation, double paned windows, or other noise mitigation measures, as appropriate, to achieve required standards. (Imp. 1.3, 2.1, 2.2)</u></p>
	N 2.2	<p><u>State Motor Vehicle Noise Standards.</u> <u>Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Beverly Hills Police Department. (Imp. 7.1, 7.2)</u></p>



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		<p>For Motor Vehicles. In order to curtail excessive noises and to create a healthy environment, the California Department of Motor Vehicles established the following standards effective January 1, 1973. These are based on measurements approximately 50 feet from the center of the roadway: [Table 1 – California Department of Motor Vehicles Noise Standards (in dB(A))]</p> <p>Section 27160 governing the sale of new motor vehicles sets the following standards under test procedures established by the Department of Motor Vehicles. Under this section of the Vehicle Code, by 1988, all vehicles sold in California will have to meet the 70 decibel standard. [Table 2 – 1988 California Department of Motor Vehicles (in dB(A))] (N 2.3.2, pg N-4)</p>
N 3	Non-Transportation Noise. Minimized non-transportation related noise impacts on sensitive noise receptors.	
	N 3.1	<u>Protection from Stationary Noise Sources.</u> Continue to enforce interior and exterior noise standards to ensure that sensitive noise receptors are not exposed to excessive noise levels from stationary noise sources, such as machinery, equipment, fans, and air conditioning equipment. (Imp. 1.3, 2.1, 2.2, 5.3)



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	N 3.2	<p><u>Regulation of Sound-amplifying Equipment.</u> Continue to regulate the use of sound-amplifying equipment. (Imp. 1.3, 2.1, 2.2, 5.3)</p> <p>For City Noises. Actual standards have not been developed regarding noises in Beverly Hills. However, the City Ordinances on noise imply policies and standards: That the ambient noise levels within Beverly Hills should not be increased by additional specific noise sources. (Ambient noise levels in Beverly Hills are plotted on Maps 2 through 5 in Section 3.0.). (N 2.3.1, pg N-4)</p>



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		<p>Enumeration of Problems. Beverly Hills has no noise levels which are in excess of health standards. Further, there are no noise sources that generate "unhealthy" noise levels on a regular or even infrequent basis. However, there is one major noise concern, and it will be discussed here: noise generated by vehicles, especially on major streets. As noted in Section 3.3.3., and on Maps 1 through 4, the highest noise levels in Beverly Hills are those which occur along major streets and are generated by vehicular traffic. These noise levels are significantly greater than those in residential and even commercial neighborhoods adjoining these major streets. For example, only during the "noon period"* did the noise levels in the Business Triangle approximately those taken along the entire length of Wilshire Boulevard in Beverly Hills. If noises from vehicles could be better controlled, the major source of noises in Beverly Hills could be mitigated, and, consequently, the environment of the entire City would be improved. (N 2.4, pg N 5)</p>



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		<p>Continue Efforts to Discourage Through Traffic on Residential Streets. As traffic volumes build, through traffic seeks alternative ways to bypass the major through streets. Although some relief may be temporarily provided, it is done at the expense of the residential streets which begin to function as traffic relievers. Unless the issues underlying the need for traffic relievers are addressed, the problem simply continues to grow and residential streets are sacrificed for no particular benefit. As was pointed out in the proposal to discourage through traffic from residential streets on the South of Wilshire area, there are trade-offs which must be considered. Since traffic problems are not being solved by indiscriminate use of City streets for through traffic, it is believed to be extremely important to confine through traffic to certain streets and to continue efforts to solve traffic problems rather than to disperse them. Since noise is directly related to traffic, and traffic noise is the major noise source in the City, it is believed that this recommendation, if implemented, would serve to protect those areas most vulnerable to the adverse effects of noise. (N 2.5.1, pg N 6)</p>
N 4	<u>Construction Noise. Minimize excessive construction-related noise.</u>	



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	N 4.1	<p><u>Enforce Hours of Construction Activity.</u> <u>Continue to enforce restrictions on hours of construction activity to minimize the impact of noise and vibration from trucks, heavy drilling equipment, and other heavy machinery, on adjacent noise-sensitive receptors, particularly in and near residential areas. (Imp. 5.3)</u></p> <p>Construction of "Soundwalls" Along Major Streets. General. Pre-cast block "Soundwalls" have been successfully constructed along freeways in Southern California, but not along arterial streets. a/ These walls cost about \$100 per linear foot, are from 10 to 14 feet high and about eight inches thick. b/ The walls lower the decibel readings in the adjoining area by about 15 points. Soundwalls may be seen along the San Bernardino Freeway (Interstate 10) near the Baldwin Avenue off-ramp (El Monte) and near the Grandview Avenue off-ramp of the Pomona Freeway (State Route 60) in the City of Montebello. Theoretically they could be four inches thick; the blocks are made at the wider thickness and thus are used by CALTRANS.</p>



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		<p>Currently, additional materials are being tested for use as "soundwalls". Plastic strips in chain link fences were determined by CALTRANS to be unsatisfactory because they cracked; now, the State is testing plexiglass walls, which are easier to install and cost less to purchase than the blocks. In order to be effective, soundwalls cannot be "broken" or "interrupted". If they were, the noise would penetrate the neighborhood at these points. Hence, installation becomes problematic in an urban area such as Beverly Hills with a grid pattern. (N 2.5.2, pg N-6)</p>



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		<p>As Applicable to Beverly Hills. It is evident that due to the size and constraints which govern effective soundwalls, this offers a rather limited solution to the problem. The use of soundwalls within the City may be applicable to such areas in which the noise is considered excessive (the State is using a figure of 70 decibels as the basis for constructing soundwalls between freeways and adjacent residential areas) and the soundwall can be constructed in a manner which will be compatible with the surrounding area, so that the solution is not worse than the problem. The use of soundwalls may be appropriate if they can be integrated as part of structures. The City currently requires that the walls of parking garages adjacent to residential areas be acoustically treated (Sec. 10-3.2633). There may be other instances in which such multiple purpose designs may be appropriate. They may also be used in conjunction with a program to segregate residential traffic from commercial traffic, as is being studied as part of the South of Wilshire Circulation Study. In this instance, such soundwalls may be built and landscaped at the end of cul-de-sacs so as to provide a physical as well as noise barrier between areas. (N 2.5.2.2, pg N-6)</p>



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		<p>Enforcement of Vehicle Noise Emission Standards. The Beverly Hills Police Department is responsible for enforcement of noise emission standards for all vehicles using City streets. Currently, about one citation per day is issued for violations of this nature. (N 2.5.3, pg N-7)</p> <p>Enforcement of Noise Ordinances. As vehicular noises increase, the City's role in enforcement of local ordinances, especially those which require noise installation of interior structures from exterior noise, will become progressively more important. City staff is cognizant of this responsibility. (N 2.5.4, pg N-7)</p> <p>Regulation of Emergency Sirens. Since the purpose of emergency sirens is to be heard above all else, they are designed to be annoying. Obviously, they would be used as sparingly as possible. State law requires that emergency sirens be at least 90 decibels at 100 feet. Some communities favor the warbling type since they are louder and presumably more effective. Beverly Hills Fire and Police Departments favor this type of siren. (N 2.5.5, pg N-7)</p>



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		<p>Lend Support to Other Agencies Concerned with Noise Abatement. On an ongoing basis, the City can coordinate its efforts and lend its support to those regional, state and federal agencies responsible for the development of standards, regulation and enforcement. In addition, we should seek opportunities to influence the development of uniform standards throughout the region and endorse efforts to promote new technologies. Since many of the vehicles which traverse the City are publicly owned, we should encourage high standards for performance wherever possible. To the extent practicable, manufacturers of vehicles owned by the Southern California Rapid Transit District (SCRTD) or the 300 vehicles owned by the City should be encouraged to be pacesetters in the reduction of noise emissions. (N 2.5.6, pg N-7)</p>



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SAFETY		
S 1	Protection of Life and Property. <u>The protection of human life and property from the risks of wildfires and urban fires.</u>	
	S 1.1	Water Supply Reliability. <u>Improve water supply reliability and capacity in the area served by Zone 9 for wildfires and structure fires in the vicinity of Coldwater Canyon and areas contiguous to the City: the City of Los Angeles and the Franklin Canyon Reservoir. (Imp. 3.2, 6.1)</u>
	S 1.2	Property Maintenance. <u>Continue to require property owners to conduct regular maintenance on their properties to reduce the fire danger, and maintain a fire-safe landscape. (Imp. 2.4, 5.3)</u>
	S 1.3	Brush Clearance. <u>Conduct annual inspections and enforcement of the expanded requirement of 200 feet of brush clearance to increase defensible space around structures in the Very High Fire Hazard Severity Zone. (Imp. 1.3, 2.4)</u>
	S 1.4	Hazard Mitigation Action Plan. <u>Review and evaluate progress in implementing the City's Hazard Mitigation Action Plan annually and revise as needed for compliance with local, State and Federal requirements every five years. (Imp. 1.3, 6.1)</u>



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		<p>S 1.5 Fire Hazard Mitigation. <u>Require that fire hazard mitigation strategies, such as accelerating the 2013 compliance year for replacement of all non-Class A roofs in the VHFHSZ, are implemented and that effective public outreach and education is provided. (Imp. 1.3, 2.4, 8.1)</u></p>
S 2	<p>Fire Department Service. <u>An efficient, well-equipped, and responsive fire department that offers maximum feasible personal safety and protection from loss of life and property caused by wildfires and urban fires.</u></p>	
	<p>In the future, the City may wish to improve its fire fighting abilities. <u>The figure illustrates a strategy available to the City to achieve this goal. The figure is based on improving the City's fire rating and increasing either the Department's abilities to fight fires or to improve the fire related features of building construction in Beverly Hills or both. (S 2.6, pg S 3)</u></p>	
		<p>S 2.1 Fire Protection Service. <u>Continue to research and implement methods for modernizing and improving the efficiency and effectiveness of the Fire Department in responding to suppress fires and in mitigating fire hazards. (Imp. 6.1)</u></p>
		<p>S 2.2 Fire Protection Capability. <u>Maintain and expand the amount of firefighting equipment and personnel necessary for adequate initial response to fire emergencies in all buildings and areas in the City, including high-rise buildings and natural areas. Support and maintain mutual aid agreements to supplement those forces. (Imp. 6.1, 7.1)</u></p>
		<p>S 2.3 Emergency Management Exercises. <u>Conduct periodic fire related emergency management exercises with City personnel and surrounding jurisdictions. (Imp. 1.3, 7.1)</u></p>



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		<p>As shown on the future, to improve the rating and, therefore, the fire fighting effectiveness of the City, consideration should be given to:</p> <p>a. Improving the Building Code regarding fire-related matters. For example, automatic sprinkler systems could be required in all commercial or office structures. Automatic smoke (products of combustion) detectors could be required in all multiple and single-family dwellings.</p> <p>b. Improving the Fire Department's capabilities.</p> <p>The Fire Department's Master Plan for Fire Protection enumerates methods to achieve a. and b. above. This document is now being reviewed by the Office of the City Manager. (S 2.7, pg S-3)</p>
S 3	<p><u>Existing and New Development and Redevelopment.</u> All existing and new development and redevelopment address the provision of fire protection in a proactive and preventative manner.</p>	
		<p>S 3.1 <u>Safety Standards.</u> Continue to regularly update and enforce the City's building and fire codes to reflect the highest and best available standards for fire safety design, and reflect recommendations set forth by the "Fire Wise" assessment and Joint Wildland Interface Task Force. (Imp. 2.4)</p>



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	S 3.2	Impacts of New Development. <u>Assess the impacts of significant increases in development density and intensity and subsequent impacts on traffic congestion, water infrastructure capacity, fire hazards, and emergency response times. (Imp. 2.1, 2.2)</u>
	S 3.3	Fire Protection Services. <u>Require that new development and re-development of structures provide adequate fire safety features and responder access so as not to cause a reduction of fire protection services below acceptable, safe levels. (Imp. 2.4)</u>
	S 3.4	Fire Department Access. <u>Design private and public access drives and roadways to preserve and maintain Fire Department access to properties. (Imp. 2.4)</u>
	S 3.5	Fire Protection for New and Existing Buildings. <u>Require all new residential and commercial buildings, all substantial renovations, and all existing buildings having five stories, or which exceed a height of 55-feet, to be equipped with an automatic fire extinguishing system. (Imp. 2.4)</u>
S 4	Protection from Flood Hazards. <u>To reduce the potential risk of flood hazards to human life and public and private property.</u>	
	S 4.1	Flood Mitigation Design. <u>Require that new development incorporate sufficient measures to mitigate flood hazards including the design of onsite drainage systems linking with citywide storm drainage, gradation of the site so that runoff does not impact adjacent properties or structures on the site, and elevation of the structures above any flooding elevation. (Imp. 2.3, 3.4)</u>



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S 5	Protection from Geologic Hazards. <u>To reduce the known level of risk to loss of life, personal injury, public and private property damage, economic and social dislocation, and disruption of vital community services that would result from earthquake damage or other geologic disturbance</u>										



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	<p>Policies, Programs to Mitigate Seismic Problem. This section proposes a strategy which addresses the major issues and which re-cognizes practical limitations by which excessive seismic concerns could be mitigated in Beverly Hills. As with any specialized study, the recommendations must be considered in terms of their priority relative to other municipal projects competing for the City's attention and financial resources. (SS 2.5, pg SS 4)</p>	
		<p>Map Precise Location, Width of Santa Monica Fault. The precise location of the Santa Monica Fault in Beverly Hills—including its actual width and the minimum area that is likely to be directly affected by fault movement—is now being mapped by the State Division of Mines and Geology and the U.S. Geologic Survey. The study will be completed in June, 1976. Data from it would enable staff to locate the minimum area which would be directly affected by the Fault if seismic activity occurred in Beverly Hills along the Santa Monica Fault, and the information would be useful in undertaking the following steps:</p>
	S 5.1	<p>Safety Standards. Require new development and redevelopment to be in compliance with seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have or potentially have significant seismic and/or other geologic hazards. (Imp. 2.2, 2.4)</p>
	S 5.2	<p>Building and Fire Codes. Continue to update the City's building and fire codes once every three years, or whenever the State updates the California building and fire codes, to reflect the highest and best available standards for seismic design and performance of buildings and to conform to State requirements. (Imp. 2.4)</p>



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		<p>Adopt Standards. (SS 2.5.2, pg SS 4)</p>
	<p>S 5.3</p>	<p><u>Reinforce Existing Buildings.</u> Continue to require upgrade of unreinforced masonry (URM) buildings to address any structural and nonstructural seismic deficiency of existing buildings. (Imp. 2.4)</p> <p>On Acceptable Levels of Risk: Upon completion of precise mapping, the City should evaluate the costs associated with construction in accordance with various levels of risk in order to determine levels of acceptable risk and then adopt standards pursuant to acceptable levels of risk. These should be incorporated into the Municipal Code and enforced in both existing and proposed construction. In addition to the format cited in Table 1 of this document, consideration should be given to developing different standards pursuant to proximity to the Fault: Structures on or near the Fault might be required to have more stringent standards than those further distant from it. This procedure might result in the division of Beverly Hills into several areas relative to land uses and distances from the Fault; and this could be mapped and treated in a similar manner as the City's setback map. (SS 2.5.2.1, pg SS 4)</p>



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	S 5.4	<p><u>Other Un-reinforced Masonry Buildings.</u> Develop and implement a program for property owners to reinforce and strengthen other "at risk" buildings in the City to minimize loss of life and property damage in the event of seismic or geologic hazards. (Imp 1.3, 2.4)</p> <p><u>On Acceptable Levels of Aseismic Construction.</u> The Department of Building & Safety should propose a set of acceptable seismic construction standards. (It is probable that the existing criteria are satisfactory. See Section 2.2 and Appendix B.) (SS 2.5.2.2, pg SS-5)</p> <p>S 5.5 <u>Hazard Mitigation Action Plan.</u> Review and evaluate progress in implementing the City's Hazard Mitigation Action Plan annually and revise as needed for compliance with local, State and Federal requirements every five years. Ensure that mitigation strategies addressing seismic and geologic hazards are implemented where feasible, and that effective public outreach and education is included. (Imp. 1.3)</p>



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		<p>Review Optimal Land use Considerations. Consideration should be given to seismic factors by the Department of City Planning when preparing a land use plan so as to recommend development types which would minimize potential loss to life and property. Although of limited value for existing construction, it may be advisable to consider as an optimum condition for new construction that no structures be allowed on the Fault, and structures within one eighth mile of it should be regularly occupied by people unless of at certain seismic construction level. (This could become mandatory along the Santa Monica Fault pursuant to the Alquist-Priolo Bill.). Such a standard may well be impractical or undesirable for Beverly Hills, even though it might be optimum relative to seismic factors. As the Map shows, if implemented, much of the Business Triangle would be affected, and approximately 3,350 dwelling units would be included in this area. (See Table 2.) Therefore, the City's financial structure would be impacted severely. The costs to the City to implement the ideal proposal of removing all structures from the quarter mile limit would be staggering; and the City could probably not afford to undertake the project, even if it were desirable. At a minimum, there would be costs to the City for land acquisition, structure demolition, and relocation.</p>



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		<p>Given the impracticality of removing development of the half mile wide "fault strip" which geologists feel is optimal, the contents of Section 2.5.2. becomes especially significant for Beverly Hills: it proposes that acceptable levels of risk be structured not only relative to land use and activity but also pursuant to distance from the Fault. Certain land use inputs may be possible, however. For example, it might be feasible to remove construction now atop the Fault line. The California Division of Mines Geology estimates that the width of the Santa Monica Fault through Beverly Hills is about 100 feet. If the City chose to prohibit all structures atop the Fault, a strip wider than 100 feet would have to be developed. Table 2 illustrates an estimate of the number of residential units that would be demolished. (SS 2.5.3, SS-5)</p>
	S 5.6	<p><u>Assistance Programs.</u> Develop assistance programs for senior citizens who own single-family homes to seismically retrofit their homes per current safety standards. Assistance programs should include maintaining lists of approved contractors, outreach to senior citizens and education efforts. (Imp. 6.1, 8.1)</p>



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		<p>Development of Strategy. The City should then develop a practical, realistic strategy which would lessen the chances of seismic problems in Beverly Hills. The specific goals of this would be to 1) bring construction quality up to a certain seismic level, 2) consider removal of structure upon the Santa Monica Fault, and 3) be harmonious with the City's adopted disaster plan. (SS 2.5.4, pg SS-5)</p>



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		<p>Removal/Upgrading of Structures: Need. Structures built before 1933 were built prior to the current earthquake standards for construction; and, although they have survived earthquakes, may have sustained structural damage which, together with their age, tend to be less resistant to potential earthquakes. Therefore, they may be more hazardous to life. In Beverly Hills, about 25 percent of the commercial/office structures were built before this date; and most of these tend to have arch ribs or Summer Bell trusses, both of which have high ceilings which are anchored with bolts at the column. Because the columns may not be made of reinforced concrete or masonry, the joints could separate during seismic activity and the roof and/or wall of a structure could collapse. A row of these structures could move back and forth together and, therefore, reinforce each other; or they could collapse simultaneously. This depends on the strength and direction of movement, etc. Certain post-1933 structures may be hazardous to life; also. For example, only one structure in Beverly Hills was so badly impacted by the 1971 earthquake that it had to be demolished; it was built in 1941. The Department of Building & Safety is concerned about these older structures. A study is contemplated to note the quality of each and recommend demolition or rehabilitation, as necessary.</p>



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		<p>Such a program has been successfully undertaken by the City of Long Beach and is being considered in the City and County of Los Angeles. The soil under any structure in Beverly Hills may be subject to liquefaction. (see Section 3.3.3.3.) In 1971, at least two did suffer adverse impacts because of this activity. The Department of Building & Safety has increased its requirements to avoid such adverse impacts. A study of the seismic qualities of older buildings could also include discussion of the propensity for the adverse impacts associated with liquefaction. Pursuant to seismic considerations, Beverly Hills' public structures tend to be in good condition. Even City Hall (constructed in 1931) remains within the acceptable risk levels.* The structures housing the City's emergency operations—Fire and Police Departments—are probably in good condition and should not be made dysfunctional because of seismic activities. (SS 2.5.4.1, pg SS-7)</p>



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		<p>Removal/Upgrading of Structures: Program. A program should be developed to encourage owners to redevelop parcels. This could be done via a bonus system in the Zoning Ordinance that would offer developers greater site coverage or height in exchange for complying with the new seismic standards. The City could join with other jurisdictions to encourage the County Tax Assessor to give a special tax incentive to property owners who would upgrade their parcels for this purpose. (There would have to be a change in the State Constitution to achieve this. Nevertheless, there seems to be interest in pursuing this goal by major jurisdictions including San Francisco.). Finally, consideration must be given to handling those situations which are believed to be hazardous or in excess of the levels of acceptable risk as adopted by the City and the property owners are non-cooperative. The potential need for condemnation and police power should be evaluated. (SS 2.5.4.2, pg SS-7)</p>



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		<p>Consideration of Removal of Structures. All else equal, the most severe seismic impact to structures is to those directly on the Fault. Therefore, geologists advocate removal of structures on known faults or traces. After mapping the Santa Monica Fault, a cost-benefit study of this proposal could be done to see the implications to Beverly Hills if it were to implement this minimal goal. The study should evaluate not only costs to the City but also include such factors as:</p> <ul style="list-style-type: none"> o loss of property and sales taxes; o disruption of the commercial/office fabric of the City; o disturbance to the already problematic vehicular circulation system; and o effect of new standards for a seismic construction pursuant to acceptable levels of risk for structures atop faults. (SS 2.5.4.3, pg SS-8)
		<p>Compatibility with Adopted Disaster Plan. The City of Beverly Hills adopted an Emergency Plan on April 1 (Ordinance 75-0-1567). This plan includes procedures for responding to all types of extreme situations, including disruptive seismic activity. It was approved by the State Office of Emergency Services prior to its adoption by the City. Studies proposed herein should be compatible with this Plan. (SS 2.5.4.4, pg SS-8)</p>



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S 6	<p>Protection from Hazardous Materials. To ensure that the health, safety and general welfare of residents, visitors and the overall natural environment is protected to the maximum extent feasible from harmful exposure to hazardous materials</p>								
	<table border="1"> <tbody> <tr> <td data-bbox="753 659 1003 999">S 6.1</td> <td data-bbox="1003 659 1446 999"> <p>Inter-jurisdictional Coordination. Continue to coordinate with and support the Los Angeles County Certified Unified Program Agency (CUPA), the Los Angeles County Fire Department, and their Health & Hazardous Materials Division (HHMD) in carrying out inspections, emergency response, enforcement, and site mitigation oversight of hazardous materials and waste. (Imp. 7.1)</p> </td> </tr> <tr> <td data-bbox="753 999 1003 1157">S 6.2</td> <td data-bbox="1003 999 1446 1157"> <p>Hazardous Waste Collection. Conduct frequent and convenient household hazardous waste round-ups. (Imp. 6.1, 7.1)</p> </td> </tr> <tr> <td data-bbox="753 1157 1003 1423">S 6.3</td> <td data-bbox="1003 1157 1446 1423"> <p>Educate Residents and Businesses. Educate residents and businesses on methods of reducing or eliminating use of hazardous materials, using safer non-toxic equivalents and proper disposal of household hazardous materials such as medications, batteries and e-waste. (Imp. 8.1)</p> </td> </tr> <tr> <td data-bbox="753 1423 1003 1713">S 6.4</td> <td data-bbox="1003 1423 1446 1713"> <p>Hazardous Materials Regulation. Enforce current laws requiring all users, producers, and transporters of hazardous materials and waste to clearly identify the materials that they store, use, produce, or transport, and to notify the appropriate City, county, State, and federal agencies in the event of a violation. (Imp. 7.1, 7.2)</p> </td> </tr> </tbody> </table>	S 6.1	<p>Inter-jurisdictional Coordination. Continue to coordinate with and support the Los Angeles County Certified Unified Program Agency (CUPA), the Los Angeles County Fire Department, and their Health & Hazardous Materials Division (HHMD) in carrying out inspections, emergency response, enforcement, and site mitigation oversight of hazardous materials and waste. (Imp. 7.1)</p>	S 6.2	<p>Hazardous Waste Collection. Conduct frequent and convenient household hazardous waste round-ups. (Imp. 6.1, 7.1)</p>	S 6.3	<p>Educate Residents and Businesses. Educate residents and businesses on methods of reducing or eliminating use of hazardous materials, using safer non-toxic equivalents and proper disposal of household hazardous materials such as medications, batteries and e-waste. (Imp. 8.1)</p>	S 6.4	<p>Hazardous Materials Regulation. Enforce current laws requiring all users, producers, and transporters of hazardous materials and waste to clearly identify the materials that they store, use, produce, or transport, and to notify the appropriate City, county, State, and federal agencies in the event of a violation. (Imp. 7.1, 7.2)</p>
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	S 6.5	<u>Known Areas of Contamination.</u> Require proponents of projects in known areas of contamination from oil operations or other uses to perform comprehensive soil and groundwater contamination assessments at their expense, in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels require the proponent to undertake remediation procedures prior to grading and development under the supervision of the Los Angeles County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of the identified contamination). (Imp. 7.1, 7.2)
	S 6.6	<u>Siting of Sensitive Uses.</u> For uses that generate or use hazardous materials, develop and implement strict land use controls, performance standards, and structure design standards including development setbacks from sensitive uses such as schools, hospitals, day care facilities, elder care facilities, residential uses, and other sensitive uses. (Imp. 2.2)
S 7	<u>Preparation for Natural or Manmade Disasters.</u> A city that has a strengthened and maximized potential to prepare for, mitigate against, respond to, and recover from natural or human-induced disasters and multi-disasters, and to minimize the loss of life and damage to life, property, and the environment.	
	S 7.1	<u>Emergency Operations Center.</u> Maintain the Emergency Operations Center (EOC), ensuring that the City has a functional EOC that meets Federal and State guidelines. (Imp. 1.3, 6.1)



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	S 7.2	Emergency Operations Plan. Review and update the City's Emergency Operations Plan on an annual basis and submit the plan to the State for approval every five years. (Imp. 1.3)
	S 7.3	Hazard Mitigation Action Plan. Review and evaluate for progress in implementing the City's Hazard Mitigation Action Plan annually and revise as needed for compliance with local, State and Federal requirements every five years. Submit the plan to the State for approval every five years. Ensure that effective public outreach and education are a component of the plan. (Imp. 1.3)
	S 7.4	Emergency Funding. Review and update regularly plans and procedures that allow the City to declare a disaster area and receive its fair share of Federal and State emergency funds in the event of a serious emergency or disaster. (Imp. 1.3, 4.2)
	S 7.5	Joint Effort in Emergency/Disaster Management. Ensure that emergency/disaster management is the mutual responsibility of all City Departments, and a variety of stakeholders including the Citizen Corp Program, Beverly Hills Unified School District, private schools, local residents, and the business community. (Imp. 7.1, 7.3)
	S 7.6	Mutual Aid Systems. Maintain participation in local, regional, State, and national mutual aid systems. (Imp. 1.3, 7.1)



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	S 7.7	<p><u>Emergency Drills and Exercises.</u> Conduct emergency drills and exercises throughout the City to test the effectiveness of emergency operation plans. Collaborate with other agencies, jurisdictions, and stakeholders on a regular basis. (Imp. 1.3)</p>
	S 7.8	<p><u>Emergency Management Systems Training.</u> Conduct training sessions using ICS, SEMS and NIMS ensuring that all staff are familiar with these systems and other relevant plans consistent with their role as disaster service workers. (Imp. 1.3, 7.1)</p>
	S 7.9	<p><u>Training and Equipment.</u> Ensure that all law enforcement, fire, health, and emergency agencies of the City are trained and equipped for emergency awareness and operations in the event of a terrorist attack. (Imp. 1.3, 6.1, 7.1)</p>
	S 7.10	<p><u>Funding for Training Programs.</u> Pursue funding in support of inter-agency training. (Imp. 4.2, 4.3)</p>
	S 7.11	<p><u>Public Notification and Evacuation.</u> Ensure that the City's emergency preparedness plans provide for efficient and orderly notification and evacuation on a citywide basis. (Imp. 1.3, 8.1)</p>



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	S 7.12	<p>Public Education Programs. Sponsor and support public education programs pertaining to emergency disaster preparedness, mitigation response, and recovery protocols and procedures. Distribute information to stakeholders, residents, businesses, community-base organizations, faith-based organizations, schools, businesses and other groups. (Imp. 8.1)</p>
	S 7.13	<p>Risk Assessment of Critical Facilities. Perform a risk assessment of critical City facilities, and perform upgrades as necessary to improve security levels, including Information Technology infrastructure such as communication, "smart city" infrastructure improvements, and disaster recovery capability. (Imp. 1.3)</p>
	S 7.14	<p>Post-disaster Reconstruction. Participate in the development of programs and procedures that emphasize coordination between appropriate public agencies and private entities to remove debris and promote rapid reconstruction following a disaster event. (Imp. 1.3, 7.1, 7.2)</p>
	S 7.15	<p>Disaster Technology Communication Systems. Evaluate and upgrade as necessary the technology and communication systems which first responders and others use to coordinate disaster response. Coordinate communications with Beverly Hills Unified School District, regional, State and Federal entities. (Imp. 1.3, 7.1, 7.2)</p>



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PUBLIC SERVICES		
PS 1	Police Services. A police department with a high-quality service level to protect residents, visitors, and businesses.	
	PS 1.1	Staff Recruitment. Continue aggressive recruitment efforts to hire exceptional sworn personnel in a competitive environment from a limited pool of candidates. (Imp. 6.1)
	PS 1.2	Technology. Ensure changes and upgrades in equipment and policing activities keep pace with changing technology. (Imp. 6.1, 3.1)
	PS 1.3	Funding. Continue to seek outside funding sources to maintain a high-quality technologically advanced police department. (Imp. 3.1, 4.1)
	PS 1.4	Terrorism. Foster a high level of preparedness and responsiveness to terrorism by building strong inter-jurisdictional relationships and coordination with federal, state, and regional policing agencies. (Imp. 6.1)
	PS 1.5	Communication with the Community. Maintain a dialogue with the community to improve relationships and customer service, while continually exploring innovative means of communicating with the public on police services and responsibilities. (Imp. 8.1)
	PS 1.6	Crime Prevention through Environmental Design Concepts. Encourage the use of Crime Prevention through Environmental Design Concepts (CPTED) to increase public safety and decrease the opportunity for crime and terrorist attacks. (Imp. 6.1)



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PS 2	Fire Services. <u>A fire department with a high-quality service level for residents, visitors, and businesses.</u>	
	PS 2.1	Emergency Medical Service (EMS) Calls. <u>Periodically evaluate call and response times to determine if service improvements such as additional EMS resources and personnel are needed. (Imp. 1.1, 6.1)</u>
	PS 2.2	Emergency Response. <u>Periodically evaluate emergency response to citywide disasters to determine if service improvements are needed. (Imp. 1.1, 6.1)</u>
	PS 2.3	Adequate Infrastructure. <u>Continue to assure that appropriate levels of water pressure are present throughout the City's fire hydrant system and implement appropriate upgrades as needed and feasible. (Imp. 6.1)</u>
PS 3	Cultural Resources. <u>The provision of cultural resources that meets the needs residents of the community.</u>	
	PS 3.1	Programming Coordination. <u>Continue the coordination of logistics and programming among various organizations throughout the community, including the Wallis Annenberg Center for the Performing Arts. (Imp. 6.1)</u>
	PS 3.2	Additional Performance Space. <u>Seek additional performance space to accommodate and enhance the cultural offerings available in the community such as the adaptive reuse of the former Post Office Site. (Imp. 6.1)</u>



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	<table border="1"> <tr> <td data-bbox="753 1178 1003 1373">PS 4.1</td> <td data-bbox="1003 1178 1455 1373"><u>Social Services Safety Net.</u> Continue to prevent crises through benefits advocacy, legal assistance, and services that address food, shelter, health maintenance, and transportation. (Imp. 6.1)</td> </tr> <tr> <td data-bbox="753 1373 1003 1640">PS 4.2</td> <td data-bbox="1003 1373 1455 1640"><u>Diversity Awareness/Education.</u> Maintain a sense of community and increase public awareness of and respect for the cultural diversity of the City. Promote a positive social environment between the members of individual neighborhoods and the community at large. (Imp. 6.1)</td> </tr> <tr> <td data-bbox="753 1640 1003 1839">PS 4.3</td> <td data-bbox="1003 1640 1455 1839"><u>Elderly Assistance/Education.</u> Continue to provide educational and human services to the City's active and frail elderly residents to maintain and improve their quality of life, personal growth, and enrichment. (Imp. 6.1)</td> </tr> </table>	PS 4.1	<u>Social Services Safety Net.</u> Continue to prevent crises through benefits advocacy, legal assistance, and services that address food, shelter, health maintenance, and transportation. (Imp. 6.1)	PS 4.2	<u>Diversity Awareness/Education.</u> Maintain a sense of community and increase public awareness of and respect for the cultural diversity of the City. Promote a positive social environment between the members of individual neighborhoods and the community at large. (Imp. 6.1)	PS 4.3	<u>Elderly Assistance/Education.</u> Continue to provide educational and human services to the City's active and frail elderly residents to maintain and improve their quality of life, personal growth, and enrichment. (Imp. 6.1)
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PS 5	<p>Library Facilities. Provision of state-of-the-art library facilities which meet the learning and recreational needs of residents of the community.</p>					
	PS 5.1	<p>Needs Assessment and Improvements. Complete a facility needs analysis for the improvements needed at the main and Roxbury libraries. Examine strategic placement of existing libraries and determine whether additional physical outlets (i.e., facilities, automatic book dispensers, bookmobiles, partnerships with City departments or school libraries, etc.) are necessary to meet community needs. Evaluate and reassess on a regular basis. (Imp. 1.3, 6.1)</p>				
	PS 5.2	<p>Expansion of "Friends of the Library" organizations or development of Library Foundation. Work with City staff and community members to develop appropriate vehicles for implementing capital campaigns, large donations and bequests, and acquiring grant and foundation funding. (Imp. 4.3, 7.3)</p>				
	PS 5.3	<p>Development Impact Fees. Investigate requiring developers of large scale commercial or residential projects to contribute fees for the impact that their projects will have on library facilities due to increased population or daytime traffic. This requirement would be over and above current City assessment fees. (Imp. 4.1)</p>				



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	PS 5.4	Sustainable Libraries. <u>Use sustainable concepts and practices in the design and operation of library facilities whether existing or new. (Imp. 1.3, 3.6)</u>
PS 6	Library Programs and Services. <u>Provision of a variety of educational and recreational programs to meet the needs of patrons of all ages. Evaluate and reassess on a regular basis.</u>	
	PS 6.1	Assess Programs and Service Offerings. <u>Assess patron needs for different or new programs and services in relation to professional trends. Establish standards by which library services and programs can be measured. (Imp. 1.3, 6.1)</u>
	PS 6.2	Comprehensive Programs and Services. <u>Provide learning opportunities for patrons of all ages based upon the City's assessed needs. Train, retool, and establish expectations for staff to provide new services and programs. (Imp. 6.1)</u>
	PS 6.3	Relationships with Other Systems. <u>Maintain and enhance relationships with other library systems such as the existing relationship with the Beverly Hills Unified School District. (Imp 6.1)</u>
	PS 6.4	Customer Service. <u>Establish customer service standards and expectations for staff. Provide continual training for staff so that they have the tools to provide outstanding customer service. (Imp. 1.3, 6.1)</u>
	PS 6.5	Outreach and Marketing. <u>Develop a comprehensive marketing and outreach campaign to make the community aware of the services that the library offers and to gather input from the community on current and future services. (Imp. 8.1)</u>



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	<table border="1"> <tr> <td data-bbox="753 516 1003 667">PS 6.6</td> <td data-bbox="1003 516 1446 667">Accessibility. Provide a range of tools for patrons with disabilities to interact with library services, programs, and collections. (Imp. 6.1)</td> </tr> <tr> <td data-bbox="753 667 1003 898">PS 6.7</td> <td data-bbox="1003 667 1446 898">e-Government. Develop a plan for implementing state-of-the-art technologies that provide for efficiencies, improve services, and make library programs available as broadly as possible. Provide training for staff in these technologies. (Imp. 6.1)</td> </tr> <tr> <td data-bbox="753 898 1003 1056">PS 6.8</td> <td data-bbox="1003 898 1446 1056">Program/Service for Fee Opportunities. Where appropriate examine fees or charges to offset the cost of providing new services and programs. (Imp. 4.1)</td> </tr> </table>	PS 6.6	Accessibility. Provide a range of tools for patrons with disabilities to interact with library services, programs, and collections. (Imp. 6.1)	PS 6.7	e-Government. Develop a plan for implementing state-of-the-art technologies that provide for efficiencies, improve services, and make library programs available as broadly as possible. Provide training for staff in these technologies. (Imp. 6.1)	PS 6.8	Program/Service for Fee Opportunities. Where appropriate examine fees or charges to offset the cost of providing new services and programs. (Imp. 4.1)
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PS 6.8	Program/Service for Fee Opportunities. Where appropriate examine fees or charges to offset the cost of providing new services and programs. (Imp. 4.1)						
PS 7	Collection. Provision of a broad and deep collection that is appropriate to a public library and specifically meets the needs of the City's residents.						
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PS 8	Educational System. The provision of high-quality education in facilities that support the community and neighborhood environment.						



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	PS 8.1	<p><u>Cooperative Relationship with the Beverly Hills Unified School District (BHUSD).</u> <u>Continue the City's cooperative relationship with the BHUSD to facilitate well-operated schools that provide quality education and minimize impacts to the neighborhoods in which they are located. (Imp. 7.3)</u></p>
	PS 8.2	<p><u>Upgrade and Improve BHUSD Facilities.</u> <u>Support the BHUSD in efforts to upgrade and improve school facilities using design and siting to mitigate impacts to adjacent properties. (Imp. 1.3, 7.3)</u></p>
	PS 8.3	<p><u>Neighborhood Impacts.</u> <u>Continue cooperation with the BHUSD on issues of mutual concern such as traffic safety, circulation, congestion, and parking related to travel to and from school by students and staff especially as related to student drop-off and pick-up. (Imp. 7.3)</u></p>
	PS 8.4	<p><u>Joint-Use Opportunities.</u> <u>Review the current Joint Powers Agreement between the City and the District to identify opportunities for additional resource sharing that may enhance the educational experience of students or provide a community benefit to city residents. (Imp. 7.3)</u></p>
	PS 8.5	<p><u>Sharing Resources.</u> <u>Explore possible joint efforts to share emerging technology, particularly in the area of security enhancements as well as cooperation to develop a "Walk to School Program" for student residents attending local schools. (Imp. 7.3)</u></p>



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ECONOMIC SUSTAINABILITY					
ES 1	<p>Sustainable Economic Base. <u>A fiscally sustainable base to maintain the level of service currently provided to its residents, recognizing the City is highly dependent upon commercial development for its general fund revenues.</u></p>				
	<p>ES 1.1 Economic Sustainability Plan. <u>Develop a plan to nurture a resilient business community and stable economic base ensuring that the City is able to maintain a high level of service for its residents. (Imp. 5.2)</u></p> <p>ES 1.2 Tax Base. <u>Consistent with future economic sustainability plans, identify opportunities to enable the expansion of the City's tax base. (Imp. 5.2)</u></p> <p>ES 1.3 Retain Existing Industries. <u>Consistent with future economic sustainability plans, encourage existing industries such as luxury retail, tourism, hoteling, finance, entertainment and media businesses and services to remain and expand within the City. (Imp. 5.2)</u></p> <p>ES 1.4 Attract New Businesses and Industries. <u>Consistent with future economic sustainability plans, encourage and attract new businesses in existing industries and new industries to locate and expand within the City in order to ensure a diverse, leading-edge business community. (Imp. 5.2)</u></p>				



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	POLICY NO.	POLICIES TO BE RETAINED & INCLUDED
		POLICIES TO BE REMOVED
	ES 1.5	<u>Green Industries.</u> Encourage "green" industries to locate within the City that are consistent with the existing economic base and will provide high-skill/high-wage job opportunities. (Imp. 3.6, 5.2)
ES 2	<u>Market Position.</u> A strong economic base ensuring the City continues to serve as a center for high-end retail, luxury lodging, entertainment, media and high value corporate opportunities that reinforce the unique market position enjoyed by the City.	
	ES 2.1	<u>Marketing.</u> Market the City's unique tenant base and flagship status in the region to maintain and enhance commercial, lodging, retail, entertainment, media and office businesses in the Triangle and other locations throughout the City. (Imp. 5.2)
	ES 2.2	<u>Foster Marketing Partnerships.</u> Work with civic, community, business organizations and other entities such as the Beverly Hills Chamber of Commerce and the Beverly Hills Conference & Visitors Bureau to market the City as a location for luxury retail, hotel, entertainment and media businesses. (Imp. 5.2, 7.3)
	ES 2.3	<u>Market Trends.</u> Monitor industry and market trends regularly to provide current information to City policymakers and the business community for appropriate action. (Imp. 5.2)
	ES 2.4	<u>User and Lodger Needs.</u> Work with the hotel industry, chamber of commerce, visitor's bureau and other entities, and civic, community and business groups to identify ways to improve the visitor experience in the City while also improving the quality of life for residents. This might include identification of infrastructure needs such as improvements to intersections with high-pedestrian traffic. (Imp. 5.2)



GOAL NO.	GOALS TO BE RETAINED & INCLUDED					
	GOALS TO BE REMOVED					
		<table border="1"> <thead> <tr> <th data-bbox="758 516 1003 569">POLICY NO.</th> <th data-bbox="1003 516 1446 569">POLICIES TO BE RETAINED & INCLUDED</th> </tr> <tr> <td data-bbox="758 569 1003 709"></td> <td data-bbox="1003 569 1446 709">POLICIES TO BE REMOVED</td> </tr> </thead> </table>	POLICY NO.	POLICIES TO BE RETAINED & INCLUDED		POLICIES TO BE REMOVED
POLICY NO.	POLICIES TO BE RETAINED & INCLUDED					
	POLICIES TO BE REMOVED					
ES 3	<p>Enhanced Commercial Corridors. <u>Enhanced corridors that expand and nurture development opportunities outside of the Business Triangle such as along South Beverly Drive and Robertson, Olympic and South Santa Monica and the eastern portion of Wilshire Boulevard.</u></p>					
	<p>ES 3.1 Business Improvement Districts. <u>Encourage the formation and implementation of Business Improvement Districts and Business Associations to support, fund, or promote services that directly benefit the businesses and properties within the district's boundaries, such as marketing of the area, pedestrian amenities, maintenance services and security to promote and enhance the visitor experience and investment for long term economic sustainability. (Imp. 5.2)</u></p>					
	<p>ES 3.2 Incentives. <u>Develop incentive programs to attract or retain key industry sectors or assist in developing new industry sectors. Incentives might include façade improvement programs, tax incentives or other initiatives to assist the City in meeting Economic Development goals. (Imp. 5.2)</u></p>					
	<p>ES 3.3 Multi-modal Transportation. <u>Encourage and promote the use of existing public transportation to link these areas with the Triangle while developing alternative means of public transportation to ease congestion and facilitate successful, high-quality development throughout the City. (Imp. 3.7)</u></p>					



SCENIC HIGHWAY ELEMENT

The following text is from the Scenic Highway Element of the existing general plan. This element is proposed to be removed from the general plan and replaced with goals and policies related to visual resources (Goal OS 6 and associated policies)

~~Note: On March 6, 1976, by Resolution No. 76 R 5426, the Beverly Hills City Council adopted pages 1 through 7 of this document.~~

SCENIC HIGHWAY ELEMENT ABSTRACT

- ~~1. Impetus for program: State requirement,~~
 - ~~2. Existing Situation.~~
 - ~~2.1. No "scenic highways" are designated or proposed to date by Beverly Hills, the State of California, or the U.S. Government.~~
 - ~~2.2. Two Beverly Hills streets were adopted as "scenic highways" by the Los Angeles County: Sunset and Wilshire Boulevards (report not recommended for adoption by Beverly Hills). 1/~~
 - ~~3. Existing Municipal Policies: None.~~
 - ~~4. Issues: None with the possible exception of Santa Monica Boulevard. No scenic corridor exists which could be said to be threatened by urban development or by projected road improvements.~~
 - ~~5. Proposed Solutions. 2/~~
 - ~~5.1 Designate Santa Monica east of Wilshire Boulevard as a "scenic highway" as an additional opportunity to maintain City control over the street's width and alignment.~~
 - ~~5.2 The County designation will have no effect on Beverly Hills since they have no jurisdiction over these roads. Accordingly, the County designation need not enter into the City's deliberations.~~
 - ~~6. Environmental Impacts (i.e., impacts if Element were implemented.) An EIR was developed that conclude that there would be no significant impact.~~
- ~~1/ Los Angeles County Preliminary Scenic Highway Element. As a result of the recent court action (The Coalition for Los Angeles County Planning in the Public Interest vs. The Board of Supervisors of the County of Los Angeles), this adopted Scenic Highway Element has been at least temporarily voided.~~
- ~~2/ As with any specialized study, the recommendations must be considered in terms of their priorities relative to other municipal projects competing for the City's attention and financial resources.~~



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~~Scenic Highway Element
Page 1~~

~~1. INTRODUCTION.~~

~~1.1. Purposes of Element.~~

~~The purpose of this State required Element is to propose the development of scenic highways and to protect the scenic corridors through which they are located pursuant to the provisions of Article 2.5 of Chapter 2 of Division 1 of the Streets and Highways Code of the State of California. The Beverly Hills Scenic Highway Element follows the suggested format and is intended to fulfill the requirements of the State law. The applicability of this Element to built up areas is limited and with few exceptions, the unique scenic qualities of Beverly Hills are better protected through other means.~~

~~1.2 Objectives of Elements.~~

~~According to the State enabling legislation, the objective of the Element is to preserve and enhance aesthetic resources within scenic corridors so that travelers, both on foot or in vehicles, passing through these areas are afforded a pleasurable experience and are assured that the resource is protected for the future.~~

~~If it is not the purpose of the scenic highway element in an urban setting to draw traffic to it, as this would be counterproductive. Further, although there is a unique character and quality to the residential and commercial streets to the City, it is believed that they should be protected through more appropriate and suitable regulatory devices.~~



~~Scenic Highway Element
Page 2~~

~~2. PLAN.~~

~~There is no "problem" in Beverly Hills which requires a program of scenic highways as a solution. That is, there are no areas "threatened" by development of a highway, or by urban development, the impact of which could be minimized by the development of a scenic corridor study.~~

~~The County of Los Angeles has designated City streets as "scenic highways" in their Scenic Highway Element. Portions of two of them traverse Beverly Hills: Wilshire and Sunset Boulevards. The City will probably neither gain nor lose by proposed designations, and, therefore, no action in support or in opposition is suggested. (The Element does not propose that Beverly Hills designate these as scenic highways.)~~

~~The Scenic Highway Element requirement, however, can be useful to Beverly Hills. It may provide an additional opportunity to retain a voice in determining the future of Santa Monica Boulevard, and, therefore, it is recommended that the City designate Santa Monica Boulevard east of Wilshire Boulevard as a "scenic highway". The freeway proposed for this route is apparently dead, and there have been discussions by the State altering the roadway to allow better traffic flow. Therefore, designation of the route as a scenic highway, preparation of a corridor study (required next step), and development of standards for the roadway are timely. (See Map.)~~

~~Although there is no requirement that the State incorporate the City's objectives and plans into the State plan, it would be our intent to provide the State with input from the City to be considered in the development of the State plans. If the State were to adopt the City's designation and standards, then Santa Monica Boulevard would receive the protection of a scenic highway.~~

- ~~1/ The County cannot designate non-County roads as scenic highways.~~
- ~~2/ As a result of the recent court action (The Coalition for Los Angeles County Planning in the Public Interest vs. the Board of Supervisors of the County of Los Angeles), this adopted Scenic Highway Element has been at least temporarily voided.~~

~~Scenic Highway Element
Page 4~~

~~3. BACKGROUND DATA.~~

~~3.1 Existing Situation.~~



~~Two Beverly Hills streets have been designated as scenic highways by Los Angeles County in their Scenic Highway Element, adopted in November, 1974.* The County has no legal power to designate roads within incorporated cities. Thus, the action is only advisory. Local cities are not required to implement the policies and the Beverly Hills Element does not propose inclusion of the routes. These routes are:~~

- ~~a. County scenic highway number 61: Sunset Boulevard (entire length, between El Pueblo de Los Angeles State Historical Park and Pacific Coast Highway) and~~
- ~~b. County scenic highway number 62: Wilshire San Vicente Boulevards (between El Pueblo de Los Angeles State Historical Park and Ocean Avenue via Flower, Temple, and Main Streets).~~

~~Both of these designations are in the "second priority" listings of the County, that is, they are in areas that require one or more of the following types of actions. Presumably, the flowing actions would be contemplated within the unincorporated areas.~~

- ~~a. Restoration of impaired aesthetic resources in designated scenic corridors,~~
- ~~b. Improved governmental commitment to State and local scenic highway programs,~~
- ~~c. Strengthening of the State Scenic Highway Program, and~~
- ~~d. Developing of a program for selected corridor studies included in the medium and long range action areas.~~

~~"Selected priority" activities were originally anticipated to begin in about five years from program inception.*~~

~~According to a spokesperson, Los Angeles County designated Wilshire and sunset Boulevards as scenic highways because they were "unique" and because the City of Los Angeles planned to propose similar designations in its Scenic Highway Element.~~

~~Coldwater Canyon and Benedict Canyon Drives are not now being considered for proposal as scenic highways in the City of Los Angeles Scenic Highway Element. No reason was given for this although it was noted that the Laurel canyon and Sepulveda Pass would probably be proposed for designation by the City.~~

~~*Los Angeles County Preliminary Scenic Highway Element, October, 1974, page 31 ff. As a result of the recent court action (The Coalition for Los Angeles County Planning in the Public Interest vs. the Board of Supervisors of the County of Los Angeles), this adopted Scenic Highway Element has been at least temporarily voided.~~



~~Scenic Highway Element
Page 5~~

~~3.2. Existing Policies.~~

~~At this time, there are no policies on scenic highways in Beverly Hills.~~

~~3.3. Standards.~~

~~No State standards have been developed to evaluate whether or not certain streets or corridors should be considered scenic; existing standards tend to be subjective and general. Most standards stress the preservation of rural or agrarian areas; however, some deal with urban development. The following section has been extracted from the Standards section of the Los Angeles Proposed Scenic Highway Element* and reflects criteria which may be useful to Beverly Hills in developing standards and criteria for the designation of scenic highways.~~

~~3.3.1 General.~~

~~Scenic highway criteria and standards are the means by which potential routes are evaluated and the sustainability of specific implementation programs determined.~~

~~Criteria are generally non quantitative rules, while standards are usually quantitative, or measurable.~~

~~The responsibility for establishing criteria and standards rests primarily with the local jurisdictions. The State has established general guidelines, but has left local government the task of developing and enforcing specific criteria and standards. Most of those relate to new freeways or major highways, and thus are not suitable to Beverly Hills:~~

- ~~• Identification and selection of candidate routes and establishment of study priorities;~~
- ~~• Guiding the delineation and evaluation of corridors;~~
- ~~• Judging the effectiveness of corridor protection programs and the design of roadways.~~

~~In Beverly Hills, Sunset Boulevard and Wilshire Boulevard represent corridors which have been defined by the County.~~

~~3.3.2. General Criteria for Route Selection.~~

~~Within the Scenic Highway Element three sets of criteria will be discussed. Criteria for the Selection of a System of Candidate Routes: The criteria used for determining routes to be shown on the Map are:~~

- ~~• Routes which traverse urban areas of scenic quality and interest and which may provide access to major recreation areas such as the Pacific Ocean; and~~
- ~~• Urban routes providing access to interesting and aesthetic man-made features, such as the Wilshire Corridor;~~
- ~~• Logical connectors or links between routes meeting the selection criteria cited above are also considered eligible provided the particular connector~~

~~* Los Angeles County Preliminary Scenic Highway Element, October, 1974, page 17 ff.~~



~~Scenic Highway Element~~

~~Page 6~~

~~contributes to the completion of a closed loop or system of routes. The inclusion of these connections is important to provide the viewer with a continuous network of interesting visual experiences.~~



~~Scenic Highway Element~~

~~Page 7~~

~~4. GLOSSARY OF TERMS. *~~

~~Scenic corridor — the visible land areas outside of the highway right of way which can be realistically subjected to protective land use controls.~~

~~Scenic highway — a road, in addition to its transportation function, that provides opportunities for enjoyment of natural and man made scenic resources where aesthetic values are protected and enhanced.~~

~~Officially designated scenic highway — a State or County route whose scenic corridor protection program has been approved by the California Department of Transportation (CALTRANS); shown on official publications and posted with official "poppy signs."~~

~~*Source: Los Angeles County Preliminary Scenic Highway Element, October, 1974, page 3.~~



APPENDIX A: BICYCLE MASTER PLAN

The following Bikeways Masterplan was embedded in the Open Space Element of the existing general plan. This masterplan is proposed to be placed as an appendix to the general plan and modified under implementation program 3.7.

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6. BIKEWAYS.

6.1. Introduction.

6.1.1. Overview.

The Open Space Element identifies and inventories the existing open space and recreational facilities in Beverly Hills and uses the level of existing demand for these facilities as a basis for program priorities and recommendations for changes. It also is used to determine the long-range open space needs of the community. The Element considers a wide range of types of open space in Beverly Hills. These include the following:

- Active and passive recreation areas.
- Formal and informal areas.
- Private and public recreation facilities.
- Actual and perceived open space.

Based on apparent demand, the additional recreational facilities required to meet only the needs of Beverly Hills citizens include a bikeway system which is the focus of this Sub-Element. If fully implemented, this system would connect the major commercial, recreational, educational and employment facilities in the City by the shortest safest possible routes. (The issue of route safety is relative, considering that a bikeway system would have to be superimposed on a fully developed City whose circulation routes were designed primarily for automobiles and pedestrian.) These bikeway facilities would serve the interests of both children and adults, so that the system could serve as alternative transportation to parks, schools, shopping areas, etc.

6.1.2. Purposes of the Sub-Element.

This document is a Sub-Element of the Open Space Element, of the nine State-required elements to be included in the General Plans of all jurisdictions in California. The Sub-Element is intended to fulfill the requirements for funding pursuant to SB 821, which states that the jurisdiction will have an adopted bikeways plan.

6.1.3. Objectives of the Sub-Element.

- To reevaluate and build upon the city's adopted or informal policies and goals associated with bikeways as identified in the 1973 Citizens Committee Report.
- To recommend a bikeway plan which is responsive to the long-range needs of the residents, employees, employees and shoppers of Beverly Hills and vicinity.



~~Open Space Element~~

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- To recommend programs for acquisition, development, and use of bikeways to meet the city's needs.
- As a relatively compact Community with a broad range of community facilities and services in relatively close proximity to a large proportion of the residents, Beverly Hills offers a unique opportunity to develop a bikeway system which can serve both transportation and recreation needs, that is, a system that is both suitable for Sunday afternoon family bicycle riding, as well as one that connects residential areas with parks, schools, shops, or places of employment, thus providing an alternative means of transportation to the bus or private auto.

6.2. Inventory (Existing Facilities, Plans).

6.2.1. Existing Facilities.

Although many streets carry substantial bicycle traffic, there are now no formal public or private bikeways in Beverly Hills.

6.2.2. Existing Plans.

The adopted 1965 General Plan proposed no bikeways. However, the 1973 adopted Citizens Committee Report, which is the basis for the revised General Plan, stated that bikeways should be developed for both transportation and recreational purposes. In 1974, an Interim Open Space Element was adopted by the City which did not address the subject of bikeways.

6.3. Standards.

6.3.1. Physical Specifications for Design.

Standards for the physical design of the bicycle routes as described in the California Vehicle Code serve as a guide in the development of a system and as an indicator of the types of commitment the City may be required to make in order to develop a safe and effective long-range bikeways system.

There are several types of bicycle routes distinguished in the Code:

- Bike lanes or routes that contain a preferential lane for bicyclists, but which can be shared in part or traversed by autos, specifically those parking or entering or exiting from driveways.
- Bikepaths or exclusive pathways for bicyclists only.
- Shared routes, which are used by bicyclists and motorists but which are marked by signs.



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(Section 6.4., below, describes which types of routes might be appropriate and possible within Beverly Hills.)

The Code suggests the following types of design features:

- Routes should be composed of one-way couplets rather than two-directional, single pathways.
- A route should be eight feet wide with a two percent cross slope within a 14-foot graded area. Five feet is the minimum width for a one-way couplet.
- A five percent grade is the maximum recommended; one or two percent grades are optimal. A seven percent grade for a short distance may be tolerable.

In addition, although not stated in the Code, a route should have as few interruptions or stops as possible, since stop-and-go cycling is an inefficient use of the bicyclists' energy and tends to discourage use of a bikeway.

(Section 6.4., below, describes the design features which may be appropriate for Beverly Hills.)

6.3.2. Demand.

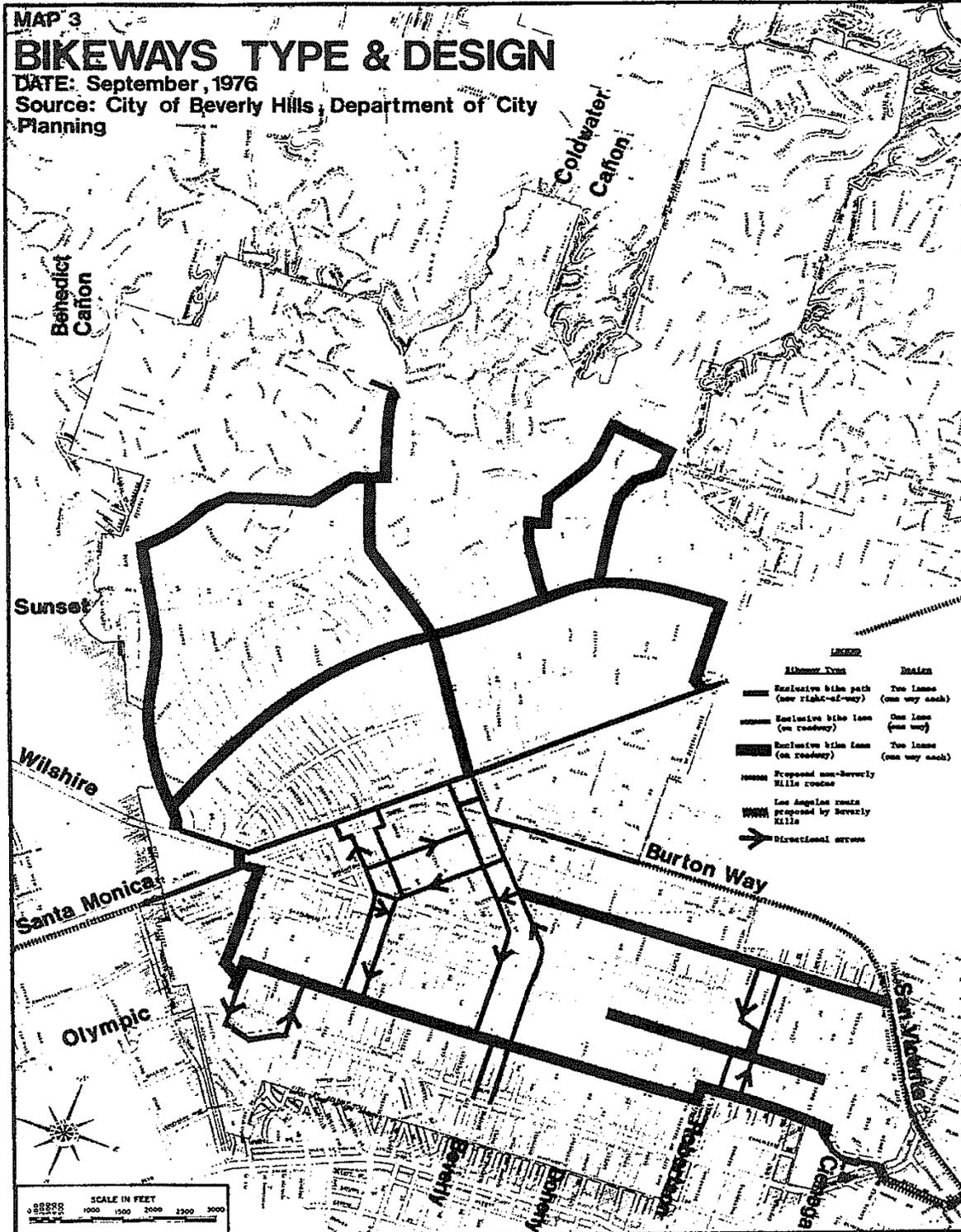
The demand for bikeways was discussed in the 1973 Citizens Committee Report, which proposed bikeways not only for recreational uses but as an alternative to the use of the private auto. An important segment of the demand was quantified by a recent Bicycle Usage Survey of students for school trips, conducted by the City Department of Traffic & Parking (See Map 2.), which indicated that there were approximately 850 daily bike trips for this purpose.

A committee was established to determine route feasibility in Beverly Hills but to date formal recommendations have not been made. However, it has been informally suggested that Elevado Avenue, Beverly Gardens, and Gregory Way become bike paths. (Each of these routes have been recommended in this Sub-Element.)

6.4 Recommendations: Development of a Bikeway System.

A 22.0 mile bikeway system is proposed, as shown on Map 3. This route connects schools, parks and other public or semi-public facilities with residential neighborhoods. It also unites commercial areas and places of employment, including the Business Triangle.

If the City were in its infant stages, exclusive bike routes could be developed to the standards of the California Vehicle Code, and movement would be safe and expeditious. However, this system has to be developed within the constraints of a fully developed City which was planned for pedestrian and automotive travel, and made no provision for a third form of transportation whose requirements were different from the other two. Consequently, if the City is to have a comprehensive bikeways program, it will only be with certain compromises and trade-offs. Even in that form it will be a difficult



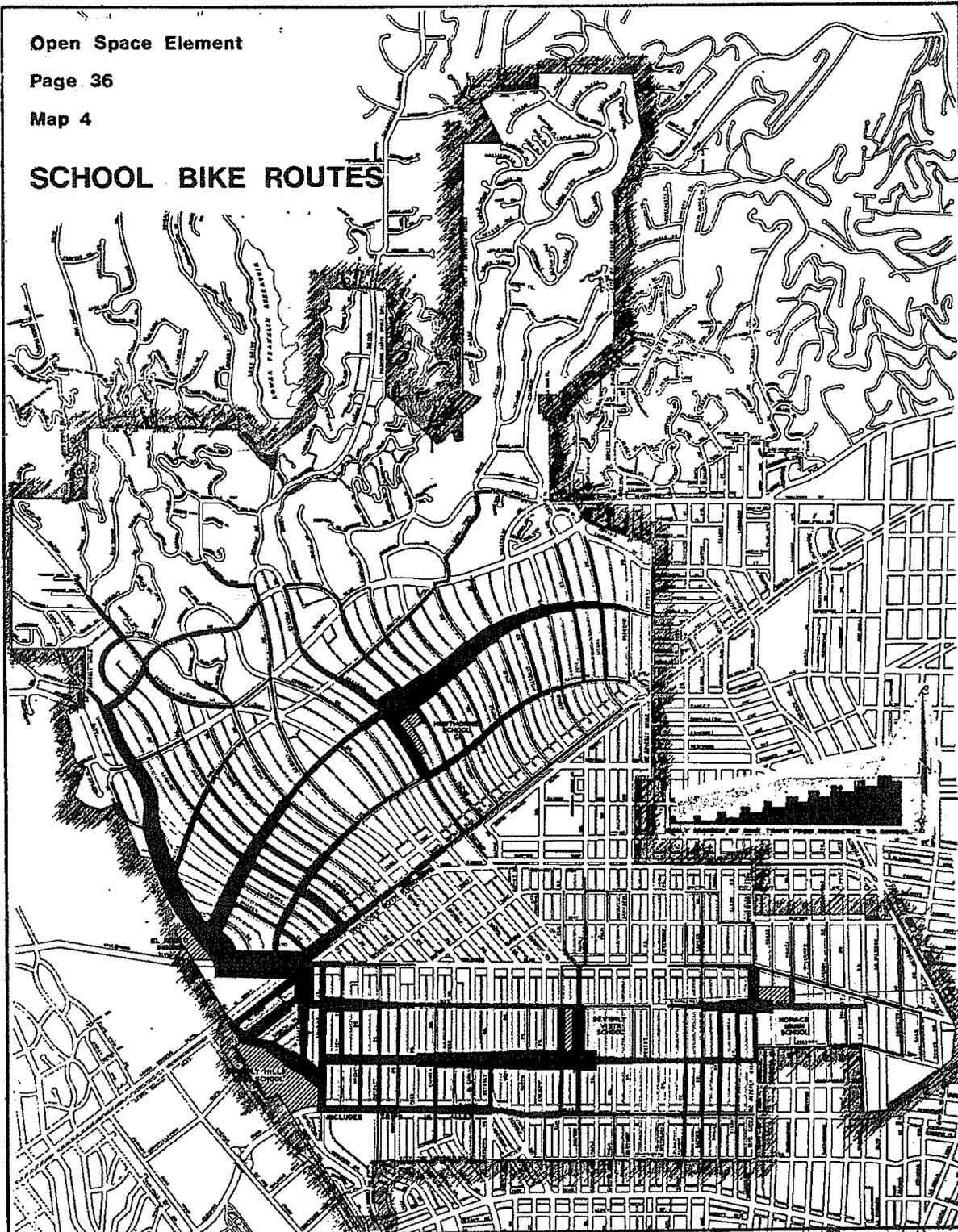


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Map 4

SCHOOL BIKE ROUTES





~~Open Space Element~~

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program to implement.

The proposed system is designed to use the least hilly routes. In some cases, the slope approaches the five percent recommended in the Code. Obviously, it is impossible to develop a comprehensive system which does not, in part, exceed the recommended slope, given the hilly topography of Beverly Hills.

The 22.0 mile system is designed to use the safest routes possible and, wherever possible, uses streets which carry the fewest automobiles. Despite this, some portions of the route are along heavily travelled roadways. Given the location of key destinations within Beverly Hills, it is not possible to develop a system that does not, at least in part, utilize heavily travelled roadways. This will inevitably increase the hazards associated with a bikeway system.

Of the three types of bikeways identified in Section 3., above, the predominant type of system likely to be employed in Beverly Hills would be of the "bike lane" variety, or the route type that contains a preferential lane for bicyclists but which can be shared in part of traversed by vehicles, especially those parking or entering and exiting from driveways. (See Map 1.) Certain limited portions of the system may be "bikepaths" which are exclusive pathway only for bicyclists. The sections which could be so characterized include the following:

- Beverly Gardens (except for those blocks developed with churches, whereupon the route could continue along the grass parkway, and which could connect into the Santa Monica Boulevard routes proposed by the City and county of Los Angeles);
- Burton Way median strip (which would connect into the San Vicente/Burton Way route proposed by the city of Los Angeles; and
- Other relatively limited areas, sections through Roxbury, La Cienega and Coldwater Canyon Parks, and the City Hall grounds.

(If the Traffic Segregation Plan to reduce unnecessary through traffic were implemented, it would open additional opportunities to develop a bikeway system unimpeded by stop signs. Hence, bike traffic could flow efficiently and safely throughout the City, which would also increase the extent to which it would be used. Furthermore, implementation of a traffic segregation program may make it possible to close some of the cross-streets along Burton Way and Santa Monica Boulevard (Beverly Gardens), thus further extending the opportunities for unimpeded bicycle flow.)

South of Santa Monica boulevard, most of the streets proposed for bikeways are narrower than the streets in the north (the average width is about 30 feet as opposed to 60 feet) and, therefore, on-street paths would necessitate removal of parking on both sides of the street. Parking is already a problem in many of these areas and removal of on-street parking may be an unacceptable trade-off. A compromise solution might be to develop two one-



way couplets on adjacent parallel streets. In this way parking would be removed from one side of each of two street and there-



~~Open Space Element~~

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fore no one street would be severely impacted. For east-west routes south of Santa Monica Boulevard, removal of parking may be a more feasible solution as there is relatively little on-street parking now available.

North of Santa Monica Boulevard, most streets are 60 feet wide and, as has been done in many areas, bike paths could be developed immediately alongside vehicular parking lanes (between parked cars and moving lanes), without requiring the removal of curb parking. Two one-way bikelanes could, therefore, be developed, one on either side of the street. With the bikeways and curb parking, there would still be adequate space for moving vehicles because of the street widths. This type of bikepath will probably improve safety and it will not lessen the number of travel lanes nor affect parking.

As the system traverses the Business Triangle, the alignment would be along one side of the mid-block alley and/or on the left hand side of the one-way streets. Parking and loading in the alleys is limited to one side, therefore facilitating the development of one two-way bikeway on one side of the alleyway. The alley is adequately wide to accommodate this, although the bikeway would have to be narrower than desirable.

This route alignment is a compromise. It is not attractive and it may be less safe. However, a bikeway on any north-south Triangle street would necessitate the removal of a parking or traffic-carrying lane or a portion of a sidewalk, and these are all unfeasible alternatives.

There is a study underway to remove parking from the left hand (driver's) side of one-way streets in the Business Triangle to facilitate the movement of traffic. If implemented, there would be adequate width to accommodate a one-way bikeway in the remaining space that would flow with vehicular traffic and not intrude upon the improved vehicular traffic lanes. Until such a proposal is implemented, it would not be appropriate to develop on east-west streets through the business Triangle as it would interfere with vehicular traffic. (Sidewalks are too congested to use safely.)

In addition, the Beverly Hills system as proposed would connect into the systems proposed by the adjoining jurisdictions of the city and County of Los Angeles. This would provide continuity to the recreational and transportation bicycle activities throughout the Central West Los Angeles area. The City of Los Angeles has proposed bike routes in the median strip of San Vicente Boulevard/Burton Way, east of Beverly Hills and in the median strip of Santa Monica Boulevard, west of the city; Los Angeles County has proposed a route in the median strip of Santa Monica Boulevard, east of Beverly Hills.

The Sub-Element suggests that the city of Los Angeles consider linking up their proposed San Vicente bikeway with the Charleville bikeway via Hayes and Foster Drives in the Carthay Circle District. This would benefit both jurisdictions by making connections which allow riders to move easily in and out of either city without using the very crowded Wilshire - San Vicente Boulevard intersection.



IMPLEMENTATION PROGRAMS

The following chart lists programs the City will use to implement the general plan goals and policies. The programs are numbered (in italics) and referenced at the end of each associated policy in the first part of this document.

No.	Implementation Program	Department Lead/Support	Fund
1.0	General Plan Maintenance and Consistency (GPM)		
1.1	Annual General Plan Review. Prepare an annual report to the City Council on the status of the general plan and progress in its implementation, including progress in meeting the City's fair share of regional housing needs, and submit this report to the California Office of Planning and Research (OPR).	Community Development	General
1.2	General Plan Amendments. Undertake general plan amendments as necessary, and carefully consider requests for amendments within the context of the goals in the general plan as well as current conditions and issues in the community. The City will undertake periodic revision of the Housing Element and other elements as required by state statutes.	Community Development	General
1.3	General Plan Consistency. Ensure any action, program, or project is consistent with the general plan if, considering all its aspects; it will further the objectives and policies of the general plan and not obstruct their attainment. To ensure that the goals and policies of the general plan are systematically implemented, the actions and decisions concerning both city programs and projects, and private development proposals must be consistent with the general plan. The City's capital improvement program as well as the projects that implement various infrastructure master plans, in addition to the City's development regulations and development agreements must be consistent with the adopted general plan.	Community Development/ All Departments	General
2.0	Development Review and Management (DRM)		
2.1	Update Zoning Code and Development Regulations. Review and revise the Zoning Code to reflect the general plan's policies for permitted uses and development standards. In addition, regulations to address the following areas must be included in the Zoning Code: <ul style="list-style-type: none"> ■ Revisit and develop policies addressing community character and design and development for each land use category. 	Community Development/ All Departments	General



No.	Implementation Program	Department Lead/Support	Fund
	<ul style="list-style-type: none"> ■ Revisit transitions between residential and commercial properties, and reinforce requirements for design excellence. ■ Revise and develop requirements and standards pertaining to the location and design of development to protect environmental resources; protect development and populations for the risks of environmental hazards such as earthquakes and excessive noise. ■ Revise and develop standards to promote pedestrian activity, transit-oriented planning, development of affordable housing, and implementation of more environmentally sustainable buildings and site planning. These may be accomplished through development requirements and/or incentives. ■ Ensure that requirements for the dedication of land for roadway improvements, parklands, and other elements defined by general plan policies are fulfilled. ■ Revise and enhance standards and policies specified in the Noise Element to protect sensitive noise receptors, residents, and businesses from unwanted noise impacts from traffic, new uses, construction activities, truck deliveries, and similar sources. ■ Require new commercial or multi-family residential projects provide on-site open space or recreational amenities consistent with the general plan's policies for on-site open space and recreational amenities; contribute in-lieu fees for the development of new recreation facilities or enhancement of existing facilities, or a combination of both to meet the demands generated by the development's resident population or employment base. ■ Establish and implement development standards to reduce the "heat island" effects of new large-scale commercial and residential developments. Standards may include cool roofs, installation of reflective roofs, light colored building materials and shade trees. ■ Prohibit new oil, gas, or other hydrocarbon substance extraction activities in the City. ■ Require existing oil, gas, or other hydrocarbon substance extraction activities in the City to be phased out during this planning period but no later than 2030. ■ Develop a program to require major employers to provide child care facilities and programs. ■ Provide greater regulation for view protection of significant natural and manmade visual resources. ■ Provide for shared parking facilities in key areas of the community, such as commercial areas and near transit hubs. 		



No.	Implementation Program	Department Lead/Support	Fund
	<ul style="list-style-type: none"> ■ Revise Chapter 1 (Noise Regulations) of Title 5 of the City’s Municipal Code to eliminate current ambient noise level standards in residential and commercial areas and replace with Land Use Noise Compatibility Guidelines (Table N 2) to achieve acceptable levels of noise for specific land uses in the City; and provide a baseline for mitigating land uses which exceed acceptable noise levels; and require new residential developments to implement measures that address noise compatibility and noise attenuation during construction. ■ Strive to meet a park and open space standard that is consistent with NRPA national standards for the acquisition of new parks and open spaces. ■ Revise and enhance the City’s Parks Master Plan to assure that standards for new parks in the City and open space areas of new development are designed, constructed, maintained, and operated pursuant to sustainable specifications and practices. ■ Implement the City’s Sustainable City Plan promoting responsible management and effective stewardship of the City’s built and natural environments; transforming the City into a model government agency that is clean, healthy, resource-efficient, and environmentally conscientious. The sustainable city plan is in development and programmed to be adopted concurrently with the updated general plan. Review sustainable city plan for consistency with general plan and update periodically. ■ Assure that parks and recreation facilities provide for adequate access for persons with disabilities as required by the Americans with Disabilities Act as well as appropriate “universal design.” 		
2.2	<p>Development Review Process. Continue to regulate development for compliance with general plan goals, policies, and development standards as well as the mitigation measures of the general plan EIR, through the development review process and design review. Implementation of the updated general plan includes consideration of a number of additional factors for proposed development projects as described below.</p> <p><i>Nontoxic Building Materials</i></p> <ul style="list-style-type: none"> ■ Require that all private and public development must use non-toxic building materials such as low VOC paints. All buildings must also be adequately ventilated and have access to natural lighting. <p><i>Green Building Program</i></p> <ul style="list-style-type: none"> ■ Implement the recently adopted Green Building Program and Ordinance and consider extending these provisions to 	Community Development/ Public Works	General



No.	Implementation Program	Department Lead/Support	Fund
	<p>residential neighborhoods as either a voluntary or mandatory measure.</p> <p><i>Open Space Standards</i></p> <ul style="list-style-type: none"> ■ Consider alternative prototypes and standards for park development in urban areas where limited land may be available. <p><i>Consultation for Biological Resources</i></p> <ul style="list-style-type: none"> ■ Initiate consultation with the appropriate Federal or State agencies and require a biological survey prior to the disturbance of any area where there is the potential of a special-status biological species, avian migratory and raptor species or other protected species to be present. <p><i>Consultation for Archeological Resources</i></p> <ul style="list-style-type: none"> ■ Require that all work be temporarily suspended or redirected and City officials notified, for all earth disturbing work within a 100 meter radius of a potential resource, in the event that any prehistoric or historic subsurface archaeological features or deposits are discovered. Work shall not resume in the area until after the find is appropriately mitigated. <p><i>Development Agreements</i></p> <ul style="list-style-type: none"> ■ Encourage development agreements, as may be prepared as contractual agreements between the City and developers, to provide assurances to each party regarding the uses to be entitled, rules of development, and public benefits of the development project. The agreement may include conditions, terms, restrictions, and requirements for subsequent discretionary actions and may specify the timing and phasing of construction. <p><i>Utilities</i></p> <ul style="list-style-type: none"> ■ Require all new developments to be served from an approved domestic water and sewer system, and require capacity analysis be provided to the satisfaction of the City. ■ Require the use of efficient drainage technology, and best practices and grading plans to reduce runoff through full compliance with NPDES permitting requirements. ■ Require that new development is approved contingent upon the ability to be served with adequate utilities and telecommunications service and assure that there is capacity and connections to serve the development. ■ Provide for the continued development and expansion of telecommunications systems including cable and, as feasible, fiber optics, for data access, information, and 		



No.	Implementation Program	Department Lead/Support	Fund
	<p>communication purposes.</p> <ul style="list-style-type: none"> ■ Continue to provide for the undergrounding of new and existing electrical distribution lines unless it is determined not to be economically or practically feasible as a result of significant environmental or other constraints. ■ Study the creation of solar power stations (photovoltaic stations). <p><i>Water Quality</i></p> <ul style="list-style-type: none"> ■ Require that engineering design and construction practices are adequate to ensure that existing and new development does not degrade the City's surface or groundwater supplies. <p><i>Resource Conservation</i></p> <ul style="list-style-type: none"> ■ Develop and implement resource conservations measures that address reusing, recycling and reducing water usage, as well as improving air quality, and increasing waste reduction and recycling through requirements and incentive programs in coordination with the Metropolitan Water District, South Coast Air Quality Management District, and other regional resource agencies. ■ Develop a water and energy conservation plan and a waste reduction plan with goals and benchmarks for the next 20-year period. Further establish auditing methods to evaluate extent of success in meeting goals as well as effectiveness of programs and technology. ■ Develop standards for and require designated areas for the collection and loading of recyclables. ■ Require new or renovated multi-family residential structures to include separate chutes or other facilities to facilitate separation of recyclable materials if appropriate. <p><i>R.O.W. Consideration for Transit</i></p> <ul style="list-style-type: none"> ■ The City shall review development projects in consideration of transit right-of-way needs. 		



No.	Implementation Program	Department Lead/Support	Fund
2.3	<p>Other Development Regulations and Ordinances. Review and update other regulations and ordinances other than zoning to conform to the general plan.</p> <p><i>Historic Preservation.</i> Consider adoption of a local Historic Resources Ordinance as a framework for the preservation and documentation of significant historic and cultural resources in the community. The ordinance would identify specific actions designed to preserve, maintain, and promote the City's rich inventory of cultural resources including:</p> <ul style="list-style-type: none"> ■ Adopting a local register of historic resources and establishing criteria and procedures to list properties. ■ Maintaining an updated historic resources inventory, and requiring documentation of resources that may be approved for demolition, including establishment of an archive of historic information and resources. ■ Programming to promote the designation and protection of significant local resources including residential and non-residential properties. ■ Exploring establishment of a requirement to replace commercial buildings that are demolished and to extend this provision to residential buildings at some point in the future. ■ Exploring incentives such as a Mills Act Ordinance, conservation easements and transfer of development rights to promote preservation of significant resources ■ Establishing disincentives and penalties for the demolition of significant resources without benefit of City permits ■ Programming and partnerships to promote the wealth of historically significant local resources. <p><i>Flood Control.</i> Review its Flood Ordinance for consistency with the general plan and update periodically.</p> <p><i>Design Guidelines.</i> The City shall develop design guidelines and standards for commercial, residential, and mixed use development. These guidelines will include criteria for applicability to all new development and rehabilitation projects that are subject to the City's Development Plan Review process.</p>	Community Development/ Public Works	General
2.4	<p>Building and Fire Codes. Survey available and feasible techniques and amend the Building Code, Fire Code, and related codes where appropriate to achieve the general plan's policy objectives, but at least every three years as required by State law. The City's survey of the Building and Fire Codes shall include the following considerations:</p> <ul style="list-style-type: none"> ■ Promote the use of innovative and state-of-the-art building techniques as a means to improve housing affordability and sustainability. 	Community Development/ Fire	General



No.	Implementation Program	Department Lead/Support	Fund
	<ul style="list-style-type: none"> ■ Reflect the highest and best available standards for fire safety design. ■ Increase the requirement for brush clearance to increase defensible space around structures in the Very High Fire Hazard Severity Zone. ■ Incorporate the Fire Wise assessment and Joint Wildland Interface Task Force recommendations into the City's Fire Code. ■ Continue implementation of the Hazardous Building Abatement Ordinance by encouraging property owners to reinforce and strengthen "at risk" buildings including: <ul style="list-style-type: none"> ▪ Buildings with tuck-under parking that constitutes a "soft-story", ▪ Wood buildings with short cripple studs under the first floor, ▪ Wood buildings constructed without positive connection from the foundation to the structure, ▪ All pre-1981 on-ductile concrete frame buildings or "soft-story" buildings three stories or more in height, ▪ Tilt-up concrete wall buildings. ■ Require that new development/redeveloped structures include public and private access drives and roadways designed to maintain adequate Fire Department access to the property such that there will be no reduction of fire protection services below acceptable levels. 		
3.0	Master Plans and Programs (MPP)		
3.1	<p>Capital Improvement Program. Annually budget for the provision of services to its residents and businesses. As part of the budget, the City will adopt a Capital Improvement Plan (CIP) that provides funds for capital facilities including arterial highways; local streets; storm drains; park and facility improvements; water and wastewater system improvements; and planning programs. The development, maintenance, and operation of public facilities such as parks and drainage facilities and the provision of city services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program, which is updated annually.</p>	Public Works/ Community Development	General, CIP
3.2	<p>Water Master Plan. Update the City's Urban Water Master Plan (UWMP) and related capital improvement programs including monitoring its water reservoirs to:</p> <ul style="list-style-type: none"> ■ Require that all public and private irrigation systems irrigate 	Public Works	Water, Enterprise



No.	Implementation Program	Department Lead/Support	Fund
	<p>at optimum times of the day.</p> <ul style="list-style-type: none"> ■ Adopt state-of-the-art water monitoring systems to remotely monitor the City's water usage, leaks, and ruptures. ■ Explore new sources of water. ■ Address potential shortages in water supply from the California State Water Project and the Colorado River. ■ Designate, preserve, and acquire land, if necessary, for siting future water supply, storage, and distribution facilities. ■ Achieve Federal and State drinking water regulatory standards. ■ Develop a Recycled Water Master Plan ■ Continue to implement existing flood mitigation activities and programs. ■ Develop water conservation awareness programs for City staff, community groups, the public, and other groups. 		
3.3	<p>Sanitary Sewer Management Plan. Continue to upgrade, inspect, and improve the City's sewer infrastructure to minimize deficiencies and reduce leaks and contamination and annually inspect all restaurant, hotel, and catering establishments to ensure that proper disposal standards for fats, oils, and grease are followed. There will be annual inspections of the facilities. In addition, undertake the following actions related to wastewater management:</p> <ul style="list-style-type: none"> ■ Prepare a Sanitary Sewer Management Plan to identify system deficiencies, users and support long term capital planning. This plan should also address emergency spill response, preventative maintenance program; establish legal authority, and pollution mitigation measures. Until this plan is completed the City will continue to update and enforce the City's standards for the quality of wastewater discharged into the system and require all industries/businesses sewer discharges to comply with the City's waste discharge requirements and permits. ■ Develop an I&I (inflow and infiltration) program that includes televising a percentage of all sewer mains annually. ■ Continue to require all industries/businesses sewer discharges to comply with the City's waste discharge requirements and permits as outlined in the City Ordinance. ■ Continue to implement, as appropriate, the requirements of the NPDES and SCAQMD regulations, including requiring the use of Best Management Practices by businesses in the City 	Public Works	Waste water, Enterprise
3.4	<p>Stormwater (Flood) Master Plan. Implement the Stormwater Master Plan to maintain and upgrade public storm drains and</p>	Public Works	Storm water,



No.	Implementation Program	Department Lead/Support	Fund
	<p>storage control facilities in conformance with the updated general plan and requirements of the NPDES, including actions to eliminate illegal storm water discharges as specified in the actions listed below:</p> <ul style="list-style-type: none"> ■ Develop guidelines that limit the percentage of impermeable surface (such as asphalt) for large new or renovated public, institutional, residential, and commercial projects and require permeable surfaces such as alleys, parking lots, to be cleaned frequently to remove debris and residue. ■ Continue to fund and undertake storm drain improvement projects as identified in the City’s Storm Water System Master Plan. ■ Develop and maintain a program to install filters and catch basins for the city storm drain system and minimize shallow groundwater from being discharged into the storm water system as well as investigate other methods limiting pollutants from entering the drainage system. ■ Establish procedures to use city parks for storm water capture and recharge using grading, channeling and subterranean and other feasible capture methods. ■ Require that individual project owners and operators handle, store, apply, and dispose all pest control, herbicide, insecticide, and other similar substances properly. ■ Continue to fund and undertake storm drain improvement projects as identified in the City’s Storm Water System Master Plan. ■ Require that parking lots and public and private streets and alleys be cleaned as frequently as necessary, and in a manner that minimizes noise and water consumption, to remove debris and contaminated residue. 		Enterprise
3.5	<p>Solid Waste Master Plan. Continue to provide an adequate and orderly system for collection and disposal of solid waste for new and existing development in the City including regulating green waste disposal by professional gardeners and the use of sustainable practices to reduce waste streams.</p> <ul style="list-style-type: none"> ■ Encourage and support regional and statewide efforts to reduce the solid waste stream including recycling programs and a reduction in the use of plastic bags. ■ Adopt the Draft Source Reduction and Recycling Element (SRRE) and the Household Hazardous Waste Element (HHWE) consistent with the requirements of the <i>California Integrated Waste Management Act</i> (CIWMA) of 1989 and the California Integrated Waste Management Board. Subsequently monitor the implementation of these programs. 	Public Works	Solid Waste, Enterprise
3.6	<p>Streetscape Master Plan. Develop a Streetscape Master Plan</p>	Community	Air Quality



No.	Implementation Program	Department Lead/Support	Fund
	that outlines improvements and identified funding sources for improvements to the City's street system. The Master Plan shall include streetscape enhancements such as lighting, street trees, benches, plazas and other amenities in the public right of way.	Development/ Public Works	Improvement, Enterprise
3.7	<p>Circulation, Mobility, and Parking. Ensure the continued maintenance and improve the performance of the existing mobility system while developing and offering more opportunities for multi-modal options consistent with the updated general plan. Undertake the following actions:</p> <ul style="list-style-type: none"> ■ Study and implement a variety of Intelligent Transportation Systems (ITS) ■ Develop a Parking Master Plan and the tools to fund and implement the Plan including parking assessment districts, congestion pricing, and other tools to maximize the use of City resources. ■ Prepare and implement a Mobility & Bicycle Master Plan inclusive of car sharing opportunities. ■ Monitor and manage traffic conditions on City streets and make necessary improvements. ■ Provide regular street maintenance. ■ Work with Metro to support the extension of the subway and improve transit ridership. ■ Continue to offer and actively seek new methods to provide a wider variety of transit services. ■ Expand the Transportation Demand Management programs. ■ Develop and implement a Neighborhood Traffic Management Program. ■ Require developments to mitigate traffic and provide multi-modal amenities. ■ Ensure that streets are improved to complete street standards. ■ Maintain and enforce truck routes. ■ Provide incentives for unbundled and shared parking, seek public /private partnerships for parking, and manage parking costs to reduce vehicle trips. ■ Implement Flexible Level of Service Standards. ■ Develop an air quality improvement program that includes measures such as trip reduction measures, clean/alternative fuel fleet vehicles; reduce source emissions, and protection of sensitive receptors with the California Air Resources Board to identify ways that it may assist the City with its goal to reduce air pollution by reducing emissions from mobile sources. 	Public Works	General , Gas Tax, Transportation Grants, Prop C, MTA Grants, Parking



No.	Implementation Program	Department Lead/Support	Fund
	<ul style="list-style-type: none"> ■ Develop and implement a commercial Parking and Registration Program to inform and educate the public and the City on the availability and cost of private commercial parking in the City. ■ Develop and implement a real time parking availability and location system for both public and private parking resources to assist visitors and residents with locating available parking spaces. 		
3.8	<p>Street Tree Master Plan. Continue to implement and comprehensively review the Street Tree Master Plan and update as necessary to keep current with the goals and objectives for the protection and expansion of the City's urban forest and evaluate goals such as aesthetic effect, tree health, fire safety, sidewalk impact, historical character of neighborhood, view impact, and heat-reduction through growth of tree shade.</p>	Community Services	General
4.0	<p>Financing and Budgeting (FB)</p>		
4.1	<p>User Fees. Review all fees, including user fees, community facilities/special assessment districts such as parkland fees, developer impact/in-lieu fees on a periodic basis to determine if they are adequate to cover the costs to implement ongoing programs as well as new programs established as part of the general plan update. Fees shall be revised as necessary based upon the results of this analysis and comparative assessment of other jurisdictions to assure that the City is competitive with adjacent jurisdictions. The fees to be reviewed include but are not limited to the following:</p> <ul style="list-style-type: none"> ■ Water conservation rates. ■ Infrastructure improvement fees for water, sewer, and storm drain systems. ■ Solid waste collection. ■ Library service. ■ Park and recreation program and service. ■ Transportation impact and improvements. ■ Special Assessment Districts. ■ Building and Safety and Planning Fees. ■ Developer fees & development impact fees. ■ Fines. 	All Departments	User Fees
4.2	<p>Local, Federal, State, and County Funding. Continue to pursue available local, Federal, State, county, and regional funds, grants, bonds, and cost recovery for a variety of City services and infrastructure including the areas of safety,</p>	All Departments	Federal, State, Other Non-local



No.	Implementation Program	Department Lead/Support	Fund
	recreation, community development, transportation and emergency management and disaster public awareness programs including ongoing services as well as new programs initiated as part of the updated general plan.		
4.3	Nongovernmental Funds. Work with local community organizations, private groups and foundations, residents, and other public and private entities to encourage funding and support for programs that benefit the community at large such as parks and open space, street trees, recreation programs, water conservation efforts, transportation improvements, health and safety, emergency management, disaster mitigation preparedness, response and recovery, and cultural resource preservation.	All Departments	Non-governmental
5.0	Community & Economic Development (CED)		
5.1	Housing. Adopt a number of programs that promote the preservation, conservation and improvement of housing in the community, support the development of housing for all economic segments, support the needs of special needs households, remove constraints to housing production and support equal housing opportunities for all residents.	Community Development	General, CDBG, Housing Trust
5.2	Economic Sustainability. Work to maintain a strong local economy with an emphasis on commercial industries by: <ul style="list-style-type: none"> ■ Developing an economic sustainability plan. ■ Identifying land use and other opportunities to expand the tax base. ■ Ensuring its market position through marketing, the promotion of green businesses, assessments of needs and public/private partnerships. ■ Ensuring its development processing is conducive to producing a high-quality of infrastructure and services. ■ Encouraging the formation of Business Improvement Districts and business associations. ■ Encouraging the improvement of business along major corridors. 	Economic Development/ Policy and Management	General
5.3	Code Enforcement. Continue to aggressively enforce health and safety, zoning, and other codes and ordinances that implement the general plan.	Community Development	General
5.4	Cultural Resources. Consider establishing a local register of historic resources and programs to support this effort and increase community awareness of the City's rich diversity of cultural resources including an awards program that recognizes excellence in City projects, and providing public trails, recreation areas, and viewing areas adjacent to significant visual	Community Development	General



No.	Implementation Program	Department Lead/Support	Fund
	resources where feasible.		
6.0	City Services and Operations (CSO)		
6.1	Community Services. Continue to provide a full range of public services including, building permitting and safety, public safety (fire and police response and prevention), emergency preparedness and disaster response and recovery, hazardous waste response/services, solid waste collection and recycling programs, community services (parks, libraries, and recreational facilities and programs), infrastructure maintenance, human services as well as cultural resources programs within the community.	All Departments	General, Enterprise
6.2	Technology Applications. Explore the feasibility of new systems and technologies that may enhance City operations and service to the public.	All Departments	General
7.0	Inter-governmental Coordination and Partnerships (ICP)		
7.1	Intergovernmental Agreements. Collaborate with internal City agencies and adjoining jurisdictions to address planning, development, transportation, residential parking, open space lands and recreational opportunities, educational, energy, water, and resource conservation and other issues that jointly impact their mutual communities of interest. The City will also work with surrounding jurisdictions and agencies to coordinate and test emergency preparedness and response and recovery plans, emphasizing rapid reconstruction of the City following a disaster event. This will include exploring possible joint efforts to share emerging technology, particularly in the area of security and emergency management enhancements.	All Departments	General
7.2	Federal, State, and Regional Coordination. Continue to train City employees to collaborate with federal Agencies, State Agencies, and Regional Agencies such as SCAG, SCAMD, Los Angeles County in numerous programs affecting land use and development, transportation, infrastructure, resource conservation, environmental quality, open space and recreational opportunities, emergency/disaster mitigation preparedness response and recovery, and other issues that require mutual collaboration and community benefit, including but not limited to the agencies identified below: <ul style="list-style-type: none">■ Metropolitan Water District■ South Coast Air Quality Management District■ Southern California Association of Governments■ California State Parks■ National Marine Fisheries Service■ Santa Monica Mountains National Recreation Area	All Departments	General Air Quality Improvement



No.	Implementation Program	Department Lead/Support	Fund
	<ul style="list-style-type: none"> ■ Coordinate with the utility providers Southern Cal Edison and Southern Cal Gas Co. to publicize programs and incentives to reduce energy consumption. Southern California Gas Company and Southern California Edison to ensure that adequate natural gas and electrical facilities are available to meet the demands of existing and future developments. 		
7.3	<p>Community Partnerships. Partner with local private, non-profit, and quasi public organizations and groups, to address their mutual communities of interest to support and enhance programs that benefit the community at large. These groups may include but are not limited to the areas of cultural arts, historic preservation, business and economic development such as the Chamber of Commerce, Team Beverly Hills, the Beverly Hills Unified School District, emergency management, energy and telecommunications service providers such as Southern California Edison Company and Southern California Gas Company and others that strive to promote the City and enhance the quality of life within the community.</p>	All Departments	General, Non-Governmental
8.0	<p>Public Information and Involvement (PII)</p>		
8.1	<p>Public Information and Involvement. Continue to make information available to residents and businesses regarding City services and programs, and key community issues. The range of information to be presented includes: land use zoning and development processes; development fees; code compliance; property and building maintenance and improvement techniques; financial assistance and affordable housing programs, public transportation; ride-sharing, energy conservation methods, waste reduction, and recycling programs; hazards and emergency/disaster mitigation preparedness, evacuation, and response and recovery protocols and procedures; natural resources and their value; educational and cultural events and venues; parks and recreation, health and safety, and seniors and youth programs; and access to government services and elected officials. This information may be presented in flyers and newsletters that are distributed to households in the City, senior centers, and community center; on the City's webpage; by cable television broadcasts; in workshops with homeowners associations, business organizations, and community groups; and general community presentations and workshops.</p>	Communications/ All Departments	General

Exhibit B



City of Beverly Hills
General Plan

Exhibit B
Draft Amended General Plan Goals, Policies and Programs
December 10, 2009



City of Beverly Hills
Draft Amended General Plan Goals, Policies and Implementation
Programs

Environmental Initial Study and Negative Declaration

Released October 30, 2009



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Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: City of Beverly Hills General Plan Amendments and Policy Update

Lead Agency: City of Beverly Hills Contact Person: Peter Noonan
Mailing Address: 455 North Rexford Drive Phone: 310.285.1127
City: Beverly Hills Zip: 90210 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Beverly Hills
Cross Streets: Project covers the entire city Zip Code: 90210
Longitude/Latitude (degrees, minutes and seconds): 34 ° 4 ' 23 " N / 118 ° 23 ' 58 " W Total Acres: 2,791.2
Assessor's Parcel No.: N/A Section: _____ Twp.: _____ Range: _____ Base: _____
Within 2 Miles: State Hwy #: 2 Waterways: _____
Airports: _____ Railways: _____ Schools: Beverly Hills USD

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI _____

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:

Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____
 Educational: _____
 Recreational: _____
 Water Facilities: Type _____ MGD _____
 Transportation: Type _____
 Mining: Mineral _____
 Power: Type _____ MW _____
 Waste Treatment: Type _____ MGD _____
 Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document:

<input checked="" type="checkbox"/> Aesthetic/Visual	<input checked="" type="checkbox"/> Fiscal	<input checked="" type="checkbox"/> Recreation/Parks	<input checked="" type="checkbox"/> Vegetation
<input type="checkbox"/> Agricultural Land	<input checked="" type="checkbox"/> Flood Plain/Flooding	<input checked="" type="checkbox"/> Schools/Universities	<input checked="" type="checkbox"/> Water Quality
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Forest Land/Fire Hazard	<input checked="" type="checkbox"/> Septic Systems	<input checked="" type="checkbox"/> Water Supply/Groundwater
<input checked="" type="checkbox"/> Archeological/Historical	<input checked="" type="checkbox"/> Geologic/Seismic	<input checked="" type="checkbox"/> Sewer Capacity	<input checked="" type="checkbox"/> Wetland/Riparian
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Minerals	<input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading	<input checked="" type="checkbox"/> Growth Inducement
<input type="checkbox"/> Coastal Zone	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Solid Waste	<input checked="" type="checkbox"/> Land Use
<input checked="" type="checkbox"/> Drainage/Absorption	<input checked="" type="checkbox"/> Population/Housing Balance	<input checked="" type="checkbox"/> Toxic/Hazardous	<input checked="" type="checkbox"/> Cumulative Effects
<input checked="" type="checkbox"/> Economic/Jobs	<input checked="" type="checkbox"/> Public Services/Facilities	<input checked="" type="checkbox"/> Traffic/Circulation	<input type="checkbox"/> Other: _____

Present Land Use/Zoning/General Plan Designation:

Includes all land use designations currently found in the City of Beverly Hills General Plan

Project Description: (please use a separate page if necessary)

Amendment of the City of Beverly Hills General Plan Land Use, Open Space, Circulation, Conservation, Noise, Safety, and Seismic-Safety Elements (combined with the Safety Element); deletion of the Scenic Highway Element; and adoption of Public Services and Economic Sustainability Element policies and programs. The amendments apply to the City as a whole, but they do not include changes in development pattern, or changes in the pattern of land uses established in the existing general plan - including land use designations, development envelopes, street infrastructure, or increased traffic. Further, no development projects are contemplated at this time. Full copies of the amendments are available at the City's website: <www.beverlyhills.org/generalplan>, at the City's library, and the permit center and the City Clerk's office both located in City Hall.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2008

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Emergency Services
<input type="checkbox"/> Boating & Waterways, Department of	<input checked="" type="checkbox"/> Office of Historic Preservation
<input checked="" type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Office of Public School Construction
<input checked="" type="checkbox"/> Caltrans District # <u>7</u>	<input checked="" type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans Planning	<input checked="" type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Central Valley Flood Protection Board	<input checked="" type="checkbox"/> Regional WQCB # <u>4</u>
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input checked="" type="checkbox"/> Conservation, Department of	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Corrections, Department of	<input checked="" type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> State Lands Commission
<input checked="" type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Clean Water Grants
<input checked="" type="checkbox"/> Energy Commission	<input checked="" type="checkbox"/> SWRCB: Water Quality
<input checked="" type="checkbox"/> Fish & Game Region # <u>5</u>	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Tahoe Regional Planning Agency
<input checked="" type="checkbox"/> Forestry and Fire Protection, Department of	<input checked="" type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> General Services, Department of	<input checked="" type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input checked="" type="checkbox"/> Housing & Community Development	<input type="checkbox"/> Other: _____
<input checked="" type="checkbox"/> Integrated Waste Management Board	
<input checked="" type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date October 30, 2009 Ending Date December 4, 2009

Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: <u>City of Beverly Hills</u>
Address: _____	Address: <u>455 North Rexford Drive</u>
City/State/Zip: _____	City/State/Zip: <u>Beverly Hills, CA 90210</u>
Contact: _____	Phone: <u>310.285.1123</u>
Phone: _____	

Signature of Lead Agency Representative: Peter Namer, AICP Date: Oct. 30, 2009

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



City of Beverly Hills
Environmental Initial Study
Amendment and Policy Update of the City of Beverly Hills General Plan.

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1. **Project Title:** Amendment and Policy Update of the City of Beverly Hills General Plan.
 2. **Lead Agency Name and Address:** City of Beverly Hills, 455 North Rexford Drive, Beverly Hills, CA 90210
 3. **Contact Person and Phone Number:** Peter Noonan, AICP, 310-285-1127
 4. **Project Location:** City of Beverly Hills, County of Los Angeles, 34° 4' 23" N / 118° 23' 58" W
 5. **Project Sponsor's Name and Address:** City of Beverly Hills, 455 North Rexford Drive, Beverly Hills, CA 90210
 6. **General Plan Designation:** The land use designations in the City of Beverly Hills General Plan Land Use Map, which will remain unchanged as a part of this project.
 7. **Zoning:** The zoning designations as set forth on the City of Beverly Hills Zoning Map, which will remain unchanged as a part of this project.
 8. **Project Description:** Amendment of the City of Beverly Hills General Plan Land Use, Open Space, Circulation, Conservation, Noise, Safety, and Seismic-Safety Elements (combined with the Safety Element); deletion of the Scenic Highway Element; and adoption of Public Services and Economic Sustainability Element policies and programs. While the policy and program amendments apply to the City as a whole, they do not contemplate changes in development pattern, or changes in the pattern of land uses established in the existing general plan - including land use designations, development envelopes, street infrastructure, or increased traffic. Further, no development projects are contemplated at this time. Full copies of the amendments are available at the City's website: <www.beverlyhills.org/generalplan>, at the City's library, the permit center located on the first floor of City Hall and in the City Clerk's office located on the second floor of City Hall.

Amendments included in this project reflect eight years of community participation, which began in 2002 with 200 community members participating in seven topic committees through a two year process of studying and analyzing issues affecting the City. The revised goals, policies, and programs included in the amendments were formed from the resulting general plan topic committee final reports. The topic committees focused on a broad range of factors and, at times, identified specific issues and remedies. To the greatest extent possible, Topic Committee recommendations were used to form the revised goals, policies and programs included in these amendments, however, it was not necessary to address all topic committee recommendations through the general plan and therefore recommendations that were better addressed through departmental procedures, capital improvements and other City documents have not been included. The goals, policies, and programs that were drafted were refined through numerous public and community outreach events to best reflect the community's desires, which are given in the final topic committee reports as follows:

Community Desires

- Maintain the "garden quality" aspect of the vision developed by the City's original founders, which is as relevant today as it was when the City was founded:
 - Quality of life through, attractive buildings and open spaces, walk-able pedestrian districts, outstanding community facilities, and cultural opportunities.
 - Commercial development that is supportive of, compatible with, and complimentary to, the
-



surrounding residential neighborhoods.

- Use of design principles that are consistent with the character of the surrounding neighborhoods.
- Incorporate conservation of natural resources and environmental enhancement of infrastructure to promote a healthy and productive place to live, work, visit and play.
- Balance the desire to improve the flow of regional "through traffic" to preserve and enhance residential areas while not improving traffic flow so much as to attract new, increased "through traffic" to fill the void.
- Utilize and improves upon the latest technology in traffic management.
- Implement alternative means of shuttling residents, students and employees around the City.
- Capitalize on the existing successes to guide further growth in a manner that balances residential quality of life with the necessities and realities of maintaining a successful business climate to support that quality of life.
- Acknowledge that households today want larger homes than when the City was developed in the 1920's and 1930's, but support a return to the aesthetic and concern for community appearance evident in the types of houses built in that earlier period.
- Preserve the character and scale of older development, and limits the scale of new development in most multi-family residential areas.
- Emphasize community involvement, early outreach, and public notice of pending development, easier access to information, mechanisms for problem solving and dispute resolution, and achievement of resolution in a timely manner.

Excerpted from the General Plan Topic Committee's Final Reports to City Council, 2004

Summary of Amendments. Select elements of the general plan are being amended. The following chart identifies these elements and the language proceeding provides a brief summary.

Table 3-2 Amended Elements
<ul style="list-style-type: none"> • Land Use (No changes to land uses, building envelopes, or allowable density) • Circulation (No changes to current street and traffic patterns) • Open Space • Conservation • Noise • Safety (with Seismic Safety integrated) • Scenic Highway (Deleted) • Seismic Safety (integrated with the Safety Element) • Public Services (<i>New</i>) • Economic Sustainability (<i>New</i>) <p><i>Please note:</i> The Housing Element is not being amended at this time and will be amended under a separate process.</p>

Land Use: Preserve neighborhoods, provide for existing and future residents and businesses and make efficient use of land and infrastructure. No change in use or intensity of land.



Circulation: Provide safe and efficient roadway system. No changes to existing street and traffic pattern or standards.

Open Space: Protect open space, natural areas and significant wildlife and vegetation. Preserve historic and cultural resources.

Conservation: Conserve natural areas and resources; meet State requirements for resource conservation.

Noise: Protect sensitive receptors from harmful levels of noise.

Safety: Residents and visitors protected from harmful exposure to hazardous materials; respond effectively to disasters. The existing Seismic Safety Element is integrated with the Safety Element.

Scenic Highway Element (To Be Deleted): No scenic highways designated in the City and no longer a State required Element. Element deleted.

Public Services (New Element): Adequate public services for all members of the community. Element is new.

Economic Sustainability (New Element): Resilient Business Community. Element is new.

Implementation Programs: Revised and new programs are included that implement plan goals and policies.

9. **Location, Plan Area and Regional Access:** The City of Beverly Hills is surrounded by the cities of West Hollywood to the northeast and the City of Los Angeles to the south, west and north.

Location. The City of Beverly Hills is located in Los Angeles County, approximately 10 miles west of downtown Los Angeles and 6 miles east of the Pacific Ocean, as shown in Figure 1 (Regional Location). The City extends into the southern foothills of the Santa Monica Mountains, which form the City's northern boundary. Surrounding communities in the City of Los Angeles include Bel Air and Westwood to the west, Hollywood and the Fairfax district to the east, West Los Angeles and Century City to the southwest and south. The City of West Hollywood is located adjacent to the northeast.

Planning Area. The City of Beverly Hills, which comprises the Planning Area for purposes of this project, covers 3,656 square acres or 5.7 square miles. The City's boundaries are illustrated by Figure 2 (Planning Area).

The City of Beverly Hills was incorporated in 1914 as one Southern California's earliest master planned communities. Its current land uses and layout still reflect the original city design of Wilbur Cook and John Reeves. The City's first building boom occurred in the 1920's and 1930's at which time the City's residential neighborhoods were established and its commercial districts formed.

Beverly Hills currently is a built out urban community with a central commercial core, civic center, established residential neighborhoods, parks, schools and other community serving facilities and a well developed public service and utility infrastructure. Opportunities for additional growth and development are limited and primarily confined to the redevelopment and recycling of existing developed properties.

Regional Access. Regional access is provided primarily by three freeways and four major arterials.

Freeways: The Santa Monica Freeway (InterState 10 [I-10]) is located approximately 2 miles south of the City and runs east and west. The San Diego Freeway (InterState 405 [I-405]) is located to the west and the Hollywood Freeway (InterState 101 [I-101]) is located to the east of the City and both run north and south. I-10 intersects I-405 approximately 2 miles west of the City.

Major Arterials: Wilshire Boulevard, North Santa Monica Boulevard, and Olympic Boulevard are major east/west arterials that link Beverly Hills to the coast and the balance of the Los Angeles Westside to the west,



and the Miracle Mile and downtown Los Angeles on the east. Coldwater and Benedict Canyons provide access to the City from the San Fernando Valley to the north.

Environmental Setting: Environmental impacts have been evaluated in relation to implementation of the goals, policies and programs included in these amendments assuming, 1) the baseline of the physical environment as it currently exists in the City today, and 2) the baseline being the existing goals, policies and programs in the existing general plan.

Topography. The City of Beverly Hills is characterized by rugged hillside areas to the north with relatively flat areas in the remainder of the City. Elevations range from approximately 120 feet to 350 feet above mean sea level from the City's southern boundary to the area just south of Sunset Boulevard, and from approximately 400 feet to 1,400 feet above mean sea level from the area north of Sunset Boulevard to the northeastern corner of the City at the base of the Santa Monica Mountain range (City of Beverly Hills 1966). With the exception of the northern hillside areas, the majority of the City (approximately 79 percent) has a ground slope between approximately zero and five percent. Views onto and across the City include views of the foothills and mountains that are situated in the northern portion of the City and adjacent communities.

Biological Resources. Beverly Hills is located approximately ten miles west of downtown Los Angeles and six miles east of the Pacific Ocean, at the southern foothills of the Santa Monica Mountains. A majority of the City of Beverly Hills has been developed, paved, or landscaped, and is either denuded of vegetation or supports primarily ornamental and/or non-native plant species. In general, suitable habitat for sensitive mammal, reptile, amphibian, or fish species that occur in the region does not occur within the City. No major regional wildlife migration corridors are known to exist within the City limits. No native riparian habitat, blueline streams, or sensitive natural communities are located in the City limits.

Faults. The Southern California region is seismically active and commonly experiences strong ground shaking resulting from earthquakes along both known and previously unknown active faults. Active faults are defined as faults that have caused soil and strata displacement within the Holocene period (the last 10,000 years). Potentially active faults are faults that have experienced movement in the Quaternary period (last two million years), but not during the Holocene. Faults that have not experienced movement in the last two million years are generally considered inactive.

Both active and potentially active faults are located within, or in close proximity to, the City limits. These include the Hollywood Fault, the Santa Monica Fault, and the Newport-Inglewood Fault (Woodward-Clyde 1987). Since Woodward and Clyde's 1987 Study was completed, work completed by Dolan, et al. (1997), and the state geological survey maps show the Hollywood and Santa Monica faults converging within the City (Figure 3 [Regional Fault Map]) (Dolan, et al., 1997) illustrates the locations of regional faults within the City and surrounding areas.

The Santa Monica fault is the western segment of the Santa Monica-Hollywood fault zone. The Santa Monica fault zone trends east-west, between the Santa Monica coastline to the west and the Hollywood area to the east. Current research indicates that the Santa Monica fault is separated into an east segment and a west segment, divided by the West Beverly Hills Lineament. The Santa Monica fault has been previously mapped as trending northeast-southwest across the City of Beverly Hills (Hill, et al., 1979). The uncertainty of the location at depth only makes the location of a projected surface trace even more uncertain (Woodward-Clyde 1987). Recent studies and other investigators



indicate that the “active portion” of the Santa Monica fault does not extend into the Beverly Hills area, east of the Beverly Hills Lineament (Dolan, et al., 2000). The Beverly Hills Lineament is the north-trending topographic rise present along the western boundary of the City of Beverly Hills. Therefore, the previously mapped locations of the Santa Monica fault in the Beverly Hills area are not considered active.

Water Resources. The City of Beverly Hills is located within the boundaries of the Ballona Creek Watershed. As illustrated in Figure 4 (Watershed Plan), the watershed drains an area of approximately 130 square miles roughly bounded by the Santa Monica Mountains and the Hollywood Hills to the north, Interstate 110 (I-110) to the east, the Baldwin Hills to the south and the Pacific Ocean to the west. Major tributaries to Ballona Creek include Centinela Creek, Sepulveda Canyon Channel, Benedict Canyon Channel, as well as numerous storm drains.

Before extensive settlement and urbanization, Ballona Creek was a meandering perennial stream, lined with dense vegetation that drained to Pacific Ocean. The watershed supported a diverse range of aquatic and terrestrial ecosystem throughout marshes and wetlands. Today Ballona Creek is a fully channelized waterway that drains the majority of the watershed into the Pacific Ocean. The Ballona Creek Watershed is highly urbanized. Most drainage courses within the watershed are concrete lined. Approximately 85 percent of the watershed area is occupied by homes, business, roads and other similar uses. Land uses are divided among residential (64 percent), commercial (8 percent), industrial (4 percent) and remaining open space (17 percent) (Ballona Creek Watershed Master Plan, pg. 51, 2004). Approximately 40 percent of the watershed area is covered by impermeable surfaces (Ballona Creek Watershed Master Plan, pg. 32, 2004). Urbanization of the watershed and the extensive modifications of Ballona Creek and its tributaries have significantly reduced the natural hydrologic functions of the creek, reduced percolation of precipitation and resultant ground water recharge, and degraded surface and groundwater quality.

The City of Beverly Hills storm drain system empties into Ballona Creek. Most of the drainage network is controlled by structural flood control measures, including debris basins, storm drains, underground culverts, and open concrete channels. Streams in the major canyons have been channelized and, while some may remain as open channels at various locations, most have been converted to underground flood control channels as is the case with Benedict Canyon Creek.

The City’s Storm Drain System Master Plan divides the City into six drainage regions. Each of these regions water directly flows into the Ballona Creek, which eventually flows to the ocean. The local drainage system is shown in Figure 5 (Hydro Regions).

Land Use. The City is built-out and characterized with up-scale residential and commercial uses. Land in the City of Beverly Hills is divided into six general categories.

Residential—Residential uses include both single-family and multiple-family housing developed at varying densities

Commercial—Commercial uses include businesses that offer: a) goods for sale to the public (retail), b) services (restaurants, dry cleaners, shoe repair, and others), c) professional offices (accountants, architects, attorneys, and others), and d) entertainment cultural uses (theaters and museums). This category can be organized by businesses with a primary focus on ; a) smaller, residential serving, meeting local needs, such as restaurants, neighborhood markets and dry cleaners, b) larger, City and region serving meeting the needs of the area, such as office buildings, theaters, auto dealers, and department stores, and c) hospitality-serving, meeting the needs of visitors, such as hotels.

Mixed Use—Mixed use development combines residential with other uses, generally commercial and/or office, in



the same structure or on the same parcel.

Public Facilities—Public Facilities uses include government buildings, libraries, and other public institutions. Uses in this category support the civic, cultural needs of residents.

Schools (public and private)—The K–12 schools that are part of the Beverly Hills Unified School District facilities as well as private schools are included in this category.

Parks/Recreation/Open Space—This category includes public and private recreational facilities, and local and regional parks.

Existing Land Uses in the City of Beverly Hills

Single Family Residential	76.0%
Multi-Family Residential	9.4%
Commercial	9.0%
Mixed Use	0.1%
Public & School Facilities	2.5%
Parks	3.0%

The City’s commercial corridors and districts are also well established and, for the most part, fully built out. However, they are subject to change as economic pressures and opportunities spark new development to replace aging structures and underperforming uses.

Traffic. The City of Beverly Hills is located along the densely developed Wilshire Corridor and is regionally placed in the middle of a variety of regional traffic generators. The surrounding communities include; in the west; Westwood, the University of California, Los Angeles (UCLA), Century City, Los Angeles International Airport (LAX), and Culver City; to the east; West Hollywood, Wilshire Miracle Mile, and downtown Los Angeles; and located to the north is the San Fernando Valley. Three major freeways provide regional transportation service for through traffic to bypass the City of Beverly Hills: Interstate 405 (I-405) and Interstate 101 (I-101) in the north/south direction and Interstate 10 (I-10) in the east/west direction. This lack of adequate regional transportation capacity on the Westside results in the use of many of the roadways in the City being used by through traffic to get to and from the various activity centers.

10. **Other public agencies whose review/approval is required:** (e.g., permits, financing approval, or participation agreement).

Approving Agency: The City of Beverly Hills is the approving agency. No other agency approvals are required. The City of Beverly Hills is responsible for all permits and approvals.

Reviewing Agencies: The following agencies will be sent a copy of this document at the commencement of the review period as a courtesy in the event that members would like to provide comments. Air Resources Board; California Highway Patrol; Caltrans, District 7; Department of Conservation; Department of Education, Energy Commission, Department of Fish and Game, Region 5; Integrated Waste Management Board; Native American



Heritage Commission; Office of Emergency Services; Office of Historic Preservation; Department of Parks and Recreation; Public Utilities Commission; Regional Water Quality Control Board, Region 4; Santa Monica Mountains Conservancy; State Water Resources Control Board: Water Quality; Department of Toxic Substances Control; Department of Water Resources, District 7; Cal Fire

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

No environmental factors would be potentially affected by this project.

Aesthetics	Greenhouse Gas Emissions	Population/Housing
Agriculture Resources	Hazards & Hazardous Materials	Public Services
Air Quality	Hydrology/Water Quality	Recreation
Biological Resources	Land Use/Planning	Transportation/Traffic
Cultural Resources	Mineral Resources	Utilities/Service Systems
Geology/Soils	Noise	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency).

On the basis of this initial evaluation:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Peter Noonan, AICP
Associate Planner

October 30, 2009
Date



Introduction. The City of Beverly Hills is located within an urbanized area, is almost entirely built out and includes established roadways, circulation patterns and utility services. The general plan amendments update current City policies and programs and no specific development project is proposed at this time. The amendments do not change: land use patterns; development envelopes, intensity, quality, scale, and density; or the pattern and distribution of development or circulation. Therefore, implementation of the amendments would not result in direct physical changes or impacts to the environment. In many instances these amendments require additional conservation and protection of resources and enhancement of environmental and quality of life factors. Further, all new development and redevelopment projects in the City are required to be consistent with the general plan and development regulations established in the municipal code. As projects come forward in the future, each project will be reviewed for consistency with these documents and for impacts to the environment per CEQA.

The general plan is being amended to better reflect the desires of the community and for consistency with current State legislation. The last time the City's general plan was amended on this broad of a scale was in the late 1970's, therefore several new goals, policies and programs are necessary to accurately represent the community's ideals regarding such topics as air quality, noise, preservation of single-family neighborhoods, historic preservation, community character, pedestrian safety, public services, telecommunications and environmental sensitivity. In addition, new goals and policies are also necessary to meet State requirements for topics such as water and energy conservation, and greenhouse gas emission reductions. While new goals and policies are being proposed or revised to reflect the community's ideals or changes in State requirements, goals and policies associated with the Scenic Highway Element are being deleted as there are no designated scenic highways in the City and the State no longer requires general plans to include this element. Although the Scenic Highway Element would be deleted, a goal and series of policies have been included in these amendments (Open Space Element Goal OS 6 and relevant policies) to address the community's desire to conserve scenic resources. Goals and Policies in the Circulation Element that address the Bicycle Master Plan and the Master Streets Plan are also being removed. The Bicycle Master Plan and Master Streets Plans will become free-standing documents, and the general plan will require the preparation and upkeep of the plans, as noted in the amendments and implementation program 3.7.

For these reasons outlined, implementation of the amendments as a whole would not have a significant impact on the environment. This introductory Statement is applicable to each of the following Statements in the initial study, even if not specifically mentioned or referenced below.

	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	

There are no officially designated scenic vistas in the City, however topographic and natural resources, such as



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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hillsides and ridgelines, are visible from various properties and neighborhoods. No changes are proposed in existing land use classification or development envelopes, and existing City code requirements and development standards impose requirements upon new development, requiring enhancement of the surrounding streetscape and limiting adverse visual impacts on adjacent properties. Specific policies to protect aesthetic resources are included with these amendments. In particular, Policy OS 6.1 States that the City “seek to protect scenic views and vistas from public places”. As such, the amendments will not enable future development that could be more impactful than under existing general plan and Zoning regulations, and no direct impacts will result because no specific development is contemplated as part of the project.

Therefore, any impacts would be *less than significant*.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway			X	
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There are currently no designated State scenic highways in the City of Beverly Hills. North Santa Monica Boulevard, east of Wilshire Boulevard had been identified as a *potential* local scenic highway in the existing general plan, however the roadway has never been designated as such and the proposed amendments would remove this language. Currently, new construction is required to incorporate architectural quality and design without impacting the City’s character; therefore, the amendments (Policy OS 6.1 – OS 6.7), coupled with existing regulations, assure that any potential new development would not adversely impact the City’s scenic quality.

Therefore, any impacts would be *less than significant*.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
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The City of Beverly Hills is a well established, urbanized area. Currently, new development is subjected to a thorough design review process prior to permitting, ensuring project compatibility with the existing visual setting. In general, these amendments complement and enhance the City’s existing visual character. Language included expresses a desire to maintain and enhance the high-quality, visually appealing character of the City and includes policies regarding aesthetic improvements such as landscaping, pedestrian amenities, and design standards for architecture and lighting (Policies OS 6.1 – OS 6.7). New development would be required to conform to general plan standards, thus, although visual character could change, the results would tend to improve visual character and quality and an adverse impact would not occur.

Therefore, any impacts would be *less than significant*.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
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Implementation of these amendments would not create a new source of substantial light and glare that would adversely affect day or nighttime views. Most of the City of Beverly Hills is built out with urban commercial and



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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residential uses; therefore, a significant amount of ambient light from urban uses already exists. Similar to other developed urban areas, sources of light and glare include: glass building facades, solar power stations, building signage, security lighting, streetlights, parking lot lighting, and automobile headlights. The issue of glare is addressed by amended Policy LU 3.9 which requires that “new development incorporate pedestrian-oriented energy-efficient lighting that does not result in excessive glare, among other techniques” and by existing municipal code regulations that require light be shielded and confined within site boundaries to prevent spillage (Section 10-4-314 of the City’s Municipal Code—Lighting of Premises). In addition, Section 10-3-3104 (Standard Review of Development Plan Review) of the City’s Municipal Code requires that development applications be reviewed to ensure that light and glare, among other potential impacts, would not create any significant adverse effects on neighboring properties.

Therefore, any impacts would be *less than significant*.

e) Create a new source of shade or shadow that would adversely affect shade/shadow sensitive structure or uses?			X	
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The creation of shadows and the resultant shading of nearby land and buildings are not formally regulated in the City of Beverly Hills. The Beverly Hills Zoning Code addresses visual effects in sections that set standards for building construction, height, setback, landscaping, lighting, and signage, although the Code does not directly address shadow creation or shading. No changes are proposed in existing land use classification or development envelopes; therefore no changes in shading and shadow are anticipated. Any impacts associated with specific projects would be assessed when such projects are proposed.

Therefore, any impacts would be *less than significant*.

2. AGRICULTURE AND FOREST RESOURCES. Would the project:
(In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.)

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
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There is no farmland of Statewide importance in the City of Beverly Hills.

There would be *no impact*.



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

There is no zoning for agricultural use in the City of Beverly Hills.

There would be *no impact*.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?				X
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There is no zoning for forest land or timberland in the City of Beverly Hills.

There would be *no impact*.

d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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There is no forest land in the City of Beverly Hills.

There would be *no impact*.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
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There is no farmland in the City of Beverly Hills.

There would be *no impact*.

3. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Los Angeles Basin. SCAQMD, a regional agency, works directly with the South Coast Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all federal and State government agencies. SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and natural sources. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs).

The 2007 Air Quality Management Plan (AQMP) was prepared to reduce the high pollutant levels within areas under the jurisdiction of SCAQMD, comply with the federal and State Clean Air Acts and amendments, meet federal and State ambient air quality standards associated with regional growth, and minimize the fiscal impact



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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that pollution control measures have on the local economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections used during the preparation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. Projects that are consistent with the employment and population projections identified in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the Growth Management Chapter of the RCPG forms the basis of the land use and transportation control portions of the AQMP.

The amendments would not change land use or the allowable development envelopes; therefore implementation of these amendments would not result in additional development beyond what has already been contemplated within the existing general plan document. No individual development project is contemplated at this time. Further, the growth projections included in the RCPG are based on full build out of the City's existing general plan, and thus remain an accurate estimation of growth for the City, and in-turn, are consistent with the growth projections included in the AQMP.

Therefore, any impacts would be *less than significant*.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
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These amendments do not include changes in land use or allowable development envelopes; therefore implementation would not result in additional emissions being generated above levels that have been previously contemplated. Additionally it could be expected that air quality might improve with implementation since these amendments include requirements for projects to not exceed SCAQMD operational thresholds (Policy OS 7.8), and to incorporate construction and operational measures that reduce air emissions (Policy OS 7.12).

Therefore, any impacts would be *less than significant*.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in a State of non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
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The Los Angeles basin is currently in a State of non-attainment for ozone, CO, PM₁₀, and PM_{2.5}, however, these amendments do not include changes in land use or allowable development envelopes; therefore implementation would not result in additional emissions being generated above levels that have been previously contemplated. Additionally these amendments include requirements for projects to not exceed SCAQMD operational thresholds (Policy OS 7.8), and to incorporate construction and operational measures that reduce air emissions (Policy OS 7.12).

Therefore, any impacts would be *less than significant*.



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?			X	

Air Quality Management Plans maintained by SCAQMD and updated every three years identify control measures to reduce major sources of pollutants (AQMP, 2007). These planning efforts have substantially decreased the population's exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Los Angeles basin, the total number of days on which the basin exceeded the federal 8-hour standard has decreased dramatically over the last two decades from about 150 days to less than 90, while basin station-days (number of days a station location exceeded the standards) decreased by approximately 80 percent (AQMP 2007).

The amendments do not include changes in land use or allowable development envelopes; therefore implementation would not result in generation of additional emissions above levels contemplated. Additionally these amendments include requirements for projects to not exceed SCAQMD operational thresholds (Policy OS 7.8) and to incorporate construction and operational measures that reduce air emissions (Policy OS 7.12).

The proposed amendments do not change land uses or allow for intensifications near sensitive receptors in a way not already contemplated in the existing general plan. Additionally, the amendments include Policy OS 7.8 which requires new projects that exceed SCAQMD operational thresholds to reduce emissions by 15-percent.

Therefore, any impacts would be *less than significant*.

e) Create objectionable odors affecting a substantial number of people?			X	
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These amendments do not include changes in land use or allowable development envelopes; therefore construction activities and operating activities occurring in the City associated with airborne odors such as the operation of construction vehicles (i.e., diesel exhaust), application of architectural coatings and cooking activities are not anticipated to increase. Additionally, these types of odors are not generally considered to be offensive and emissions would be isolated to the immediate vicinity of a construction site, or activity area. As such, they would not affect a substantial number of people as impacts related to these odors are limited to the number of people living and working nearby the source. If objectionable odors were to be experienced by a member of the community, that individual would have the option of calling the City's complaint hotline. The City routinely dispatches City representatives to investigate potential code violations. Based on the above, and the fact that no specific development is contemplated by the amendments, the project would not result in additional odors being generated above levels contemplated under the existing general plan.

Therefore, any impacts would be *less than significant*.

4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies,			X	



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				

Lands in the City are largely urbanized and contain few significant biological resources. Areas that may provide habitat for special-status species are primarily located in the chaparral areas in the Santa Monica Mountains north of Sunset Boulevard. While the California Natural Diversity Database (California Department of Fish and Game, 2009) listed native plant communities that could be found within a five mile radius vicinity of the City, none of these vegetation communities are present within the City's boundaries (Figure 6).

There is marginal foraging habitat within the City for the Hoary bat, a State Species of Special Concern (California Department of Fish and Game, 2009). The level of historical disturbance in the City has resulted in a low prey – primarily moths - population levels. Marginal or better habitats exist in proximity to the City that are more likely to attract the bat's prey (e.g., coastal and mountain areas) and therefore would provide better foraging habitat (California Department of Fish and Game, 2009). No impacts to roosting individuals would be expected because the habitat the bats prefer (areas within dense foliage of woodlands and forests with medium to large size trees that have ground cover of low reflectivity) does not occur within the City limits.

These amendments do not include changes in land use or allowable development envelopes, therefore implementation would not result in adverse impacts either directly or indirectly through habitat modifications, to candidate, sensitive or special status plant and wildlife species.

Therefore, any impacts would be *less than significant*.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?				X
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There are no riparian or sensitive habitats that are known to occur in the City of Beverly Hills (Figure 6). Based on review of the California Natural Diversity Database (California Department of Fish and Game, 2009), sensitive terrestrial communities identified within 5 miles of the City include the following: 1) California Walnut Woodland, 2) Southern Coast Live Oak Riparian Forest, 3) Southern Cottonwood Willow Riparian Forest, and 4) Southern Sycamore Alder Riparian Woodland. The distribution of these sensitive vegetation communities are shown in Figure 6, and are found primarily within canyon park areas to the north and northeast of the City.

These amendments do not include changes in land use or allowable development envelopes and no riparian or sensitive habitats are known to exist within the City; further, no specific development is proposed, and the amendments will not result in any changes in the physical environment.

Therefore, the project will result in *no impact* to riparian or other sensitive natural communities.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act			X	
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	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				

Figure 7 shows the City existing storm drainage system. The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use and no blueline streams occur in the City. The closest blueline stream is Ballona Creek located approximately 2 miles southeast of the City limits (Figure 4). Surface water originating in the City would naturally flow toward Ballona Creek based on topography (Figure 8). The amendments would reduce surface flows and storm drainage flows, and improve stormwater water quality by conserving water (Policies CON 5.1 – CON 5.15), reusing wastewater for beneficial purposes and groundwater recharge (Policy CON 7.2), requiring additional protections for stormwater quality (Policies CON 11.4, CON 13.1 – CON 13.5), and CON 21.1 – 21.8), reducing solid waste and increasing recycling (Policies CON 18.1 – CON 18.7). No project is proposed at this time and, pursuant to CEQA Section 15145, impacts from potential future development would be speculative. Environmental review would be required as specific projects are proposed including project-specific environmental review under CEQA.

Therefore, any impacts would be *less than significant*.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites.			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Although some local movement of wildlife would be expected to occur throughout the City, as stated in the environmental setting section, the City of Beverly Hills is not recognized as an existing or proposed Significant Ecological Area that links migratory wildlife populations. The amendments do not include changes in land use or allowable development envelopes and development of under-utilized parcels and re-development of currently developed parcels under the existing general plan would have little or no potential to support local migratory movement due to the highly urbanized nature of the City and surrounding areas. Further, when projects are considered in the future, specific studies would be required as part of the required environmental review per CEQA when appropriate.

Implementation of The amendments would be subject to all applicable federal, State, regional, and local policies and regulations related to the protection of important biological resources. Specifically, development under the amendments would be required to comply with the following policies and regulations:

- *Federal Endangered Species Act*
- *Federal Migratory Bird Treaty Act*
- *California Endangered Species Act*
- *California Fish and Game Code*
- *California Environmental Quality Act—Treatment of Listed Plant and Animal Species*
- *City of Beverly Hills Municipal Code—Regulations of Trees on Private Property*

These amendments do not include changes in land use or allowable development envelopes and future development would comply with the provisions of federal, State, regional and local laws, regulations, or plans. Further, existing policies related to protection and preservation of certain trees in the City would remain in place.

Therefore, any impacts would be *less than significant*.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, and other approved local, regional, or State habitat conservation plan?			X	
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There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans that apply to the City.

Therefore, any impacts would be *less than significant*.

5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			X	

The City of Beverly Hills has seven sites listed as federal and/ or State resources (listed on the National Register of Historical Place or California Register of Historic Resources, or otherwise listed as historic or potentially historic in the California Historic Resources Information System (CHRIS) maintained by the State Office of Historic



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Preservation. These structures meet the definition of historical resources under Section 15064.5(a) of the CEQA Guidelines.

The amendments do not include changes in land use or allowable development envelopes, however, new policies would call for establishment of a local historic register and historic preservation program (Policies CON 1.1 – 1.9, CON 2.1). It is anticipated that as redevelopment continues in the City over time that there will continue to be changes to historical resources. The amendments provide the City with a means of limiting anticipated future changes to reduce the number of changes that would result in a loss of significance of a resource. Therefore, the amendments will enable the City to strengthen its protection of historical resources in the City and thereby will not cause a substantial adverse change in the significance of a historical resource.

Therefore, any impacts would be *less than significant*.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Ground-disturbing activities, particularly in areas that have not previously been excavated, have the potential to damage or destroy historic or prehistoric archaeological resources that may be present on or below the ground surface. Archaeological resources are often of cultural or religious importance to Native American groups, particularly if the resource includes human or animal burials. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Therefore, construction-related and earth-disturbing actions could damage or destroy fossils in these rock units. As with archaeological resources, paleontological resources are generally considered to be historical resources, as defined in Section 15064.5(a)(3)(D) (“[h]as yielded, or may be likely to yield, information important in history or prehistory”). Consequently, damage or destruction to these resources could cause a significant impact.

No archaeological resources were identified during a records search conducted at the South Central Coastal Information Center (2009) and potential for the existence of archaeological resources is low due to previous construction-related, ground disturbing activities. Additionally, the City is fully developed with urban uses and these amendments do not include changes in land use or allowable development envelopes and no specific development is proposed, and therefore the amendments do not contemplate any physical changes in environment. Additionally, the amendments include Policies CON 1.8 and CON 1.9 which require all construction work to cease if a potential archeological or paleontological resource is discovered and only continue once the potential resource has been evaluated.

Therefore, any impacts would be *less than significant* in these regards.



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Human burials outside of formal cemeteries often occur in prehistoric archeological contexts. Although the majority of the City is built out, the potential still exists for these resources to be present. The amendments do not include changes in land use or allowable development envelopes and no specific development is proposed, and therefore the amendments do not contemplate any physical changes in environment. Additionally, the amendments include Policies CON 1.8 and CON 1.9 which require all construction work to cease if a potential archeological or paleontological resource is discovered and only continue once the potential resource has been evaluated.

Therefore, any impacts would be *less than significant* in these regards.

6. GEOLOGY AND SOILS. Would the project				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42)			X	

As mentioned previously in the environmental setting section, the City of Beverly Hills is located in the Los Angeles basin, at the southern edge of the Transverse Range, in an area exposed to risk from multiple earthquake fault zones. The highest risks originate from the Hollywood fault zone, the Santa Monica fault zone, and the Newport-Inglewood fault zone, each with the potential to generate moderate to large earthquakes that could cause ground shaking in Beverly Hills and nearby communities. While it appears that at least a portion of the Santa Monica fault may run along the base of the Santa Monica Mountains within the City limits of Beverly Hills, the depth of the fault in this area makes it impossible to map with any accuracy, for which reason there are no Alquist-Priolo zones within the City of Beverly Hills (Dolan, 2000).

While the City of Beverly Hills has been impacted as a result of seismic activity on known and unknown faults located within a 50-mile radius of the City, there has been no record of structural collapse nor of irreparable structural damage to buildings constructed according to current building and seismic codes within the City limits, nor were there reports of serious injury or deaths associated with these events.

The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Additionally, no project is proposed at this time and the amendments include a policy that requires all new construction to adhere to the most current building and seismic codes (Policy S 5.1), and an implementation program calling for the City's building codes to be regularly updated as new materials, construction practices and engineering strategies are developed to improve the performance of structures and infrastructure during a significant seismic event (Program 2.4). Implementation of the building



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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codes, as updated from time to time, and compliance with policies contained in The amendments will ensure that structures built after implementation of these policies would perform in a manner at least equal to, and in many cases, far better than, the existing structures they would replace.

Therefore, any impacts would be *less than significant*.

ii) Strong seismic ground shaking?			X	
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These amendments do not include changes in land use or allowable development envelopes and they conserve the City's existing patterns and intensities of use. Additionally, implementation of the building codes, as updated from time to time, and compliance with policies contained in the amendments will ensure that structures built after implementation of these policies would perform in a manner at least equal to, and in many cases, far better than, the existing structures they would replace.

Therefore, any impacts would be *less than significant*.

iii) Seismic-related ground failure, including liquefaction?			X	
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Strong ground shaking occurring in areas with high ground water tables and poorly consolidated soils can result in liquefaction. Figure 9 identifies areas within the City limits which are believed to be susceptible to liquefaction during long-duration, strong seismic events (earthquake). A considerable part of the City's mapped potential liquefaction areas (eastern most City limits) are already developed with residential and commercial structures. Approximately 1,000 buildings are located within the City's liquefaction zone (Hazard Mitigation Action Plan 2004). In the event of a long-duration, moderate to strong earthquake, liquefaction could occur. The actual hazard posed at any given site within the liquefaction zone, however, is dependent upon the type of building foundation, structural design and the as-graded compaction coefficient of the soil on which the structure was built. Under the provisions of California law, supported by local building codes, all new construction in the City is required to first assess the potential for liquefaction at the building site and then provide design recommendations to address a site's liquefaction potential to the satisfaction of the City's building official before any building permits are issued.

The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Additionally, no project is proposed at this time and the amendments include a policy that requires all new construction to adhere to the most current building and seismic codes (Policy S 5.1), and an implementation program calling for the City's building codes to be regularly updated as new materials, construction practices and engineering strategies are developed to improve the performance of structures and infrastructure during a significant seismic event (Program 2.4). Implementation of the building codes, as updated from time to time, and compliance with policies contained in The amendments will ensure that structures built after implementation of these policies would perform in a manner at least equal to, and in many cases, far better than, the existing structures they would replace.

Therefore, any impacts would be *less than significant*.



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?			X	

In addition to liquefaction, strong ground motions can worsen existing unstable slope conditions, particularly when coupled with saturated ground conditions. Seismically-induced landslides can overrun structures, people or property, sever utility lines, and block roads, and hinder rescue operations after an earthquake. Hillside areas in the northern reaches of the City are susceptible to landslides (refer to Figure 9). This includes a portion of the City approximately 2,000 feet north of Sunset Boulevard.

Therefore, any impacts would be *less than significant*.

b) Result in substantial soil erosion or the loss of topsoil?			X	
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Topsoil is the uppermost 6–8 inches of soil. It has the highest concentration of organic matter and microorganisms, and is where most biological soil activity occurs. Topsoil erosion is of concern when the topsoil layer is blown or washed away, which reduce soil productivity and biological. Since most of the City of Beverly Hills is built out and there is no agricultural production within the City limits, topsoil erosion is of limited concern. The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Additionally, no project is proposed at this time and the amendments include policies that reduce run-off from irrigation (CON 5.5), require grading plans to be designed to capture stormwater and allow for on-site dissipation (CON 8.2), and continue to implement the National Pollutant Discharge Elimination System’s (NPDES) and the South Coast Air Quality Management District’s (SCAQMD) regulations, including the use of best management practices (CON 10.3).

Therefore, any impacts would be *less than significant*.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
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As previously discussed, potential impacts to landslides and liquefaction would be less than significant; therefore, this analysis addresses impacts related to unstable soils as a result of lateral spreading, subsidence, or collapse.

Lateral spreading occurs as a result of liquefaction. As such, liquefaction-prone areas could also be susceptible to lateral spreading. Further, subsidence has been identified as a potential hazard in the area from groundwater withdrawal in excess of groundwater recharge.

The amendments would not change land use or the allowable development envelopes, and they conserve the existing patterns and intensities of use. Development that would occur after implementation of these amendments would be required to comply with the California Building Code (CBC) regarding the minimum standards for structural design and site development. The CBC is based on the Uniform Building Code but has been modified for conditions in California, with more detailed and/or more stringent regulations. Implementation of the building codes, as updated from time to time, and compliance with policies contained in the amendments will ensure that structures built after implementation of these policies would perform in a manner at least equal to, and in many



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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cases, far better than, the existing structures they would replace.

Therefore, any impacts would be *less than significant*.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
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Alluvium, which generally consists of fine particles such as silt and clay along with larger particles like sand and gravel, is generally highly susceptible to ground shaking and is considered an expansive soil. Soils in the City are predominantly alluvium within the flat areas of the City and bedrock at the base of and on the side of the Santa Monica Mountains. Using unsuitable materials for fill and/or foundation support would have the potential to create future heaving, subsidence, spreading, or collapse problems leading to building settlement and/or utility line and pavement disruption. The City requires a site-specific foundation investigation and report for any new development that identifies potentially unsuitable soil conditions and contains appropriate recommendations for foundation type and design criteria that conform to the analysis and implementation criteria described in the City's Building Code. The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Additionally, no project is proposed at this time and a policy included in the amendments requires new development and redevelopment to be in compliance with seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have or potentially have significant seismic and/ or other geologic hazards (S 5.5), and a implementation program that requires City building codes to be updated periodically for consistency with State law (Program 2.4).

Therefore, any impacts would be *less than significant*.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	
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The City of Beverly Hills is almost entirely built out with established utility services, including sewer systems. The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Additionally, no project is proposed at this time and a policy included in the amendments requires new development and redevelopment to be in compliance with seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have or potentially have significant seismic and/ or other geologic hazards (S 5.5), and a implementation program that requires City building codes to be updated periodically for consistency with State law (Program 2.4).

Therefore, any impacts would be *less than significant*.

7. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Additionally, no project is proposed at this time. Although no specific development project is proposed at this time, development is expected to continue, with a maximum possible build-out as contemplated by the existing general plan. Currently, no State or regional regulatory agency has formally adopted or widely agreed upon thresholds of significance for greenhouse gas emissions. CEQA Guidelines §15064.7 States that "each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects." This provides justification for lead agencies to determine their own climate change thresholds. The Association of Environmental Professionals (AEP) recommends that "If a Lead Agency chooses to address GCC [Global Climate Change] in a [CEQA] document, it should be addressed in the context of a cumulative (versus project-specific) impact." Additionally, the California Air Pollution Control Officers Association (CAPCOA) States, "To determine what emission reductions are required for new projects one would have to know accurately the 1990 budget and efficacy of other GHG promulgated regulations as a function of time. Since the California Air Resources Board (CARB) will probably not outline its regulation strategy for several more years, it is difficult to determine accurately what the new project reductions should be in the short term." Additional guidance was given by the legislature in 2007 under SB 97, amending CEQA to establish that GHG emissions and their impacts are appropriate subjects for CEQA analysis. But the law does not address the evaluation and determination of "significance." The law simply directs the state's Office of Planning and Research ("OPR") to develop draft CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions" and directs the state Resources Agency to certify and adopt the CEQA guidelines. Until that time, the OPR has issued a Technical Advisory ("Addressing Climate Change through CEQA Review") to help guide agencies through the process by providing suggested standards on calculating GHG emissions, determining potential significance, and implementing mitigation measures, if necessary and feasible.

The City has begun requiring reductions in greenhouse gas emissions through adoption of a green building ordinance in 2008 that requires new commercial and multi-family construction to exceed Title 24 energy efficiency requirements by 15-percent and requires the installation of photo-voltaic energy generation systems. Additionally, all future construction occurring in the City would be subject to evolving State green house gas emission regulations and specific impacts would be evaluated on a case-by-case basis assuring that as thresholds and regulations develop, new construction will be evaluated using the most up to date evaluation criteria and will be constructed consistent with the most current requirements. These amendments include a number of policies focused on GHG reductions, including: OS 7.2 which continues the City's practice of purchasing low-emission fleet vehicles, OS 7.4 which encourage privately owned low-emission vehicles, OS 7.1 and OS 7.3 which encourage transit ridership, OS 7.7 – OS 7.9 which calls for air emissions reductions in collaboration with local and State agencies, and OS 7.13 which encourages the City to establish a means of providing preference to contractors who use reduced-emission equipment.

Based on the incorporation of the foregoing goals and policies, and because the amendments would not change land use or the allowable development envelopes, the amendments will not result in a project-level or cumulatively



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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significant impact with respect to greenhouse gas emissions.

Therefore, any impacts would be *less than significant*.

c) Would the project require or result in the construction of new energy production or transmission facilities, or expansion of existing facilities the construction of which could cause a significant environmental impact?			X	
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The State is currently experiencing constraints related to electrical energy supply and delivery. These constraints are generally limited to peak demand days during the summer months. The amendments would not change land use or allowable development envelopes. Implementation of these amendments would not result in additional development beyond what has already been contemplated within the existing general plan document and therefore would not require new energy production or transmission facilities or expansion of existing facilities beyond what has already been contemplated in the existing local and regional provider plans that have analyzed the capacity and service needs of the City at full build-out.

Although no specific development project is considered at this time, development will continue under the full build-out of the existing general plan. It is expected that some steps outlined in the California Energy Commission's (CEC) Action Plan will be implemented to alleviate energy constraints. If these constraints remain, they could result in "rolling blackouts," which are limited to specific geographic areas for a period of hours. Further, if energy constraints remain, they are a reflection of the broad energy supply issues experienced by California as a whole, and not unique to the demands of development in the City.

The current electrical and natural gas demand of the City of Beverly Hills is within the capacity limitations of the electrical and natural gas production and transmission facilities serving the City. Additional energy demands resulting from continued build-out of the existing general plan would be adequately met by current and planned infrastructure. Further, with respect to natural gas, Policy CON 19.1 states that new development is approved contingent upon its ability to be served with adequate natural gas facilities and infrastructure, and Policy CON 19.2 encourages coordination with Southern California Gas Company to ensure that adequate natural gas facilities are available to meet the demands of existing and future development and to encourage conservation techniques. Similarly, with respect to electricity, Policy CON 20.1 states that new development is approved contingent upon its ability to be served with adequate electrical facilities and service, and Policy CON 20.2 encourages coordination with Southern California Edison (SCE) and the Beverly Hills Department of Public Works to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to encourage conservation techniques. Further development would also be required to comply with the energy conservation measures contained in Title 24, and the City's newly adopted Green Building Ordinance which would reduce the amount of energy needed for the operation of any buildings constructed. Existing infrastructure and service systems are sufficient to accommodate the additional development anticipated to occur through full build-out of the existing general plan and no major infrastructure improvements are anticipated. Because no major



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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infrastructure improvements are known or planned at this time, no environmental impacts associated with construction and operation of such improvements is anticipated.

Excluding any unforeseen problems, existing distribution resources have the ability to serve all existing customer loads. The projected electrical demand of the City and is expected to be within SCE's current 10-year load forecasts. Though SCE's total system demand is expected to continue to increase annually, excluding any unforeseen problems, SCE's plans for new distribution resources would be adequate to serve all existing and new customer loads throughout the next decade. Regardless, SCE recommends the use of energy efficient and high-performance design for nonresidential and residential building design and construction. Goal CON 21 encourages the provision of affordable and reliable energy resources to residents and businesses that minimized energy consumption, and this goal includes eight policies (Policy CON 21.1 through Policy CON 21.8) that provide guidance for energy conservation.

Therefore, any impacts would be *less than significant*.

d) Would the Proposed Project encourage the wasteful or inefficient use of energy?			X	
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The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use. Additionally, many of the new Conservation Element policies included would ensure that energy efficient appliances, practices, and building design be used to ensure that energy use within the City is as efficient as possible (CON 21.1 – CON 21.7).

Although no specific development project is considered at this time, development will continue under the full build-out of the existing general plan. Energy would be consumed during construction activities primarily in the form of petroleum fuels and electricity. Fuel would be needed for vehicles and construction equipment and to run electrical generators for uses such as lighting, welding machines and power tools. Fuel would also be consumed during the production and transport of raw materials. Construction under the existing final build-out of the existing general plan would result in a permanent consumption of finite energy resources; however, construction would consist of temporary activities that would not result in long-term demand for energy. The California Air Resources Board recently passed amendments to Title 13 of the CCR which would require heavy diesel vehicles to restrict idling to five minutes or less. While this requirement was implemented to reduce pollutant emissions (see Section 4.2 [Air Quality]), the anti-idling amendments have the added benefit of reducing fuel consumption.

Operation of new buildings constructed under continued build-out of the existing general plan would consume energy for electricity, heating and cooling, transportation, communication, and a number of other existing and proposed uses that rely on energy. While energy would be consumed, all development would be required to follow the rules and regulations under Title 24, as well as the policies and regulations relating to energy conservation identified in The amendments (described above in 18 a)) and the City's Zoning Code, which includes energy efficiency measures in the green building ordinance requiring new commercial and multi-family



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction to exceed Title 24 energy efficiency requirements by 15-percent and to install photo-voltaic systems. Further, the Sustainable City Plan adopted in 2008 would further be used to ensure that energy is not wasted.

Therefore, any impacts would be *less than significant*.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:			
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X

The existing layout of the City locates residential and commercial uses relatively close to one another and in some instances residential uses co-exist with commercial uses. The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use.

The presence, absence, use, storage and/or transport of hazardous materials are most often a function of specific commercial uses and associated with a specific development project or site. Individual development projects are not contemplated with the amendments; therefore, it is not possible to accurately predict or quantify potential increases in the transport, storage, and use of hazardous materials which might arise as a result of continued build out of the existing general plan. Although the overall quantity of hazardous materials and waste generated in the City could increase with build out, all new developments or businesses which handle or use hazardous materials would be required to comply with the regulations, standards, and guidelines established by the Federal EPA, the State EPA, the adopted regulations of Los Angeles County, and City of Beverly Hills related to storage, use, and disposal of hazardous materials.

The amendments include Goal S 6, which reads: "ensure that the health, safety and general welfare of residents and visitors of Beverly Hills, including the overall health of the natural environment, is protected to the maximum extent feasible from the harmful exposure to hazardous materials." To achieve that goal, the amendments have identified a variety of policies to reduce the potential exposure of people and the environment to hazardous materials. Implementation of these policies, including enforcement of existing and future federal, State and local rules and regulations governing hazardous materials and hazardous waste, would ensure that risks from routine use, transport, handling, storage, and disposal of hazardous materials would be minimized. Oversight by the appropriate federal, State, and local agencies and compliance by new development with applicable regulations related to the handling and storage of hazardous materials would minimize the risk of the public's potential exposure to these substances.

Finally, as shown on the adopted general plan land use map and the City's adopted Zoning map, industrial and other similar uses that typically use hazardous materials are not permitted in the City, further reducing any risks regarding such materials.

Therefore, any impacts would be *less than significant*.

b) Create a significant hazard to the public or the environment			X
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	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				

The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use. Additionally, no individual development project is contemplated at this time and it is impossible to project or quantify the potential harm that might result from an unintended or accidental hazardous materials release occasioned by demolition of existing structures, soil disturbance caused by new construction and/or remodeling of existing structures, or spillage/improper handling of construction materials, all following from the full build out of the land uses permitted by the existing general plan. However, continued enforcement of existing rules and regulations by the responsible agencies along with policies S 6.1 – S 6.6 included in these amendments can be expected to reduce impacts from hazardous materials.

Finally, as indicated in the land use chart provided in the Environmental Setting and on the City’s adopted zoning map (Figure 10), industrial and other similar uses that typically use hazardous materials are not permitted in the City, further reducing any risks regarding such materials.

Therefore, any impacts would be *less than significant*.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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The location of school facilities in the City is provided in Figure 11. The general student population of Beverly Hills is served primarily by the Beverly Hills Unified School District (BHUSD), which includes six schools, as well as eight private schools within the City. The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use. Additionally; no individual development project is contemplated at this time.

No development project is being contemplated at this time and the amendments will not result in the emission of any hazardous materials. Any future development proposals near school facilities would be reviewed for the potential impacts to school facilities, with any necessary mitigation identified. Additionally, continued enforcement of existing rules and regulations by the responsible agencies along with policies S 6.1 – S 6.6 included in these amendments can be expected to reduce impacts from hazardous materials.

The California Education Code (Section 17210 *et seq.*) outlines the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste. Although hazardous materials and waste generated from future development may pose a health risk to nearby schools, all businesses that handle, or have on-site transportation of hazardous materials, would be required to comply with the provisions of the City’s Fire Code and any additional regulations as required in the *California Health and Safety Code* (Article 1 Chapter 6.95). Both the Federal and State governments require all businesses that handle more than a specified amount of



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hazardous materials to submit a business plan to a regulating agency. Compliance with the provisions of the City's Fire Code as well as federal, State, and local regulations and conformance with the proposed goals and policies included in The amendments would minimize the risks associated with the exposure of school children to hazardous materials.

Any impacts from the amendments would be *less than significant*.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
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The City contains sites that have been contaminated by the release of hazardous substances into the soil or groundwater, including sites containing leaking underground storage tanks, voluntary cleanup sites, and small-quantity generators of hazardous waste. No individual development project is contemplated at this time and it is impossible to project or quantify the potential harm that might result from an unintended or accidental hazardous materials release occasioned by demolition of existing structures, soil disturbance caused by new construction and/or remodeling of existing structures resulting from the full build out of the land uses permitted by the existing general plan. Continued enforcement of existing rules and regulations by the responsible agencies along with policies S 6.1 – S 6.6 included in these amendments can be expected to reduce impacts from hazardous materials.

Sites in the City of Beverly Hills with Leaking Underground Tanks as of October 27, 2009

NAME	ADDRESS	CLEANUP STATUS
BEVERLY HILLS FIRE STATION #1	445 NORTH REXFORD DRIVE	OPEN - REFERRED
TOSCO - 76 STATION #0971	427 CRESCENT DR N	OPEN - REMEDIATION
ARCO S.S. 1278	8800 BURTON WAY	OPEN
BUDGET RENT-A-CAR	9815 WILSHIRE BLVD.	OPEN - SITE ASSESSMENT
ARCO #1278 (FORMER)	8800 BURTON WY	OPEN - SITE ASSESSMENT
TOSCO - 76 STATION #0703	9988 WILSHIRE BLVD	OPEN - SITE ASSESSMENT
EL RODEO SCHOOL	605 WHITTIER DR.	OPEN - REMEDIATION
OLYMPIC SQUARE SHOPPING CENTER	9121 WEST OLYMPIC	OPEN - SITE ASSESSMENT
MOTOR DOCTORS	195 ROBERTSON BLVD S	OPEN - REMEDIATION

- California Environmental Protection Agency, 2009

Additionally, current State, Federal and local regulation requires remediation and clean up of such sites before development could take place and policy S 6.5 included in these amendments would require an evaluation of risk, remediation and cleanup prior to reuse of sites where hazardous materials may present a significant hazard to the



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public or the environment.

Therefore, any impacts would be *less than significant*.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
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The City of Beverly Hills is not within any airport land use plan or within two miles of a public use airport. The nearest public airport is Los Angeles International Airport, approximately 7 miles south of the City limits.

Therefore, the amendments would result in *no impact*.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
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There are no existing private airstrips within the City. Therefore, no safety hazard associated with location to near a private airstrip would occur.

Therefore, the amendments would result in *no impact*.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
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The Beverly Hills Office of Emergency Management published a Hazard Mitigation Plan in 2004. The Plan provides guidance for the City's response to emergency situations associated with natural and manmade disasters. The Plan concentrates on management concepts and response procedures relative to large-scale disasters. Such disasters could pose major threats to life, the environment and property, and can impact the well being of a large number of people. The amendments would not change land use or the allowable development envelopes and would not increase the residential or daily working populations in the City beyond those contemplated by the existing general plan and Hazard Mitigation Plan.

Although no specific development project is considered at this time, development will continue under the full build-out of the existing general plan. As a result, traffic conditions could become more congested. In the event of an accident or natural disaster, the increase in traffic in the City could impede the rate of evacuation for employees and residents. Traffic could also increase response times for emergency medical or containment services. Any resulting traffic congestion from build-out of the existing general plan however has been contemplated in the City's Hazard Mitigation Plan and any major development project would be required to consult with the City's Office of Emergency Management to address project specific impacts to that plan. Additionally policies included in the amendments address emergency response and evacuation. Policy S 7.3 calls for routine updates to the City's existing Hazard Mitigation Action Plan and S 7.7 encourages periodic emergency related response exercises. In



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addition, policy S 7.1 calls for maintenance of the City Emergency Operations Center which is the City's primary disaster response operations center.

Therefore, any impacts would be *less than significant*.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	
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The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use. Additionally, no individual development project is contemplated at this time. Policy S 3.5 of the amendments requires all new structures and major renovations of existing structures and all existing buildings of five-stories or more to install automatic fire extinguishing systems. Therefore, when considering the additional safety precautions included, implementation of these amendments would reduce risk to continued build-out of the existing general plan.

There are no "Wildland Areas" in the City, however the area of the City north of Elevado Avenue is considered a "Very High Fire Hazard Severity Zone" (Figure 12) and owner's of property located within this zone are subject to maintenance requirements in Section 51182 of the California Government Code (California Department of Forestry and Fire Protection, 2009). In addition, Policies S 1.2 and S 1.3 require property owners to maintain their property to reduce fire potential.

Therefore, any impacts would be *less than significant*.

9. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	

The City of Beverly Hills is almost entirely built out with established utility services and discharges wastewater to the Los Angeles Hyperion Wastewater Treatment Plant (HTP), which provides secondary treatment to wastewater and dry-weather stormwater within its service area. The HTP has an available capacity of about 110 MGD (Million Gallons per Day). The HTP NPDES Permit includes effluent limitations designed to be protective of water quality for the permitted design capacity. Since no development is contemplated at this time and the amendments to not change land use or development intensity, the amendments would therefore not exceed the effluent volume limitations. Additionally, several policies in The amendments are designed to minimize pollutants in the sanitary sewer system, so that the sanitary sewer system does not contribute to water quality contamination, and to ensure that waste discharge requirements (WDRs) are complied with.

Water quality standards applicable to stormwater are listed in the Basin Plan. Applicable WDRs include the Los Angeles Hyperion Wastewater Treatment Plant NPDES Permit (Order No. 94-021 and NPDES Permit No. CA0109991), an individual WDR or Master Recycled Water Permit, Construction General Permit, Municipal Stormwater NPDES Permit, and Construction Dewatering General Permit, if construction dewatering is required.



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Under the Municipal Stormwater NPDES Permit, priority projects, which the LARWQCB has deemed as most likely to cause or contribute to pollutants in stormwater runoff would be required to prepare and implement a SUSMP. Section 9-4-506 of the Municipal Code also requires preparation of an SUSMP for priority project in compliance with the Municipal Stormwater NPDES Permit, in addition to plan designs that minimize stormwater runoff. The Municipal Stormwater NPDES Permit and associated SQMP/SUSMP have been designed to be protective of water quality.

Compliance with the Municipal Stormwater NPDES Permit requirements, the City's Municipal Code (specifically Section 9-4-506 pertaining to urban runoff mitigation plans), and policies included in The amendments would reduce the risk of water quality degradation from the operation of new development and redevelopment to the maximum extent practicable. Furthermore, the City may impose "green" or "sustainable" design requirements on new projects to improve water quality performance as those techniques develop (Policy LU 14.4) and for use of recycled water (Policy CON 7.2). Recycled water typically has a higher salt content than natural waters. If recycled water is used, an individual WDR or Master Recycled Water Permit would be required prior to use. The WDR would include effluent limitations specific to the recycled water characteristics and areas of use in order to be protective of water quality. These policies and the City Water Conservation program would ensure that irrigation practices that might use recycled water do not use more recycled water than necessary and that excess recycled water, which could leach to groundwater or runoff to the storm drain system, is not applied.

The amendments would not change land use or the allowable development envelopes assumed within the Basin Plan and NPDES Permit. Based on this reason and for the reasons listed above, the amendments would not violate any water quality standard or waste discharge requirement.

Therefore, any impacts would be *less than significant*.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
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The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use and construction in the City primarily occurs as infill and redevelopment. Due to the urban nature of the City, no net increase in impermeable surfaces is expected to occur as a result of new construction, because new impervious areas are constructed where existing impervious areas currently are. Therefore, groundwater recharge would not be substantially affected. The amendments would increase the amount of impervious areas through Policies CON 8.1 which encourages pervious materials to be used when repaving alleys and CON 14.6 which encourages use of parklands for stormwater retention and groundwater recharge. Figure 13 shows existing park facilities in the City.

The depth to the local groundwater table is variable. Pile driving, dewatering, and other construction activities that



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could encounter groundwater would potentially occur. However, construction dewatering would not remove a substantial amount of groundwater and potential effects on the groundwater table would be temporary. Water used during construction for cleaning, dust control, and other uses would be nominal and local groundwater use accounts for only about 10 percent of the City's water supplies. Goal CON 8 and its policies commit the City to various measures that would improve and/or enhance its groundwater resources. Implementation of these policies should result in greater water conservation throughout the City and reduce potential negative impacts of new construction on groundwater supply. Policies implementing Goal CON 8 include Policy CON 8.3 which along with the Municipal Code Sections 9-4-603 and 9-4-610 encourages beneficial use of water obtained through dewatering as opposed to releasing the water into the sewer system.

Additionally, implementation of green and sustainable design elements, water conserving landscape and irrigation and permeable hardscapes in new construction could result in a minor improvement in overall water quality. Furthermore, while the insertion of support and foundation structures in the groundwater may reduce the storage capacity of groundwater, the displaced volume would be minimal relative to the volume of the Los Angeles Groundwater Basin. Therefore, as the City is fully built-out already and new building would replace old buildings, new construction would not reduce the groundwater recharge capacity of the City and could, with the policies regarding groundwater recharge in these amendments, increase recharge capacity and reduce the amount of existing shallow groundwater dewatering.

Therefore, any impacts would be *less than significant*.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
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The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use. The City of Beverly Hills does not discharge to a water body that would be susceptible to erosion and siltation caused by alteration of drainage properties. Additionally, drainage patterns in the City would not be substantially altered in a manner that could cause or contribute to increased erosion or siltation. The amendments include policies designed to minimize post-construction erosion impacts and reduce stormwater runoff. These policies closely mirror existing building code requirements and are routinely required of all new development projects. These policies ensure incorporation of stormwater detention facilities, design of drainage facilities to minimize adverse effects on water quality, and minimization of increases in impervious areas.

Therefore, any impacts would be *less than significant*.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
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The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use. Policies included in these amendments would ensure adequate drainage for new development and would eliminate any illegal discharges that could contribute to capacity exceedances and localized flooding.



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, storm drain system capacity exceedances and associated flood impacts would be minimized. Further, the amendments include policies designed to minimize post-construction erosion impacts and reduce stormwater runoff (LU 14.4). These policies closely mirror existing building code requirements and are routinely required of all new development projects. These policies ensure incorporation of stormwater detention facilities (CON 9.1 and CON 12.1), design of drainage facilities to minimize adverse effects on water quality (CON 5.13), and minimization of increases in impervious areas (CON 8.3).

Therefore, any impacts would be *less than significant*.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
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The City of Beverly Hills is almost entirely built out with established utility services and discharges stormwater to the Los Angeles Hyperion Wastewater Treatment Plant (HWTP), which provides secondary treatment to dry-weather stormwater within its service area. The HWTP has an available capacity of about 110 MGD (Million Gallons per Day). The HWTP NPDES Permit includes effluent limitations designed to be protective of water quality for the permitted design capacity. Since no development is contemplated at this time and the amendments to not change land use or development intensity, the amendments would not exceed the effluent volume limitations. Additionally, several policies in the amendments are designed to minimize runoff so that the stormwater system does not contribute to water quality contamination (CON 14.1 – CON 14.3). In accordance with policies included in The amendments, the City's storm drain system would continue to be maintained and upgraded, the amount of pervious surfaces that could infiltrate stormwater runoff would be increased and flood mitigation including flood hazard mitigation would continue to be addressed as part of the City's Hazard Mitigation Action Plan to minimize potential risks associated with flooding. Furthermore, specific projects under the full build-out of the existing general plan would be required to undergo project-specific environmental review, at which time specific mitigation or design changes would occur to reduce the exposure of people or structures to flooding. (See Sections 9 a, and 9 h above for further discussion)

Therefore, any impacts would be *less than significant*.

f) Otherwise substantially degrade water quality?			X	
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Figure 14 provides the approximate boundaries and locations of the three ground water basins underlying the City. Common sources of groundwater contamination during construction include earth-disturbing activities, such as trenching for underground utilities and pile driving for foundations. These activities could penetrate the water table and potentially result in minor ground water contamination. Compliance with the City's Municipal Code 9-4-504 would ensure that these earth-disturbing activities would not result in adverse groundwater conditions.

Another source of ground water contamination is from spillage resulting from improper handling, or storage of hazardous materials used during construction, which, could contaminate surface water or percolate into the groundwater. Careful monitoring of construction activities to insure compliance with the Construction General Permit and Municipal Code Section 9-4-507 requirements would ensure groundwater degradation during



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construction is not substantial. Additionally, project-specific environmental review would be required, with appropriate mitigation identified.

Common sources of groundwater contamination following construction include leaking underground storage tanks, septic systems, oil fields, leaking sewer systems, use of recycled water, and general industrial land uses. No septic systems, oil fields, or fuel service stations are proposed in the amendments. Furthermore, the policies are intended to minimize any other potential sources of water quality degradation, including water conservation (CON 4.1 – CON 4.6, CON 5.1 – CON 5.15, CON 9.4), use of recycled water (CON 7.2), as well as sewer improvements to prevent leakage and contamination (CON 9.1). Additionally, use of recycled water, which could potentially contribute to increased salt loads to groundwater, would be regulated under the Master Recycled Water Permit (Program 3.2). The Master Recycled Water Permit would include limitations on application and pollutants in recycled water designed to be protective of water quality.

Therefore, any impacts would be *less than significant*.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
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The City of Beverly Hills is not located within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map; however, the City's Building and Safety Division delineated two local flood zone areas within the City (Figure 15) as a result of repeated basement flooding events caused by exceedances of the storm drainage system during peak storm events. A 2009 stormwater study has demonstrated that recent storm drainage improvements in the two areas have adequately mitigated flooding issues; however the City has not had an opportunity to remove the local flood area designations. The first is located along the eastern boundary of the City, above Burton Way. The other includes all properties along Stanley Drive and east to the City's boundary (refer to Figure 15). These areas are already fully developed. The City's existing storm drain system in the area, while in need of continuing repair as a result of normal operations, is capable of handling storm water runoff for all but the most extreme weather events within the area. Additionally, improvements made to the system over the last ten years have increased capacity along the La Cienega corridor. In accordance with Policy CON 9.1 included in the amendments, the City's storm drain system would continue to be maintained and upgraded; Policies CON 8.1 and CON 14.2, the amount of pervious surfaces that could infiltrate stormwater runoff would be increased; and Policies S 1.4 and S 4.4, flood mitigation including flood hazard mitigation would continue to be addressed as part of the City's Hazard Mitigation Action Plan to minimize potential risks associated with flooding. Furthermore, future projects under the continued build-out of the existing general plan would be required to undergo project-specific environmental review, at which time specific mitigation or design changes would be required to appropriately protect against potential flooding and would be required to appropriately protect against potential flooding and would not result in exposing additional people to flooding based on the Drainage Report for Ordinance 96-O-2269 (Bryan Stirrat and Associates, 2009).



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Therefore, any impacts would be *less than significant*.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
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The City of Beverly Hills is not located within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map; however, the City's Building and Safety Division delineated two local flood zone areas within the City (Figure 15) as a result of repeated basement flooding events caused by exceedances of the storm drainage system during peak storm events. A 2009 stormwater study has demonstrated that recent storm drainage improvements in the two areas have adequately mitigated flooding issues; however the City has not had an opportunity to remove the local flood area designations. The first is located along the eastern boundary of the City, above Burton Way. The other includes all properties along Stanley Drive and east to the City's boundary (refer to Figure 15). These areas are already fully developed. The City's existing storm drain system in the area, while in need of continuing repair as a result of normal operations, is capable of handling storm water runoff for all but the most extreme weather events within the area. Additionally, improvements made to the system over the last ten years have increased capacity along the La Cienega corridor. In accordance with Policy CON 9.1 included in the amendments, the City's storm drain system would continue to be maintained and upgraded; Policies CON 8.1 and CON 14.2, the amount of pervious surfaces that could infiltrate stormwater runoff would be increased; and Policies S 1.4 and S 4.4, flood mitigation including flood hazard mitigation would continue to be addressed as part of the City's Hazard Mitigation Action Plan to minimize potential risks associated with flooding. Furthermore, specific projects under the full build-out of the existing general plan would be required to undergo project-specific environmental review, at which time specific mitigation or design changes would be required to appropriately protect against potential flooding and would not result in placing structures in a flood area based on the Drainage Report for Ordinance 96-O-2269 (Bryan Stirrat and Associates, 2009).

Therefore, any impacts would be *less than significant*.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
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The City has a total of nine storage reservoirs. The five above-ground reservoirs and two of the four below or partially below-ground reservoirs (including the Greystone Reservoir) are capable of producing a flood wave if the structure suffers a catastrophic breach. Damage to the structures caused by an earthquake, however, would most probably be a minor breach, which would allow time for warning and reduction of the stored water in the reservoir. The two remaining below or partially below-ground (the Coldwater and Sunset reservoirs) are at elevations that present no potential for flood wave.

The City of Beverly Hills also lies in the inundation path of the Lower Franklin Canyon Dam, which is located north of the City (Figure 16). The dam above Beverly Drive and Coldwater Canyon Drive, just north of Coldwater Canyon Park (Figure 17). The reservoir has a 200 acre-feet capacity and can be drained to half capacity in 72



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hours and completely emptied in 216 hours. The Interagency Committee on Dam Safety characterizes this dam as having significant hazard potential (ICDS, 2004). Dams with significant hazard potential are “those dams where failure [breach] or mis-operation [unscheduled release] would result in no probable loss of human life but can cause economic loss, environmental damage, and disruption of lifeline facilities or can impact other concerns” (ICDS, 2004). In the event of a breach of the Lower Franklin Reservoir, the residential area north of Carmelita Drive could be flooded. Below Carmelita Drive, flooding potential rapidly decreases although some flooding of structures in this section of the inundation path could occur. Approximately 1,200 people live in the sector of the inundation area and provision for evacuation of this population is required in the event of a breach in the structure. This reservoir, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Additionally, the City of Los Angeles has identified improvements to debris basins and check dams on the hillside surrounding the lower Franklin Reservoir to eliminate threats to reservoir operation and quality of the water supply due to storm related damage (City of Los Angeles, “4D: Flood”)

The possibility of dam failures during an earthquake has been addressed by the California Division of Mines and Geology in the earthquake planning scenarios for a magnitude 8.3 earthquake on the San Andreas fault zone and a magnitude 7.0 earthquake on the Newport-Inglewood fault zone (Davis, 1982). These studies found that catastrophic failure of a major dam as a result of a scenario earthquake is regarded as unlikely (Davis 1982). Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum credible earthquake (MCE) for the Incentive Area. FEMA requires that all reservoir owners develop Emergency Action Plans (EAP) for warning, evacuation, and post-flood actions. Although there may be coordination with county officials when drafting the EAP, the responsibility for developing potential flood-inundation maps and facilitation of emergency response is the responsibility of the reservoir owner.

Therefore, any impacts would be *less than significant*.

j) Inundation by seiche, tsunami, or mudflow?			X	
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The City of Beverly Hills is almost entirely built out and the amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use. Additionally, no individual development project is contemplated at this time. Although no specific development project is considered at this time, development in Beverly Hills is subject to hazards associated with seiche, tsunami, and mudflow.

A seiche is wave generated on the surface of a landlocked body of water, such as a lake, reservoir or swimming pool (Merriam-Webster, 2009). A tsunami is a great sea wave produced by submarine earth movement or volcanic eruption (Merriam-Webster, 2009). Both seiches and tsunamis are known to occur following earthquakes. After a major earthquake it can be assumed that there may be minor flooding and damage caused by water sloshing out of swimming pools (resulting from a seiche); however this is not anticipated to be substantial. The City maintains 10 partially above ground storage reservoirs, including the Greystone Reservoir



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(City of Beverly Hills, pg. 151). If a seiche were to occur in one of the City's reservoirs there is a potential that residential properties near the structure could be damaged; however this also is not anticipated to be substantial (City of Beverly Hills, pg. 151). The City of Los Angeles maintains the Upper Franklin Reservoir which is located in the Santa Monica Mountains, above the Coldwater Canyon Park and Recreational Center in Coldwater Canyon. In addition to the summary on flooding due to failure of a dam above, there is a risk of flooding in the City resulting from water sloshing out of the reservoir after an earthquake. Escaping water would flow into the Higgins-Coldwater Channel, a below-ground concrete channel located on the easterly side of Coldwater Canyon Drive (City of Beverly Hills, pg. 152) and therefore resulting flooding would be minimized and would not be substantial. The City of Beverly Hills is located 6 miles east of the Pacific Ocean and at the lowest point is 120 feet above median sea-level along Olympic Boulevard (City of Beverly Hills, pg. 77). Due to the City's distance from the ocean and elevation, there would be little to no risk of flooding from a tsunami.

Mudflows are often triggered by periods of heavy rainfall. Earthquakes, subterranean water flow and excavation can also trigger mudflows (City of Beverly Hills, pg. 160). Factors contributing to rain-caused mudslides are barren earth, steep slopes and roads. Although landslides are natural processes, the incidence of mudslides and their impacts on people and structures can be exacerbated by human activities. Grading and construction can decrease the stability of a slope by adding weight to the top, removing support at the base, or increasing water content. Other activities that can increase the potential for mudslides include: excavation, improper drainage, ground water alteration, and vegetation removal – due to construction or wildfire. An estimated 20-percent (approximately 600 parcels) of the City is located in areas where the existing slope grade exceeds a 2:1 ratio of horizontal to vertical distance, which is the measure used by the City's Building and Safety Division to identify potentially unstable slopes (City of Beverly Hills, pg. 163). Policies included with these amendments that reduce mudslides triggered by construction include Policy CON 12.6 which continues to implement existing flood mitigation strategies including storm drainage system cleaning and replacement of aging pipes and Policy OS 1.1 which encourages preservation of natural features in hillside areas. Volcanic triggered mudslides - referred to as lahars (Merriam-Webster, 2009) – can also send large amounts of water, ash and volcanic rock down mountainsides. However, there is little to no volcanic activity in Southern California (Carpentier, 1998) and therefore there is little to no threat of flooding caused by a lahar.

Therefore any impacts would be *less than significant*.

k) Would the proposed project require or result in the construction and/or expansion of new storm drain infrastructure that would cause significant environmental effects?			X	
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Areas of existing flooding occur within the City of Beverly Hills and the storm drain system is in continuing need of repairs. Policies CON 12.1 and CON 12.2 in the amendments both establish policy that the City will upgrade the storm drain system as appropriate to protect lives and property and to ensure contamination is minimized. No development projects are contemplated at this time and it is not possible to analyze potential impacts resulting from future upgrades to the system. When upgrades are needed in the future, any resulting projects will be subject to



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erosion and sediment controls, preparation and implementation of a SWPPP, and an environmental review process to identify potential project-specific impacts and any necessary mitigation needed to reduce significant impacts.

Therefore, any impacts would be *less than significant*.

10. LAND USE AND PLANNING. Would the project:				
a)	Physically divide an established community?		X	

The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use. Additionally, no individual development project is contemplated at this time. Beverly Hills is almost completely built out, with a very limited inventory of large, unconstrained, vacant properties available for new development. The City's commercial corridors and districts comprise approximately 15-percent of the City's land area, with the remaining 85-percent largely residential in nature. Beverly Hills is a very desirable location for business and residential uses and that fact is pushing infill development, and the redevelopment and intensification of existing uses, particularly within the City's commercial districts and along its commercial corridors. Many of the City's commercial areas are stable and unlikely to change substantially over the next twenty years; others, however, are dynamic and in flux, containing a number of under-utilized and under-performing properties.

There are no land use changes or any extensions of roadways or other development features that could result in the physical division of an established community. Rather, the amendments include a substantial number of goals and policies that are intended to provide a framework for supporting the conservation of existing residential neighborhoods while allowing the City to continue developing under the allowable envelopes, preserving residential neighborhoods, enhancing the viability of the existing business sectors, promoting transit accessibility and ensuring design which will provide for appropriate transitions and compatibility between adjoining uses.

As Stated, the protection of residential neighborhoods is an important objective of the amendments. While some parts of the City will continue to undergo change over time, policies included in the amendments seek to ensure that existing residential neighborhoods are buffered from the potential adverse impacts of changes elsewhere. The amendments would protect the residential communities and would not physically divide an established community (Policies LU 2.1, 2.2, 2.10, 5.1, and 5.7).

Therefore, any impacts would be *less than significant*.

b)	Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		X	
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Applicable regionally adopted plans, policies, and regulations include the 2007 Air Quality Management Plan (AQMP), the Regional Transportation Plan (RTP), and SCAG's Regional Comprehensive Plan and Guide (RCPG). The SCAG regional plans cover Los Angeles County, which includes the City of Beverly Hills, and five other



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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counties within Southern California. The SCAG regional plans that require a consistency discussion in this section are the RCPG and the 2004 RTP, which is administered by SCAG.

Projects (including documents and amendments to documents) that are consistent with the employment and population projections identified in the Growth Management Chapter of the RCPG are considered consistent with the AQMP growth projections, since the Growth Management Chapter of the RCPG forms the basis of the land use and transportation control portions of the AQMP.

Implementation of the amendments would not result in additional development beyond what has already been contemplated within the existing general plan document; therefore the growth projections included in the RCPG, which are based on full build out of the City's existing general plan, still provide an accurate estimation of growth for the City, and, in turn, are consistent with the growth projections included in the AQMP.

As discussed above, implementation of the amendments are consistent with applicable adopted plans, regulations, or policies.

Therefore, any impacts would be *less than significant*.

c) Conflict with any applicable habitat conservation plan or natural community's conservation plan?			X	
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Implementation of the amendments would not conflict with any habitat conservation plan or natural community conservation plan because the City does not have any habitat conservation or natural community conservation plans. Further, based on the California Natural Diversity Database, the City does not contain any significant habitat capable of supporting sensitive species and does not contain any significant ecological areas. A majority of the City has been developed, paved, or landscaped, and is either denuded of vegetation or contains mainly ornamental and non-native plant species. Suitable habitat for sensitive mammal, reptile, amphibian, or fish species occurring in the region does not occur within the City limits. No major regional wildlife migration corridors have been identified and there is no native riparian habitat, mapped blue-line streams (Figure 4), or sensitive natural communities within the City (Figure 6).

Therefore, any impacts would be *less than significant*.

11. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Mineral resource zones underlying the City are provided in Figure 18. The State Mining and Geology Board (SMGB) classifies significance of mineral resources in accordance with the California Surface Mining and Reclamation Act of 1975 (SMARA) using a system that classifies land into one of four possible Mineral Resources



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Zones (MRZ) based on quality and significance of mineral resources (California Department of Conservation, Division of Mines and Geology, 1983). According to the State of California (Miller, 1994), the City of Beverly Hills is located in an area classified as MRZ-3, which is defined as "...areas of known or inferred mineral occurrence." The City of Beverly Hills is also located in a highly urbanized area and is almost completely built out and therefore any potential access to mineral resources, such as gravel and sand, is limited or does not exist. The amendments would not change land use, the allowable development envelopes, or the existing patterns and intensities of use. Additionally, no individual development project is contemplated at this time.

Oil Fields underlying the City are provided in Figure 19. Oil and gas deposits are not considered "minerals", however a summary of impacts to oil and gas production has been provided because the City is within a region underlain by oil deposits. The City is located on the San Vicente, East Beverly Hills and South Salt Lake Fields; these fields have produced over 100 million barrels of oil and 200 billion cubic feet of gas (City of Beverly Hills, 2005). The City's oil and gas extraction policies currently allow for the operation of existing and new extraction sites. The amendments would change these policies. Policies CON 23.1 would prohibit new extraction sites and CON 23.2 would develop a plan for phasing out existing sites. Although implementation of the amendments would inhibit the extraction of oil and gas in the City, the amounts of oil and gas that are currently extracted are not anticipated to be significant in relative proportion to the amounts of oil and gas that are imported from other sources. Additionally, the phase-out plan has not been developed and therefore, it would not be possible to estimate impacts on availability that would result from phasing out oil and gas extraction at this time. When a phase-out plan is developed, further environmental review would be necessary before the plan is implemented. Therefore, any impacts would be *less than significant*.

12. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	

Due to the existing character of the City, residential and commercial uses are located relatively close to one another and, in some instances, co-exist. Noise that would be experienced by sensitive uses are determined at the property lines and the nearest sensitive uses would vary at different locations in and around the City. Specific development is not contemplated at this time; however, there is the potential that future construction activities could be as close as 15-feet from sensitive receptors (single- and multi-family residential, educational, and medical uses). Section 5-1-202 of the City's Municipal Code prohibits stationary mechanical equipment such as HVAC from producing noise levels at the adjoining property lines of greater than 5 decibels above the ambient noise level. Additionally, policies included in the amendments tend to limit noise generation and provide better protections to noise-sensitive receptors. For example, the amendments contain Goal N 1, which stating, "Minimize land use conflicts between various noise sources and other human activities." and Goal N 3, stating, "Minimize non-transportation-related noise impacts on sensitive noise receptors." To achieve these goals the amendments contain several policies intended to reduce the potential exposure of sensitive receptors to noise related impacts (N 1.1 - .N



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1.6, N 3.1 and N 3.2). Implementation of these policies, as well as compliance with the City of Beverly Hills Noise Ordinance would ensure that potential impacts to sensitive receptors due to exposure to noise levels that exceed the established local standards are minimized.

Therefore, any impacts would be *less than significant*.

b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?			X	
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Beverly Hills is subject to ground-borne vibration and noise levels associated with traffic and construction activities. Existing Roadway Noise Contours are provided in Figure 20. Policies included in the amendments would tend to limit noise generation and provide better protections to noise-sensitive receptors (Policies N 1.1 – N 1.6, N 2.1 – N 2.3, N 3.1 – 3.2, and N 4.1). In addition to the new policies and programs the protective measures already required would remain in place (BHMC 5-1-104: General Standards Relative to Disturbance of the Peace).

Therefore, any impacts would be *less than significant*.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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Beverly Hills is subject to noise associated with construction activities; however, noise levels within the City would continue to be dominated by vehicular traffic on the adjacent roadways. Other sources of noise would include new stationary sources (such as rooftop heating, ventilation, and air conditioning equipment) and human activity throughout the City. Policies included in the amendments would tend to limit noise generation and provide better protections to noise-sensitive receptors (Policies N 1.1 – N 1.6, N 2.1 – N 2.3, N 3.1 – 3.2, and N 4.1). Additionally, the protective measures already required would remain in place (BHMC 5-1-104: General Standards Relative to Disturbance of the Peace).

Therefore, any impacts would be *less than significant*.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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Policies included in the amendments would tend to limit noise generation and provide better protections to noise-sensitive receptors (Policies N 1.1 – N 1.6, N 2.1 – N 2.3, N 3.1 – 3.2, and N 4.1). Construction activities will continue to occur with continued build-out of the existing general plan, however there would be no change from current practice or level of construction activity, and the protective measures already required would remain in place (BHMC 5-1-104: General Standards Relative to Disturbance of the Peace).

Therefore, any impacts would be *less than significant*.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people				X
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	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
residing or working in the project area to excessive noise levels?				

The City is not in the vicinity of any commercial airport nor does any area of the City fall within an airport land use plan. Implementation of The amendments would not expose people residing or working in the City to excessive noise levels.

Therefore the amendments would have **no impact**.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
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There are no private airstrips in the vicinity of the City. Thus, the amendments would not expose people residing or working in the City to excessive noise levels.

Therefore the amendments would have **no impact**.

13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	

The amendments do not include any changes to currently permitted uses and densities in the City. Implementation of the amendments would not induce substantial population growth either directly or indirectly.

Therefore, any impacts would be **less than significant**.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
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The amendments do not include any changes to currently permitted uses and densities in the City. Implementation of the amendments would not require demolition of existing housing, necessitating the construction of replacement housing elsewhere.

Therefore, any impacts would be **less than significant**.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
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The amendments do not include any changes to currently permitted uses and densities in the City. Implementation of the amendments would not require demolition of existing residential units or the displacement of substantial numbers of existing residents.

Therefore, any impacts would be **less than significant**.

14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental				
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	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	

Figure 21 provides the locations of the City's three fire stations. The provision of fire stations varies as a function of the geographic distribution of structures. The BHFD's service goals are also based on accepted service levels. The City is served by three fire stations with response time estimated at approximately four minutes and thirty-two seconds (Barton 2008). The BHFD is currently operating at acceptable levels of fire protection services. In general, the BHFD's ability to support the needs of future growth is dependent upon its ability to secure sites for construction and equipment for new fire stations in a timely manner. Policies contained in the amendments require that adequate infrastructure be provided as new development occurs. For example, compliance with Goal PS2 and Policy S2.2 would ensure that fire staffing and facilities are expanded commensurably to adequately serve the needs of the City's growing population and business community, and maintain or enhance the City's emergency fire response times of less than five minutes. Thus, fire staffing and facilities would be expanded commensurately to serve the needs of new development to maintain the current response time. Any new development would be required to comply with all applicable federal, State, and local regulations governing the provision of fire protection services, including adequate fire access and number of hydrants. The *California Fire Code* has provisions that include construction standards in new structures and remodels, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains. There is no development project proposed at this time therefore, pursuant to CEQA Section 15145, impacts would be speculative. Environmental review would be required as specific facilities are proposed and this would include project-specific environmental review under CEQA.

Therefore, any impacts would be *less than significant*.

b) Police protection?			X	
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Figure 21 provides the location of the City's police station. The City of Beverly Hills currently maintains a ratio of 3.8 sworn officers per 1,000 residents, but does not utilize a standard personnel-to-population ratio to determine optimum staffing levels because there is a significant disparity between actual resident population (approximately 36,000 residents) and the City's daytime population (approximately 250,000 people). The agency's main indicator of effectiveness is its response time to emergency calls. The Department's average response time is three minutes. Other indicators of effectiveness include the volume of calls for service and number of officers available at any given time. The BHPD is funded through general fund revenues generated by property and sales taxes, which are expected to increase in proportion to the City's growth. Implementation of public safety policies would ensure that the services would increase to keep pace with demand. While it is not possible to State with certainty that future growth would not result in the need for new facilities, the BHPD does not have any immediate or near future plans for expansion. There is no development project proposed at this time therefore, pursuant to CEQA Section 15145, impacts would be speculative. Environmental review would be required as specific facilities are proposed and this would include project-specific environmental review under CEQA.



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, any impacts would be *less than significant*.

c) Schools?			X	
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Beverly Hills Unified School District (BHUSD), as of October 2009 has an enrollment of approximately 5,300 kindergarten through 12-grade students and 3,000 adult education students. Average class size is 27 students. The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use and therefore would not alter the number of students in the school system. No project is proposed at this time; therefore, pursuant to CEQA Section 15145, impacts associated with the development of future school sites would be speculative. Environmental review would be required as specific facilities are proposed and this would include project-specific environmental review under CEQA.

Therefore, any impacts would *be less than significant*.

d) Parks?			X	
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Beverly Hills is currently deficient by approximately 15 acres of parkland according to the State Quimby Act standard of 3 acres per 1000 residents. The amendments include a policy to meet the National Recreation and Parks standards for provision of park amenities (Policy OS 8.1). Although this policy is included in the amendments, the amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Additionally, no project is proposed at this time therefore, pursuant to CEQA Section 15145, impacts from the development of potential future park amenities would be speculative. Environmental review would be required as specific projects are proposed including project-specific environmental review under CEQA.

Therefore, any impacts would be *less than significant*.

e) Other public facilities?			X	
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The City of Beverly Hills is served by two public libraries; the Main Beverly Hills Public Library and the Roxbury Senior Library. The amendments include Goals PS 5, PS 6, PS 7, which would improve library facilities and programs. Policy PS 5.3 would require large scale commercial or residential projects to contribute fees for the impact that their projects would have on library facilities due to increased population or daytime traffic. Although these policies are included in the amendments, The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Additionally, no project is proposed at this time therefore, pursuant to CEQA Section 15145, impacts from the development of potential future library facilities would be speculative. Environmental review would be required as specific projects are proposed including project-specific environmental review under CEQA.

Therefore, any impacts would be *less than significant*.

15. RECREATION. Would the project:



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Beverly Hills is currently deficient by approximately 15 acres of parkland according to the State Quimby Act standard of 3 acres per 1000 residents. Continued increase in population as contemplated by SCAG in modeling regional growth based on the full build-out potential of the existing general plan could minimally increase demand for public park and recreational services and facilities; however, continued build-out of the existing general plan would also include the development of additional park spaces and other open spaces. The amendments include the following policies that support the provision of sufficient park land in the community: Goal OS 9 requires the maintenance and preservation of existing parks and recreation facilities, Policy OS 8.6 suggests alternative funding sources to enhance existing parks and recreation facilities, Goal OS 8 and Policy OS 12.1 calls for the development of additional joint use agreements for recreational facilities, and Policy OS 8.2 requires future development to dedicate land or pay in-lieu fees and to provide on-site recreational amenities. To ensure compatibility between new park and recreational facilities and adjacent land uses, the amendments also include Goals OS 9, OS 11 and OS 12, which address the issue of integrating new parks and open space with the City's built environment. Implementation of the goals and policies proposed in the amendments would ensure that increased demand for and use of recreational facilities would not significantly accelerate the deterioration of existing recreational facilities. No project is proposed at this time however and therefore, pursuant to CEQA Section 15145, impacts from the development of potential future park amenities would be speculative. Environmental review would be required as specific projects are proposed including project-specific environmental review under CEQA.

Therefore, any impacts would be *less than significant*.

16. TRANSPORTATION/TRAFFIC. Would the project:				
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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None of the amendments would conflict with applicable congestion management programs, and many address alternative means for easing congestion and better managing traffic flows, for example Policy CIR 1.1 calls for improvements to traffic flow, CIR 1.2 calls for improvements to intersections, CIR 1.4 strives to maintain traffic flow through promotion of alternative transportation, CIR 2.1 – 2.12 strives to reduce traffic through support of the regional subway system, and Goal 8 and its policies calls for revision and implementation of the City’s bicycle master plan.

Therefore, any impacts would be *less than significant*.

c) Result in a change in air traffic patterns, including either an increase in traffic levels, or a change in location, that result in substantial safety risks?				X
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The amendments and any continued build-out of the existing general plan would not interfere with or alter air traffic patterns in or near the City of Beverly Hills.

There is *no impact* in this regard

d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e. g. farm equipment)?			X	
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The amendments would not change transportation routes or traffic patterns. Further, none of the new Land Use and Mobility goals and policies would introduce new safety hazards at intersections or along roadway segments, as most would be designed to improve safety, such as through median installation, enhanced crosswalks for pedestrians (CIR 7.1), or the installation of bicycle lanes or wide curb lanes to enhance circulation for bicyclists (CIR 8.2 and CIR 8.4).

Therefore, any impacts would be *less than significant*.

e) Result in inadequate emergency access?			X	
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The amendments would not change transportation routes or traffic patterns. Further, none of the amendments would reduce emergency access, as most would be designed to improve safety, such as enhanced crosswalks for pedestrians (CIR 7.1), or the installation of bicycle lanes or wide curb lanes to enhance circulation for bicyclists (CIR 8.2 and CIR 8.4). As previously discussed in the hazards section, any new development would be required to meet all applicable local and State regulatory standards for adequate emergency access and comply with applicable Municipal Code and Fire Code requirements regarding emergency access.

Therefore, any impacts would be *less than significant*.

f) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	
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The amendments contain new Circulation Element policies that encourage alternative modes of transportation, use



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of Intelligent Transportation Systems (ITS), and transportation demand management (TDM).

Bicycle Circulation. Contains goals and policies intended to enhance bicycle circulation in Beverly Hills. Beverly Hills currently has no official bicycle lanes or paths. The City of West Hollywood has a bike lane along North Santa Monica Boulevard to the eastern Beverly Hills City limits, as does the North Santa Monica Boulevard Transit Parkway in Los Angeles on the western city limits. Therefore, implementation of the amendments would not disrupt any existing bicycle facilities, or create conflicts or inconsistencies with adopted bicycle system plans, guidelines, policies, or standards. The existing general plan includes a bicycle master plan, however this plan was developed in the 1970's and never implemented. This bicycle master plan would be removed from the general plan as part of the amendments to become a free standing document in order to facilitate use and updating. Therefore, impacts to bicycle circulation would be *less than significant*.

Walkable Communities. The amendments would not disrupt existing pedestrian facilities or interfere with planned pedestrian facilities in existing and/or planned urbanized areas, main streets, or pedestrian districts and would not create conflicts or inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards. The amendments would enhance the pedestrian circulation network through improved pedestrian amenities (CIR 7.1 – CIR 7.10). Therefore, impacts to pedestrian circulation would be *less than significant*.

Public Transit. The Metropolitan Transportation Agency (MTA) Long Range Transportation Plan envisions an expanded regional transit system that may help sustain the increasing mode share of transit in Beverly Hills. By providing greater frequencies and better transit access to regional destinations, making trips by transit may become more viable. Better coordination between bus and existing Metrolink rail service also offers the opportunity to improve the appeal of transit in Beverly Hills. The amendments would complement region-wide efforts to connect urbanized areas with transit options (CIR 2.1 – CIR 2.12). In addition, areas surrounding major transit stations would be designed to encourage transit use (CIR 2.1a). The amendments would not disrupt existing or planned transit services or facilities; would not create conflicts or inconsistencies with adopted transit system plans, guidelines, policies, or standards; and is not expected to create demand for public transit services above the capacity that is provided, or planned. Increased traffic congestion, particularly in downtown Beverly Hills, could result in increased delay to transit vehicles. However, the potential future extension of a Metro subway line would reduce congestion on the City's existing bus transit corridors (La Cienega, Santa Monica and Wilshire Blvds). Therefore, impacts to public transit would be *less than significant*.

g) Result in inadequate parking capacity?			X	
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The amendments would not change parking requirements or parking conditions, land use or allowable development envelopes, or existing patterns and intensities of use. Additionally, no project is proposed at this time and the amendments include Policy LU 11.5 which encourages expansion of the City's parking supply. Although language related to parking would be removed from the existing general plan, the City parking standards and requirements would remain in place, and the removed language would be replaced by Policy LU 11.5, and Goal CIR 4 and associated policies. Additionally, the City will be developing a Circulation, Mobility and Parking Plan as part of Implementation Program 3.7.



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, any impacts would be *less than significant*.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:			
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X

Implementation of the amendments is expected to improve current wastewater treatment in the City through Goal CON 11, which is to minimize adverse effects to water quality from sanitary sewer outflows, Policy CON 11.1 which requires implementation of the Sewer System Management Plan; Policy CON 10.2 which requires waste discharge permits for all businesses, Policy CON 11.3 which calls for annual inspections of all food establishments for proper disposal of fats and grease; and Policy CON 11.6 which encourages tiered water rates to promote water, and thereby sanitary sewer, conservation efforts. New development would continue to comply with all provisions of the NPDES program, as enforced by the Regional Water Quality Control Board (RWQCB). Therefore, implementation of The amendments would not result in an exceedance of wastewater treatment requirements. All future projects are, and still would be required to comply with all applicable wastewater discharge requirements issued by the State Water Resources Control Board (SWRCB) and RWQCB. Future development under the amendments would be required to adhere to existing regulations and the policies identified above.

Therefore, any impacts would be *less than significant*.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
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The City of Beverly Hills is almost entirely built out and the amendments would not change land use or the allowable development envelopes. The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Although no specific development project is considered at this time, development will continue under the full build-out of the existing general plan. Additional development under full build-out of the existing general plan may increase water use within the City, thus potentially increasing the need for water treatment services. The City's existing Water Treatment Plant (WTP) was sized to accommodate development anticipated within the City (3 Million Gallons per Day (MGD)), and also provides for additional expansion (5.4 MGD), as needed, whether it is required to treat increased water demand or decreased availability from other sources. Further, the amendments include policies that require and encourage conservation of water (CON 4.1 – CON 4.7).

Therefore, any impacts would be *less than significant*.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
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The City of Beverly Hills sends approximately 6 Million Gallons per Day (MGD) to the Los Angeles County Hyperion Treatment Plant. The plant has a dry weather capacity of 450 MGD for full secondary treatment and an 850 MGD wet weather capacity. Current flow is 340 MGD, well below the facility's design capacity (City of Los Angeles Regional Water Quality Control Board, 2008). There are two general methodologies for determining the



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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amount of wastewater that would be generated by a project: first, by applying wastewater generation rates to the proposed land uses, and second, by assuming that wastewater generation is approximately 90-percent of water demand. Wastewater that would be generated using the first methodology is 842,322 gallons per day (or 0.84 MGD). Using the second methodology, the amount of wastewater generated would be 1,433,184 gallons per day (or 1.4 MGD). Using either methodology, the HTP has ample capacity to treat the City's wastewater. Policies included in the amendments would require sewage system inspections, repairs and upgrades for system maintenance (CON 12.1). Additionally, there is no development project proposed at this time therefore, pursuant to CEQA Section 15145, impacts resulting from potential future improvements to the City's storm water drainage facilities would be speculative. Environmental review would be required as specific facilities are proposed and this would include project-specific environmental review under CEQA.

Therefore, any impacts would be *less than significant*.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
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As described in further detail below, implementation of the amendments would not result in additional development beyond what has already been contemplated within the existing general plan and thus, Urban Water Master Plan. Further, the amendments do not involve any specific development projects. Additionally, goals and policies included in the amendments direct the City to continue to implement water conservation measures to limit water consumption and meet the current and projected future daily and peak water demands, which are designed to increase reliability. The City also has a drought resistant plant ordinance to further reduce water demand and as a member of the California Urban Water Conservation Council, the City has a demonstrated commitment to efficient water use by integrating urban water conservation Best Management Practices into the planning and management of California's water resources. Therefore implementation of The amendments would not impact the water supply

Further, the City's 2005 Urban Water Management Plan (UWMP) projects future water demands through 2030 based on Southern California Association of Governments (SCAG) population projections, which are in turn based on the City's existing general plan land use map, which will not be changed by the proposed amendments. At 2030, water demand is estimated to be 14,661 Acre-Feet per Year (AFY). SCAG projections anticipate the City's population will increase by 3,134 residents by 2030. Further, SCAG projects employment within the City to increase from 61,840 in 2010 to 68,708 by 2030, an increase of 6,868. The SCAG projections took into consideration full build-out of the City's existing general plan; therefore, the water demand associated with full build-out of the existing general plan would not exceed the Urban Water Management Plan (UWMP) projections.

As a final note, the Beverly Hills water distribution system includes ten reservoirs that together are capable of delivering up to 46,336 AFY of water into the City's system at 80 percent operation and the expansion of the Coldwater Canyon Reservoir is currently underway; therefore, as additional water becomes available to serve the City, there is ample storage for that water, and no additional facilities would be required.

Therefore, any impacts would be *less than significant*.



	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

Wastewater service within City of Beverly Hills is provided by the City's Utility Service Department. Wastewater from the city's system (not including storm water) are collected and treated at the Los Angeles Hyperion Treatment Plant (HTP). As previously described, the HTP has a dry weather capacity of 450 MGD (Million Gallons per Day) for full secondary treatment and an 850 MGD wet weather capacity. Current flow is 340 MGD, well below the facility's design capacity (Los Angeles Regional Water Quality Control Board, 2008). The total estimated flows from City of Beverly Hills are approximately 6 MGD per year. As previously Stated, the HTP has ample capacity to treat the sewage attributable to the City. Additionally, there is no development project proposed at this time therefore, pursuant to CEQA Section 15145, impacts resulting from any potential future development would be speculative. Environmental review would be required as specific facilities are proposed and this would include project-specific environmental review under CEQA.

Therefore, any impacts would be *less than significant*.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
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The amendments do not include changes in land use or allowable development envelopes and they conserve the existing patterns and intensities of use. Landfills currently serving the city of Beverly Hills include (1) Puente Hills Landfill, (2) Chiquita Canyon Sanitary Landfill, (3) Sunshine Canyon Landfill and (4) Calabasas Sanitary Landfill. Puente Hills Landfill is planned to close on October 31, 2013; the Chiquita Canyon Sanitary Landfill has a closure date of November 24, 2019. The Sunshine Canyon is expected to remain open until December 31, 2037 and the Calabasas Sanitary Landfill is scheduled to remain open until January 1, 2028. These landfills have a combined remaining capacity of 213,248,900 cubic yards (California Integrated Waste Management Board, 2009).

The amendments to include policies that divert waste through recycling (CON 16.1 and CON 16.2 – CON 16.5) and there is no development project proposed at this time therefore, pursuant to CEQA Section 15145, development that would result in exceedances of permitted capacity would be speculative. Environmental review would be required as specific facilities are proposed and this would include project-specific environmental review under CEQA.

Therefore, any impacts would be *less than significant*.

g) Comply with federal, State, and local statutes and regulations related to solid waste?			X	
---	--	--	---	--

State law requires a 50-percent diversion of solid waste from landfills. The City of Beverly Hills has achieved this diversion through recycling and collection of green waste, and has diverted at least 57 percent of its solid waste since 2001 (City of Beverly Hills 2005b). The City achieved a waste diversion rate of 60 percent in 2007. Therefore, the City is in compliance with State law.

The City remains committed to continue its existing waste reduction and minimization efforts with the existing



Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
-------------------------	--	------------------------------	-----------

diversion programs. Additionally, the amendments include Goal CON 15 and CON 16 (and all of the policies contained within those goals) which would ensure that no conflict with a federal, State, or local statutes or regulations related to solid waste disposal occur.

Therefore, any impacts would be *less than significant*.

Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
-------------------------	--	------------------------------	-----------

18. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:			
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X

Degrade the quality of the environment. As previously summarized under Item 9, in at the beginning of this document, – “Location, Plan Area and Regional Access”, the City is 5.7 square miles, located in an urbanized area, and surrounded by the cities of West Hollywood to the east and Los Angeles to the south, west and north. The City incorporated in 1914 and experienced its first building boom in the 1920’s and 1930’s. Since the first building boom, the City has been almost completely built out and further development has occurred mainly by constructing on previously developed land. The City is fully served by road, water, power, and sewer infrastructure. The amendments would improve the quality of the environment by conserving water (Policies CON 5.1 – CON 5.15), reusing wastewater for beneficial purposes (Policy CON 7.2), requiring additional protections for stormwater quality (Policies CON 11.4, CON 13.1 – CON 13.5), encouraging alternative energy sources (Policies CON 21.3, CON 21.4), requiring new construction to meet higher energy efficiency standards (Policies LU 14.3 – LU 14.7, and CON 21.1 – 21.8), reducing solid waste and increasing recycling (Policies CON 18.1 – CON 18.7), limiting noise (Policies N 1.1 – N 4.1), improving air quality and reducing greenhouse gas emissions (Policies OS 7.1 – OS 7.13). Therefore, there would be *no impact*.

Substantially reduce the habitat of a fish or wildlife species. As summarized above and previously in Section 4 – “Biological Resources”, lands in the City are largely urbanized and contains few to no significant biological resources. Areas that may provide habitat for special-status species are primarily located in the chaparral areas in the Santa Monica Mountains north of Sunset Boulevard. No native plant communities are present within the City’s boundaries (Figure 6). Although there is marginal foraging habitat within the City for the Hoary bat, a State Species of Special Concern (California Department of Fish and Game, 2009), the level of historical disturbance in the City has most likely resulted in a low prey - primarily of moths- population level and it is assumed based on the



California Natural Diversity Database that marginal or better habitats would exist in proximity to the City that are more likely to attract the bat's prey (e.g., coastal and mountain areas) and therefore would provide better foraging habitat. No impacts to roosting individuals would be expected because the habitat they prefer (areas within dense foliage of woodlands and forests with medium to large size trees that have ground cover of low reflectivity) does not occur within the City limits. Further, the amendments change land uses or allowable development envelopes, therefore implementation would not result in adverse impacts either directly or indirectly through habitat modifications. Therefore, there would be **no impact**.

Cause a fish or wildlife population to drop below self-sustaining levels. As summarized above and in Section 4 – "Biological Resources", the City is largely urbanized, contains few to no significant biological resources, and no native habitat. The amendments do not change land uses or allowable development envelopes, and implementation would not result in either direct or indirect loss of habitat. Additionally, the amendments include policies that would improve air quality (Policies OS 7.1 – OS 7.13), improve water quality (Policies OS 5.1 – OS 5.9, CON 10.1, CON 11.3, and CON 13.2 – CON 13.5), reduce noise (Policies N 1.1 – N 4.1) and glare (Policy OS 6.7). Therefore, there would be **no impact**.

Threaten to eliminate a plant or animal community. As summarized above and in Section 4 – "Biological Resources", the City is largely urbanized, contains few to no significant biological resources, and no native habitat. The amendments do not change land uses or allowable development envelopes, and implementation would not result in either a direct or an indirect loss of a plant or animal community. In addition to the aforementioned policies, the amendments would encourage preservation of natural features in the hillside areas, (generally, all areas of the City above Sunset Boulevard, which is also the area of the City in the foothills of the Santa Monica Mountains), thereby conserving areas potentially suitable for native plants and animals (Policy OS 1.1). Therefore, there would be **no impact**.

Reduce the number or restrict the range of a rare or endangered plant or animal. As summarized above and in section 4 – "Biological Resources", the City is largely urbanized, contains few to no significant biological resources, no native habitat or rare or endangered plants or animals. The amendments do not change land uses or allowable development envelopes, and would generally improve the quality of the environment. Therefore, there would be **no impact**.

Eliminate important examples of the major periods of California history or prehistory. As summarized in Section 5 – "Cultural Resources", no archeological resources have been identified in the City and the potential existence of resources is low, due to previous construction-related, ground disturbing activities. No specific development is proposed and therefore the amendments would not affect any potentially existing paleontological or historical resources. Additionally, the amendments would conserve any potential archeological, paleontological or historical resources through Policies CON 1.8 and CON 1.9. Therefore, there would be **no impact**.

	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)				X



The City of Beverly Hills is located within an urbanized area, is almost entirely built out and includes established roadways, circulation patterns and utility services. The general plan amendments update current City policies and programs and no specific development project is proposed at this time. The amendments do not change: land use patterns; development envelopes, intensity, quality, scale, and density; or the pattern and distribution of development or circulation. Therefore, implementation of the amendments would not result in direct physical changes or impacts to the environment. In many instances these amendments require additional conservation and protection of resources and enhancement of environmental and quality of life factors. Further, all new development and redevelopment projects in the City are required to be consistent with the general plan and development regulations established in the municipal code. As projects come forward in the future, each project will be reviewed for consistency with these documents and for impacts to the environment per CEQA. Considering these factors, it is unlikely that implementation of the general plan amendments would have physical impacts that are individually limited but cumulatively considerable. Therefore, there would be **no impact**.

	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

As previously summarized, the City of Beverly Hills is almost entirely built out and the amendments would not change land use or the allowable development envelopes. Implementation of the amendments would not result in additional development beyond what has already been contemplated within the existing general plan document and no specific development project is considered at this time; however development will continue under the full build-out of the existing general plan. The amendments include policies that would reduce adverse effects on human beings such as exposure to noise (Policies N 1.2 - N 1.6, N 2.1, N 2.2, N 3.1, N 4.1), improved air quality (Policies OS 7.1 – OS 7.13), increased community safety (Policies S 1.1 – S 7.15), and provision of quality public services (Policies PS 1.1 – PS 8.5). Therefore, there would be **no impact**.



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Appendix A

Supplemental Analysis

Additional policy language has been proposed for inclusion with the Step One amendments to the City of Beverly Hills general plan. This policy language addresses medical uses (Policy LU 9.6) in the City, and commercial common interest development (Policy LU 10.2). As neither of the two new policies would cause, either directly, or indirectly, any physical change in the environment it can be assumed that there would be no impact to the environment from their implementation.



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Appendix B

List of Figures

1. Regional Location
2. Planning Area
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5. Hydro Regions
6. Sensitive Species and Vegetation Communities
7. Existing Storm Drainage System
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9. Landslide Prone Areas and Soil Liquefaction Zones
10. Zoning
11. School Facilities
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16. City of Los Angeles Flood Map
17. Santa Monica Mountains Topographic Maps, No. 219 (Coldwater Canyon)
18. Mineral Resources
19. Oil Fields
20. Existing Roadway Noise Contours
21. Police and Fire Facilities

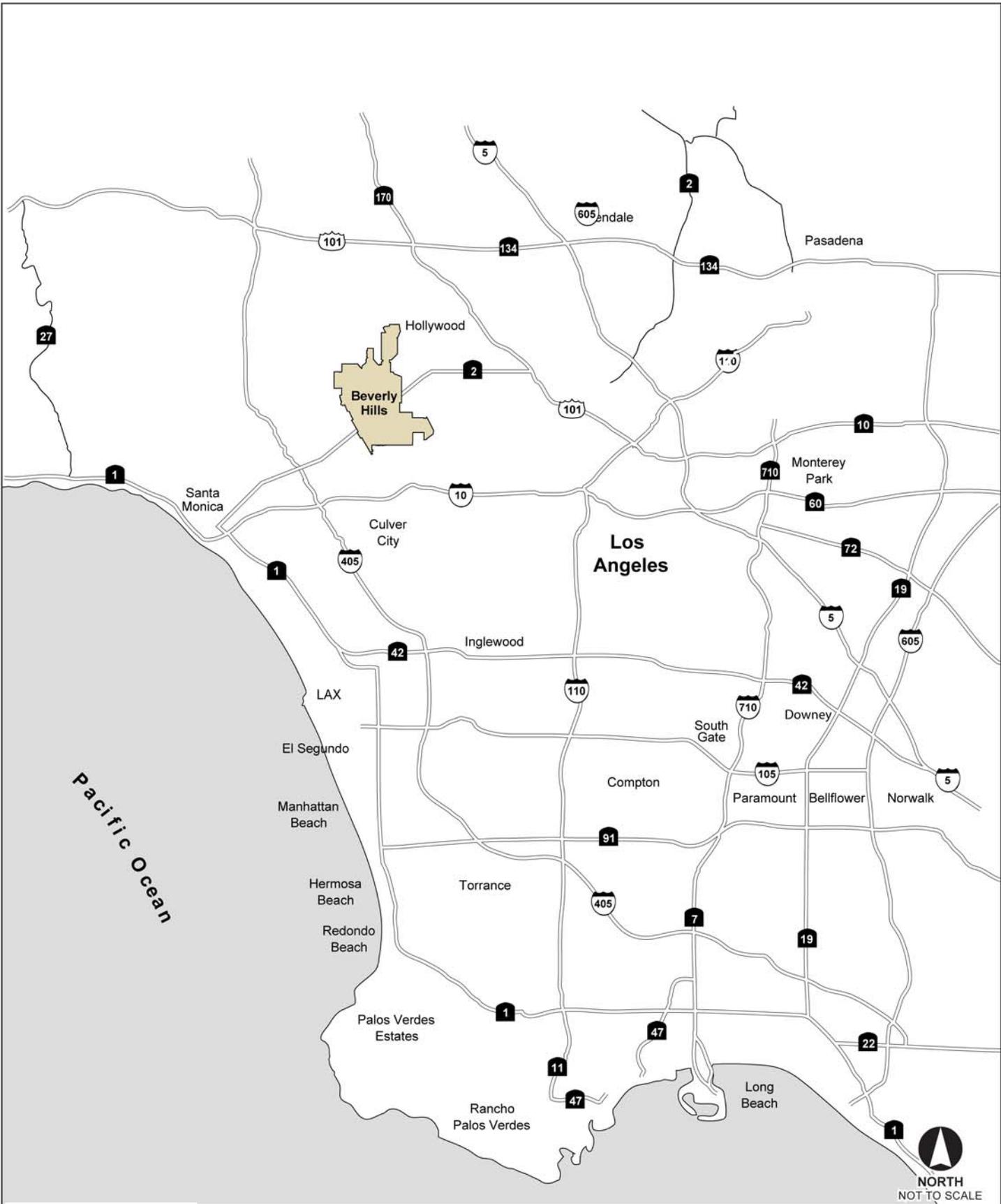


FIGURE 1
Regional Location

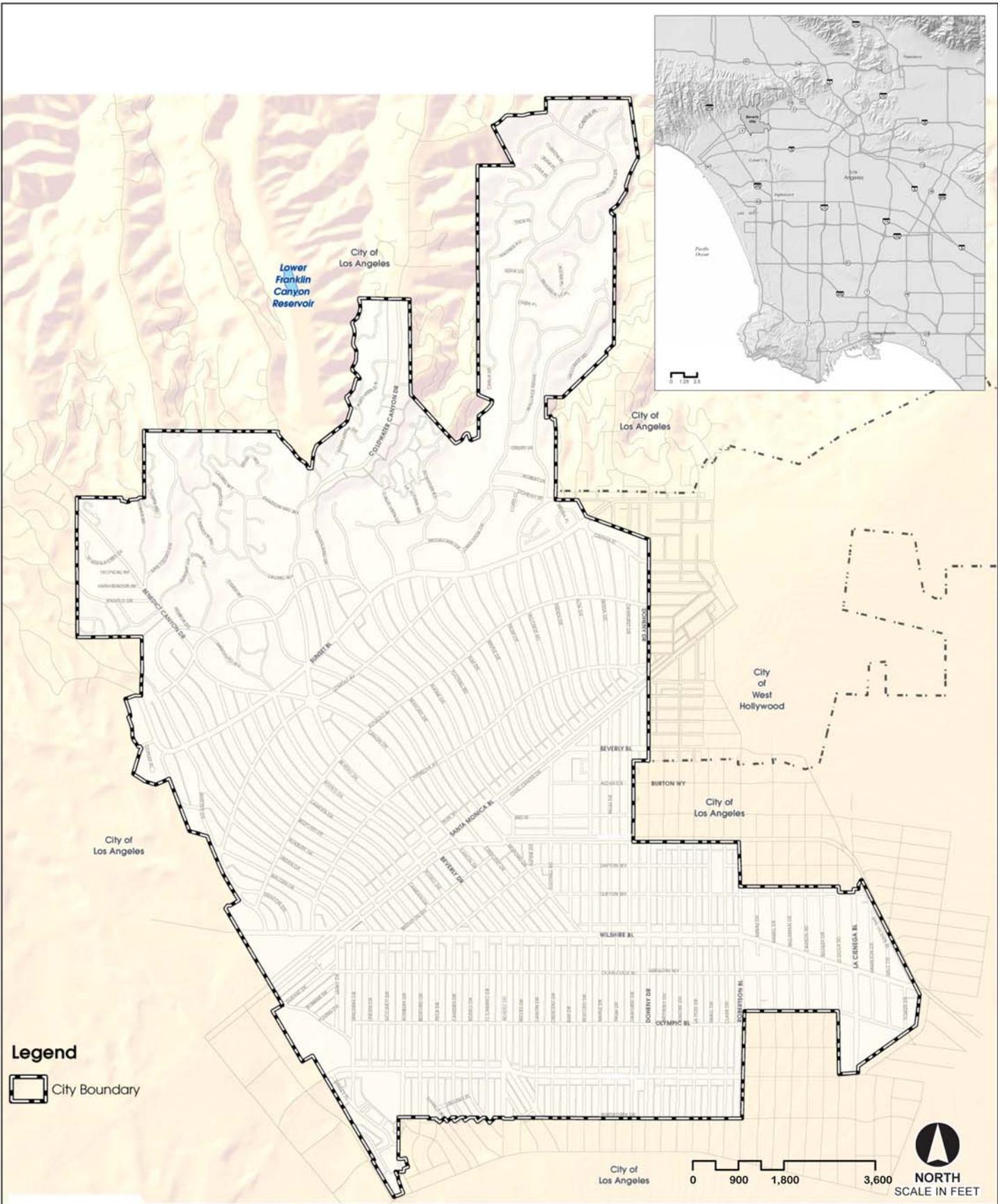
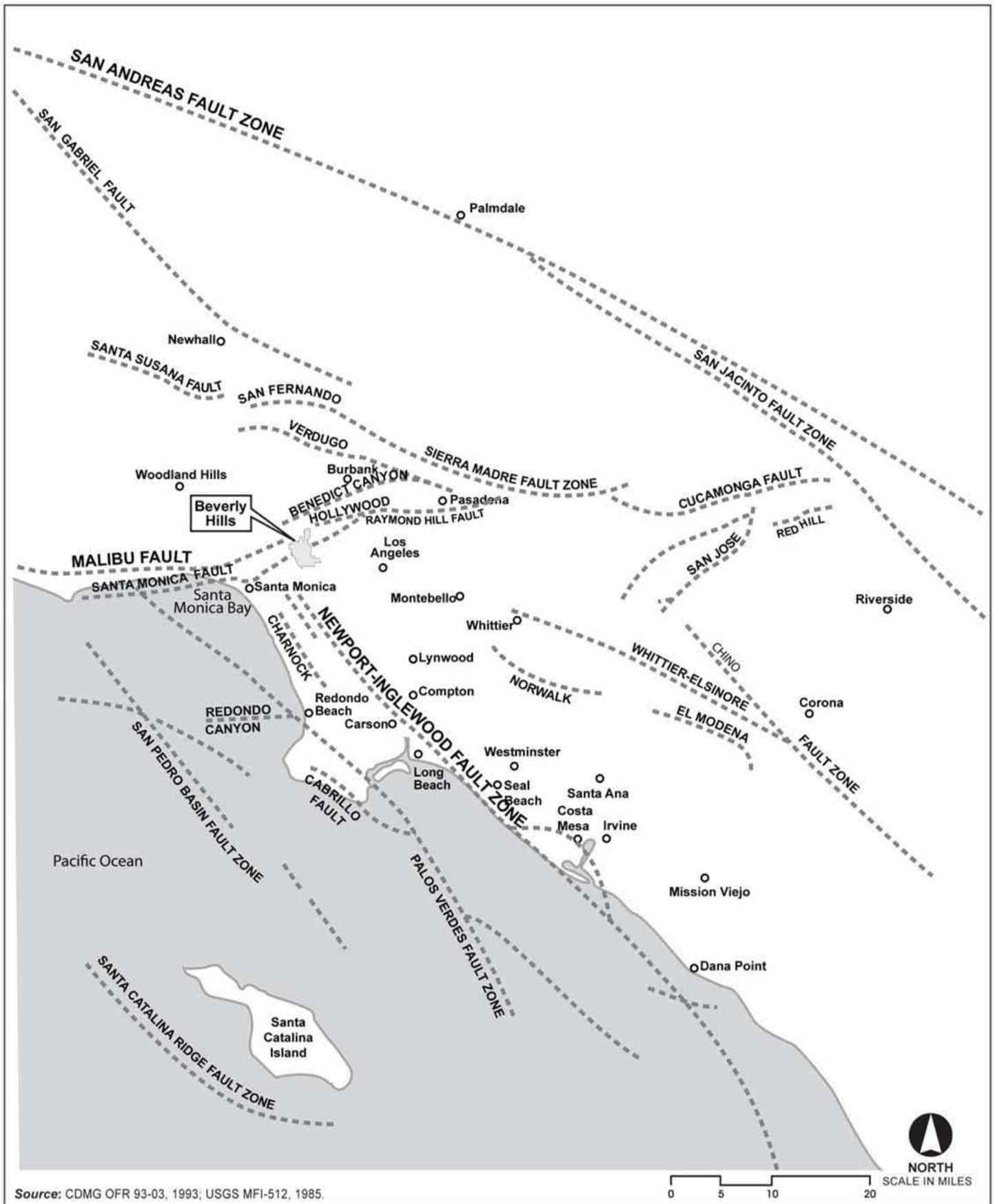
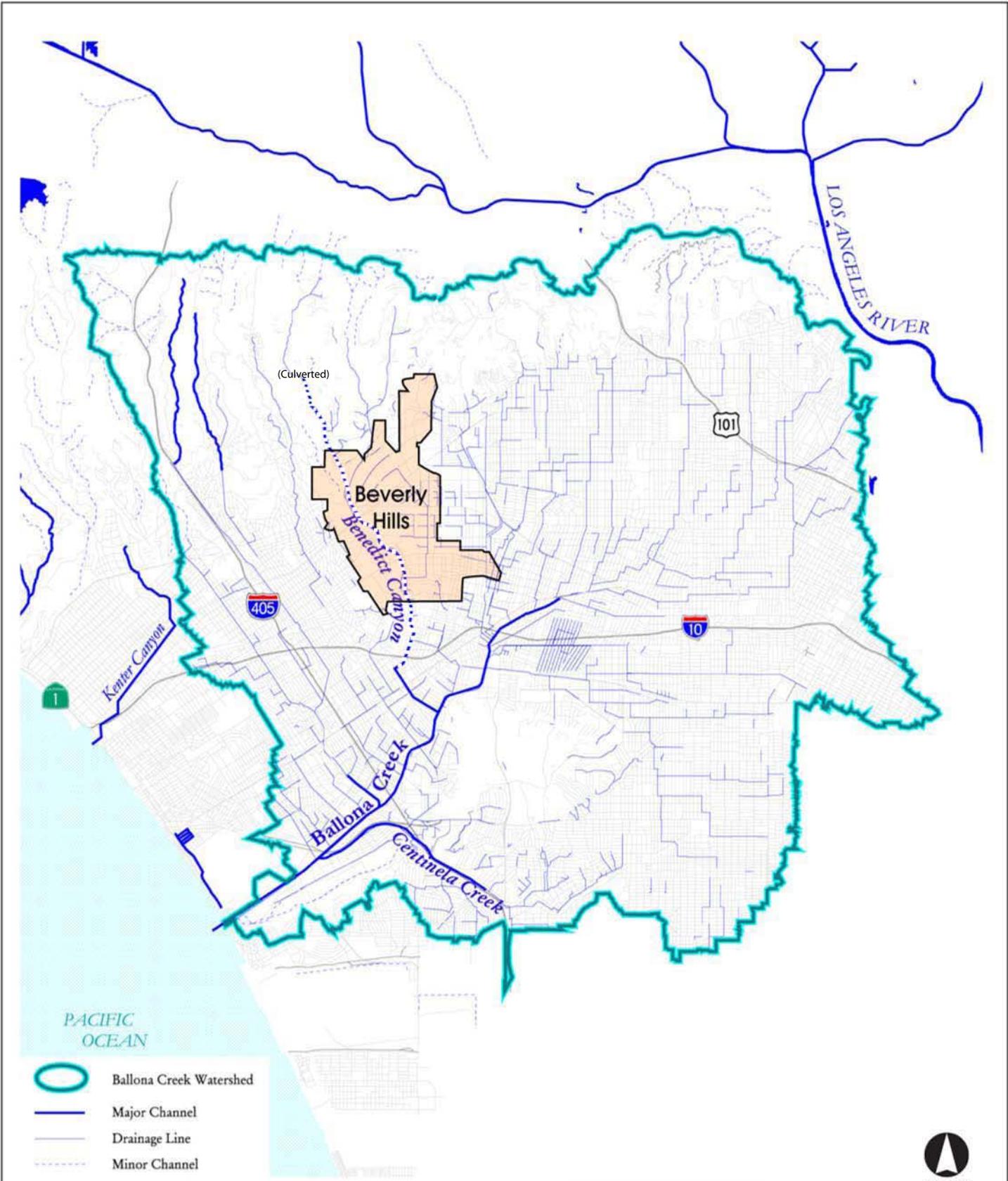


FIGURE 2
Planning Area



Source: CDMG OFR 93-03, 1993; USGS MFI-512, 1985.

Figure 3
Regional Fault Map



Source: LA County, Department of PublicWorks, Watershed Boundaries, Channels, and Roads, May 2003;

Figure 4
Watershed Plan

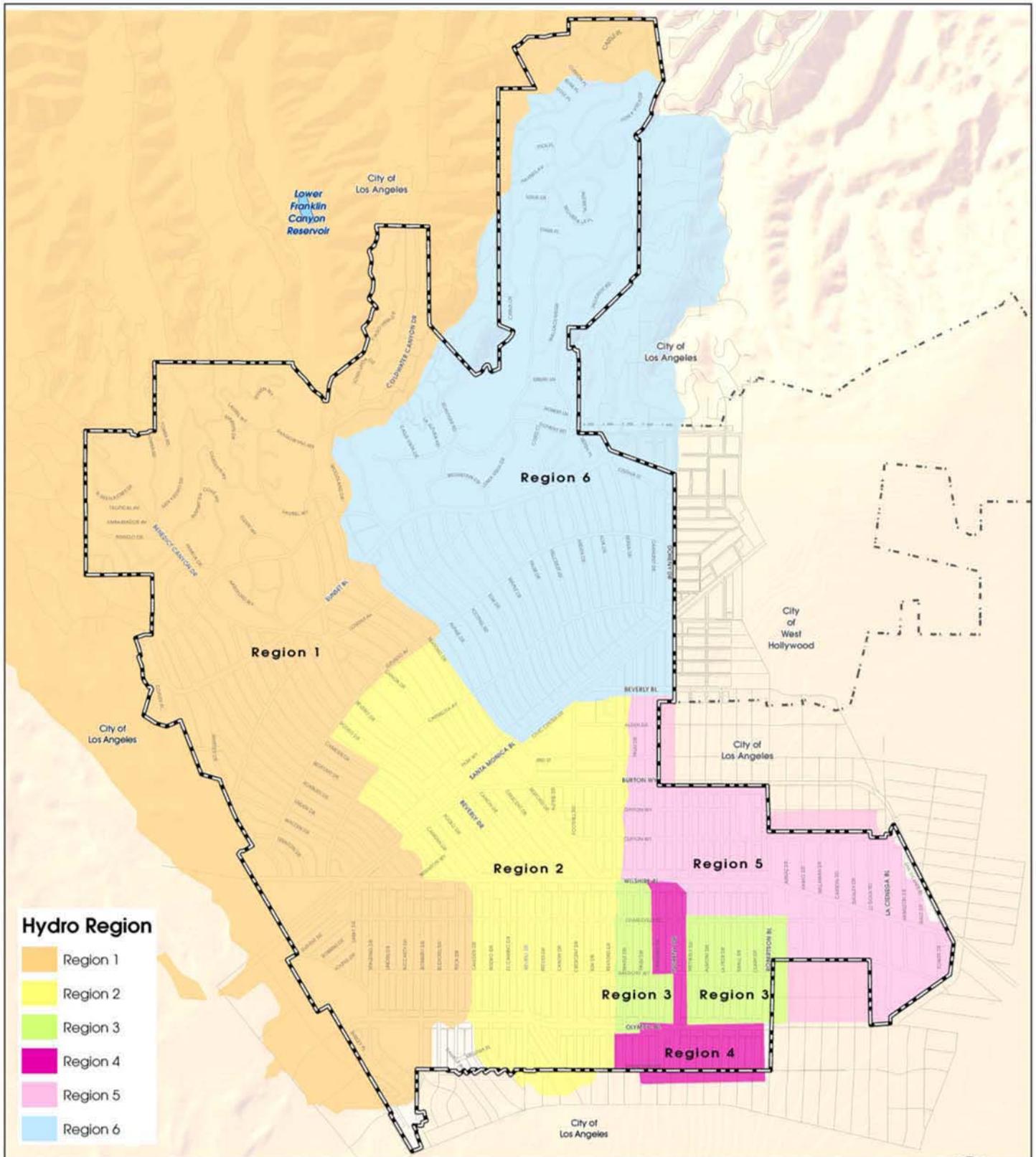


Figure 5
Hydro Regions

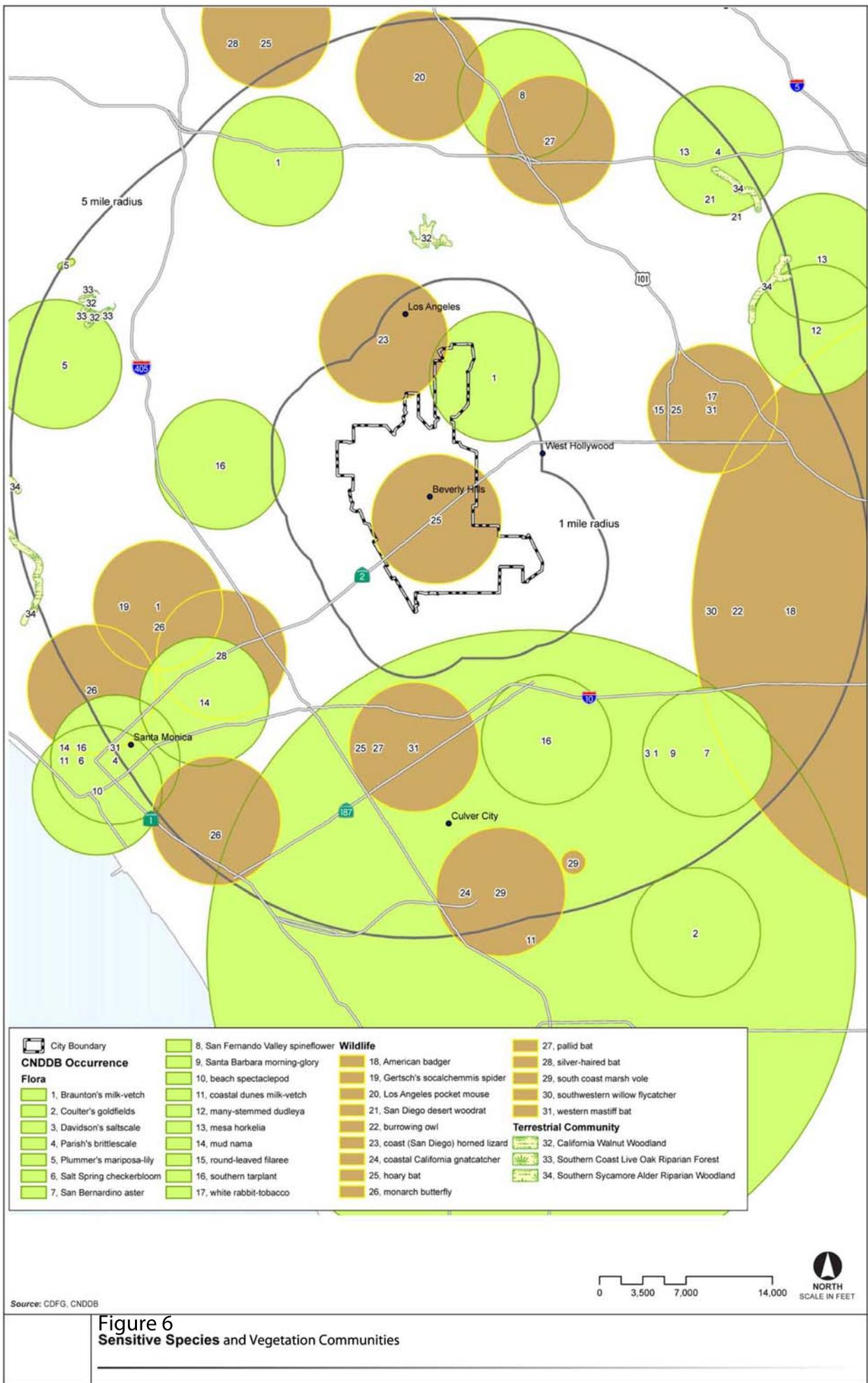
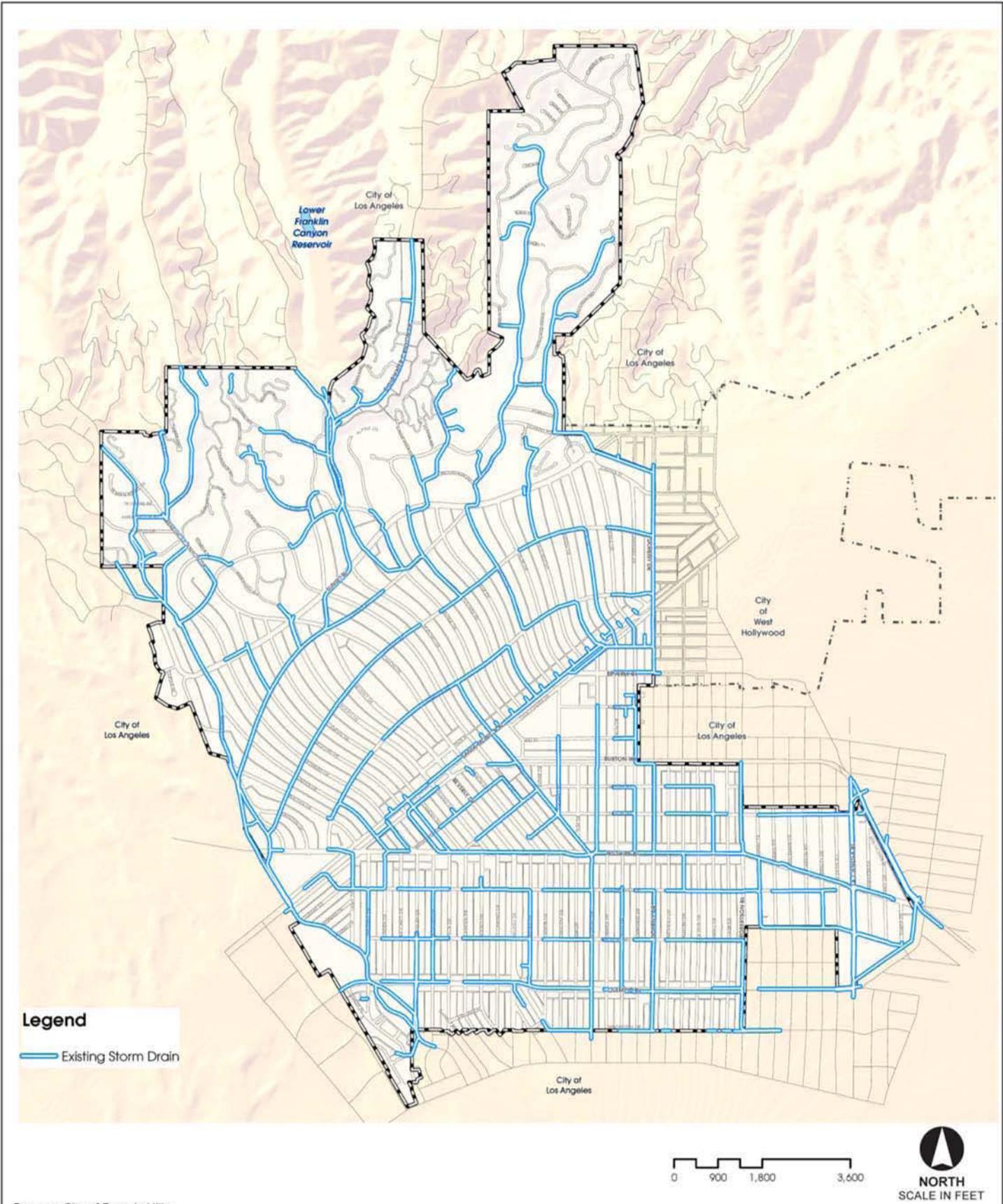
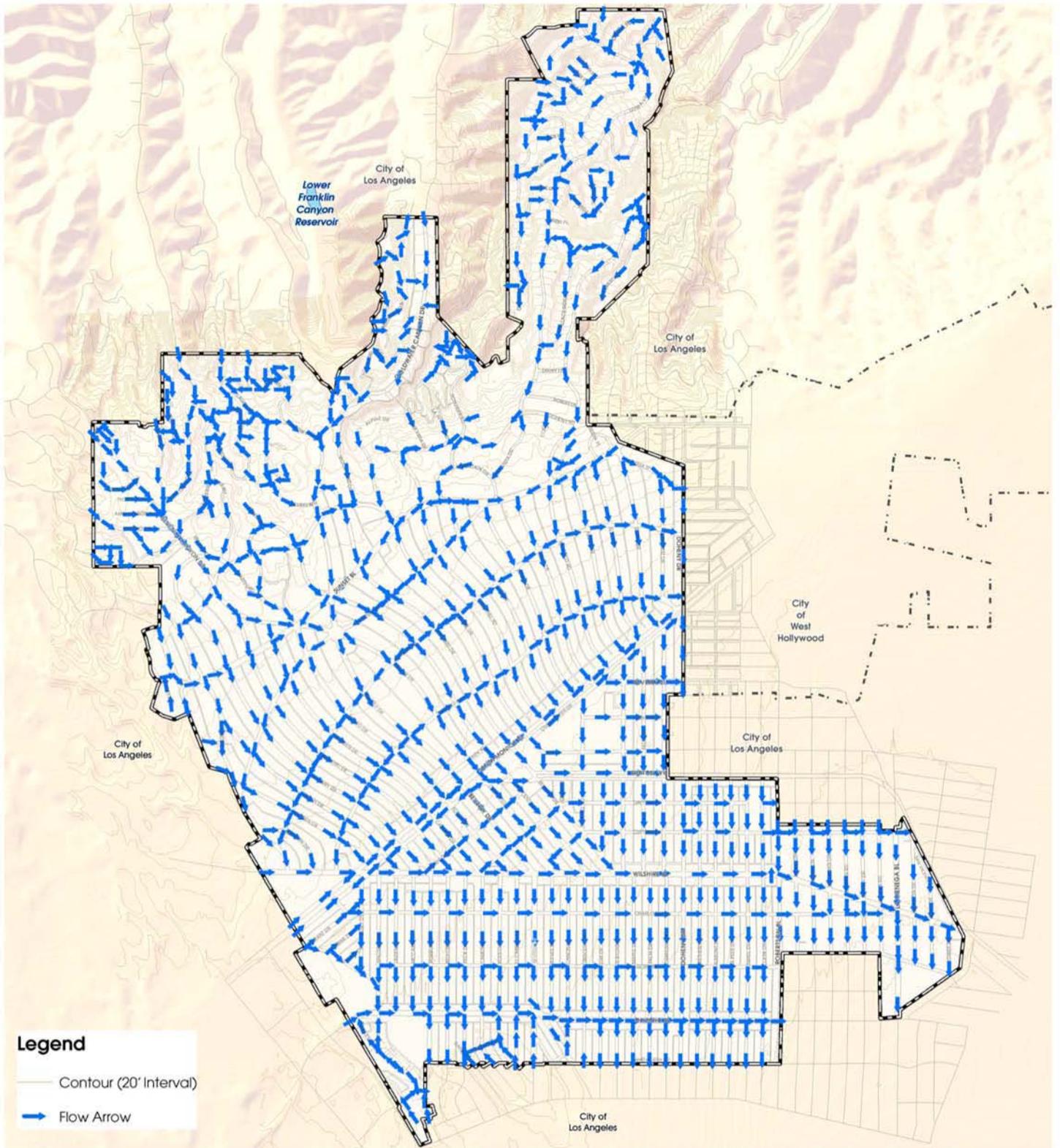


Figure 6
Sensitive Species and Vegetation Communities



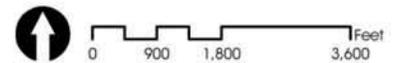
Source: City of Beverly Hills

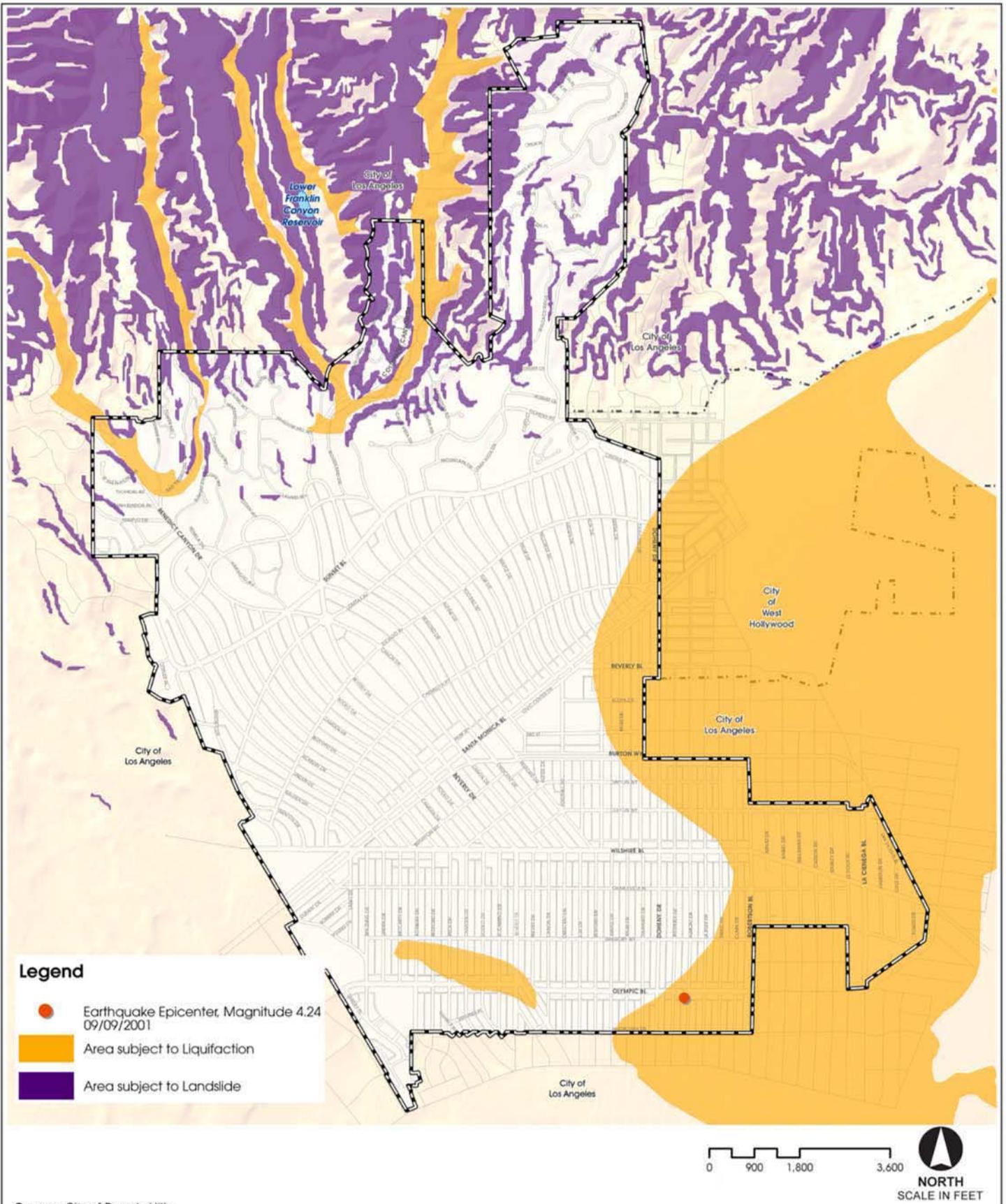
Figure 7
Existing Storm Drain Locations



Source: City of Beverly Hills.

Figure 8





Legend

- Earthquake Epicenter, Magnitude 4.24 09/09/2001
- Area subject to Liquefaction
- Area subject to Landslide

Source: City of Beverly Hills.

Figure 9
Landslide Prone Areas and Soil Liquefaction Zones



City of Beverly Hills Zoning Map

Planning Division, October 2008

TROUSDALE ESTATES

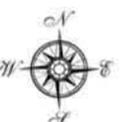
HILLSIDE AREA

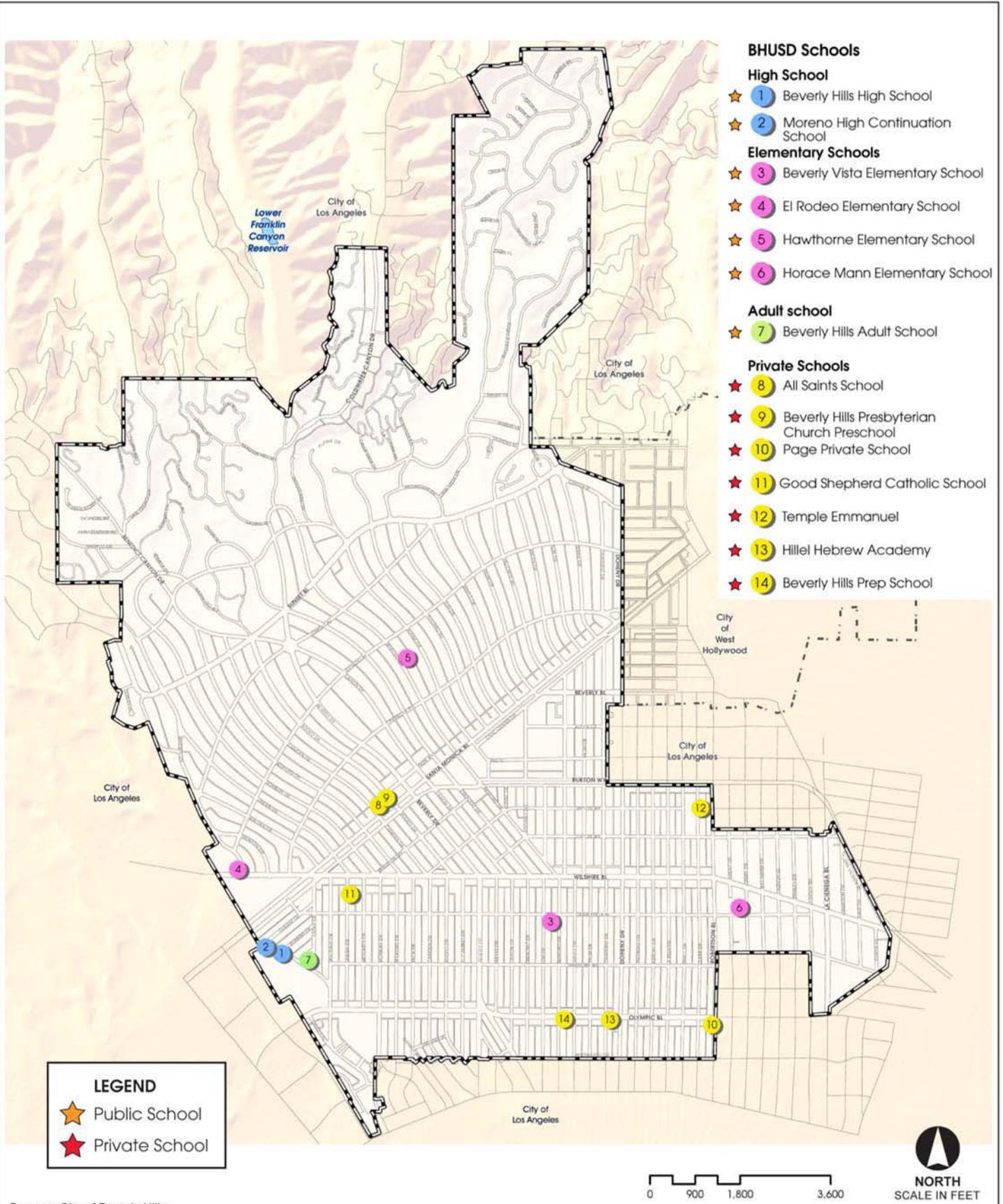
CENTRAL AREA

- ZONES:**
- SINGLE-FAMILY RESIDENTIAL**
- R-1 One-Family Residential Zone
 - R-1.X One-Family Residential Zone
 - R-1.5X One-Family Residential Zone
 - R-1.5X2 One-Family Residential Zone
 - R-1.6X One-Family Residential Zone
 - R-1.7X One-Family Residential Zone
 - R-1.8X One-Family Residential Zone
- MULTI-FAMILY RESIDENTIAL**
- R-3 Multiple Residential Zone
 - R-4 Multiple Residential Zone
 - R-4X1 Residential Income and Multiple Dwelling Zone
 - R-4X2 Multiple Residential Zone
 - R-4-P Residential Parking Zone
 - R MCP Multiple-Family Residential-Commercial Parking Zone
- COMMERCIAL**
- C-3 Commercial Zone
 - C-3A Commercial Zone
 - C-3B Commercial Zone
 - C-3T-1 Commercial-Transition Zone
 - C-3T-2 Commercial-Transition Zone
 - C-3T-3 Commercial-Transition Zone
 - C-5 Commercial Zone
- INSTITUTIONAL/GOVERNMENT**
- Church Zone
 - P-S Public Service Zone
 - S School
 - T-1 Transportation Zone
 - Parks, Reservoirs, Government (Unzoned)
- SPECIFIC PLAN AREAS & OVERLAY ZONES**
- 9900 Wilshire Specific Plan
 - Beverly Hills Garden Specific Plan
 - Beverly Hills Hotel Specific Plan
 - Beverly Hilton Specific Plan
 - C-3(AR) Adaptive Reuse Planned Development Overlay Zone
 - C-H(O) Commercial Hotel Overlay Zone
 - C-R Commercial-Retail Overlay Zone
 - C-R-PD Commercial Retail Planned Development Overlay Zone
 - E-O-PD Entertainment Office Planned Development Overlay Zone
 - M-PD-2 Mixed Use Planned Development Overlay Zone
 - M-PD-3 Mixed Use Planned Development Overlay Zone
 - M-PD-4 Mixed Use Planned Development Overlay Zone
 - T-O Transportation Overlay Zone
 - Area Boundary
 - City Boundary

Figure 10

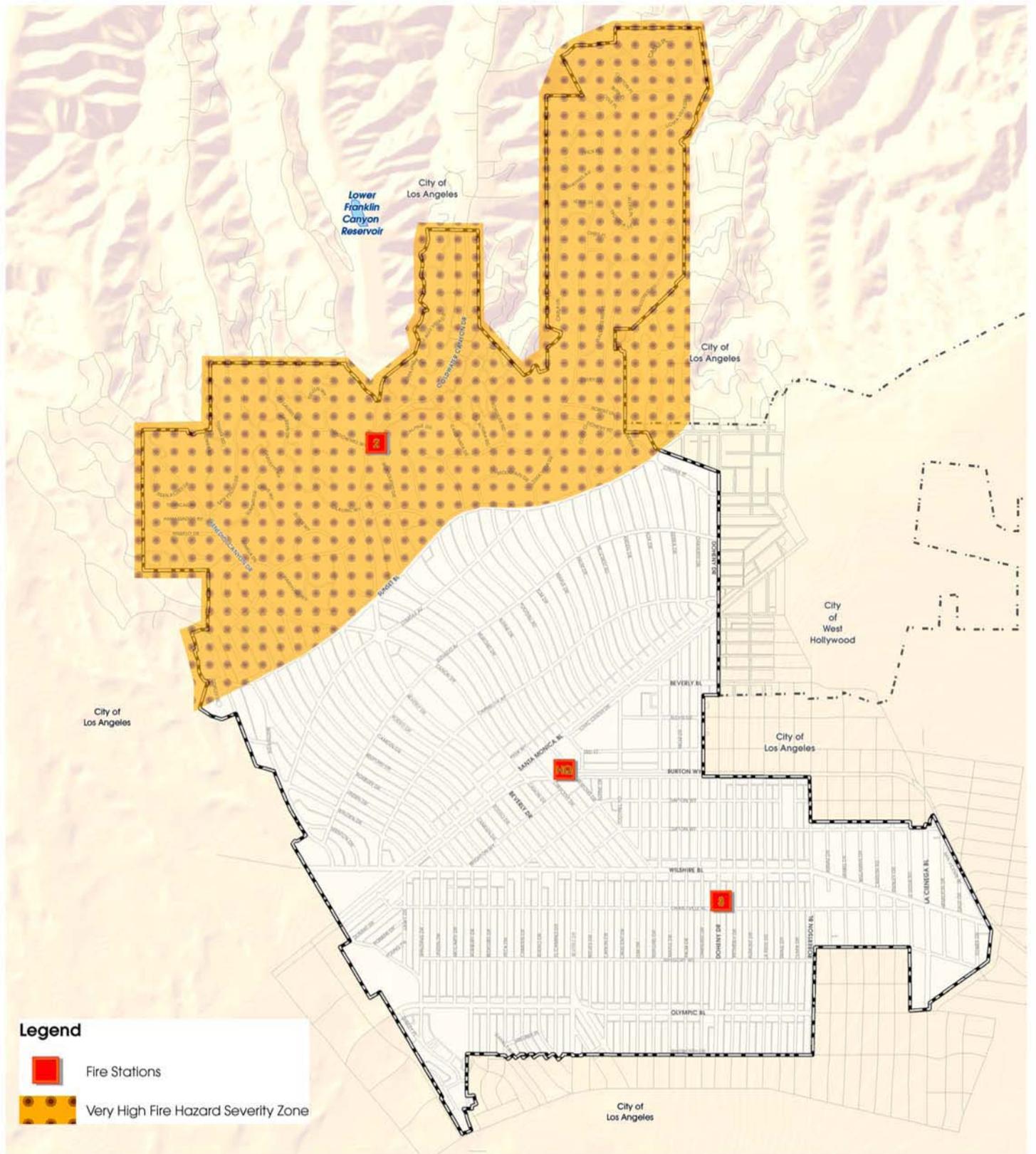
0 0.25 0.5 1 Miles





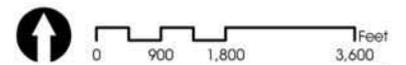
Source: City of Beverly Hills

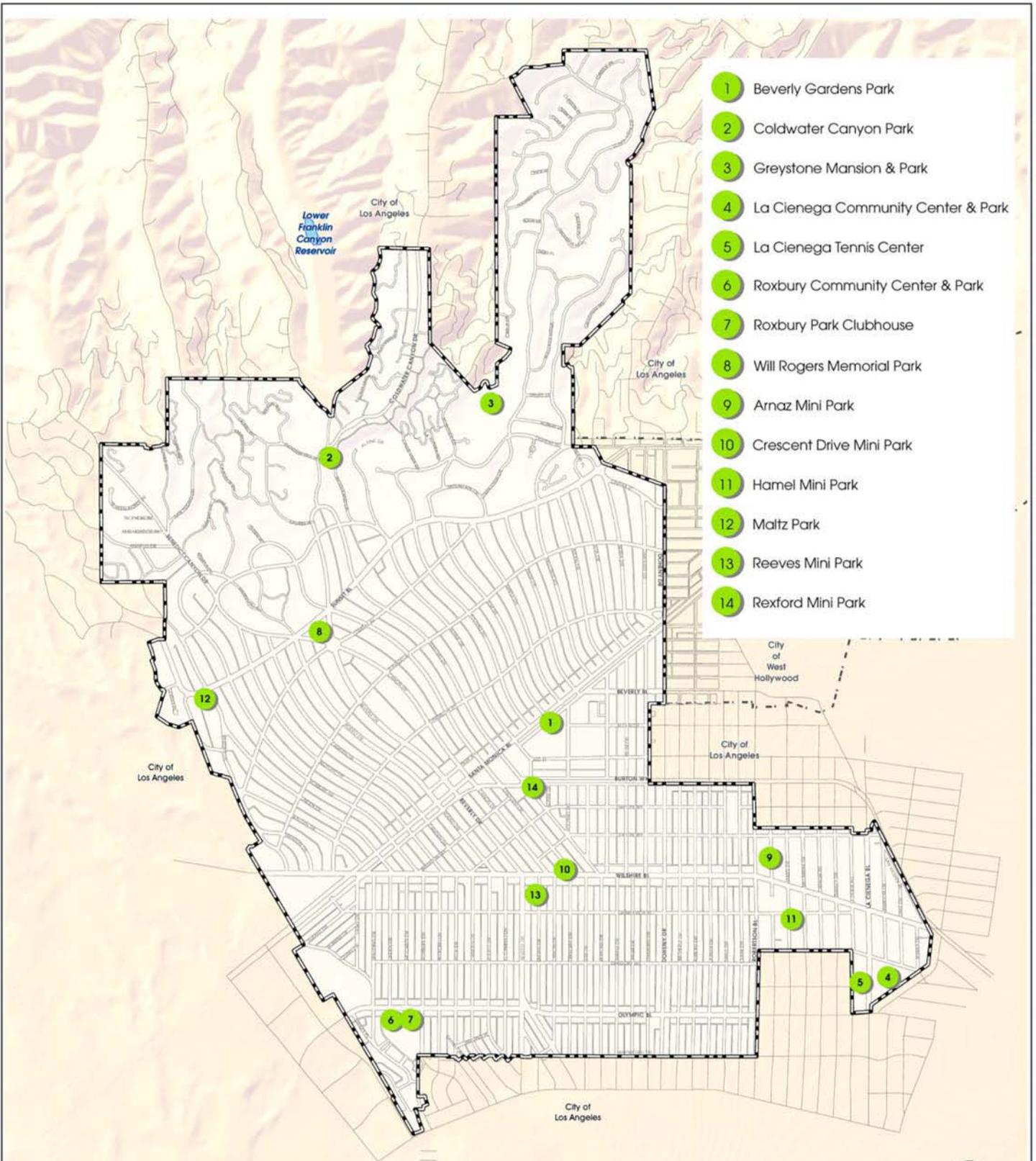
Figure 11
Schools



Source: City of Beverly Hills.

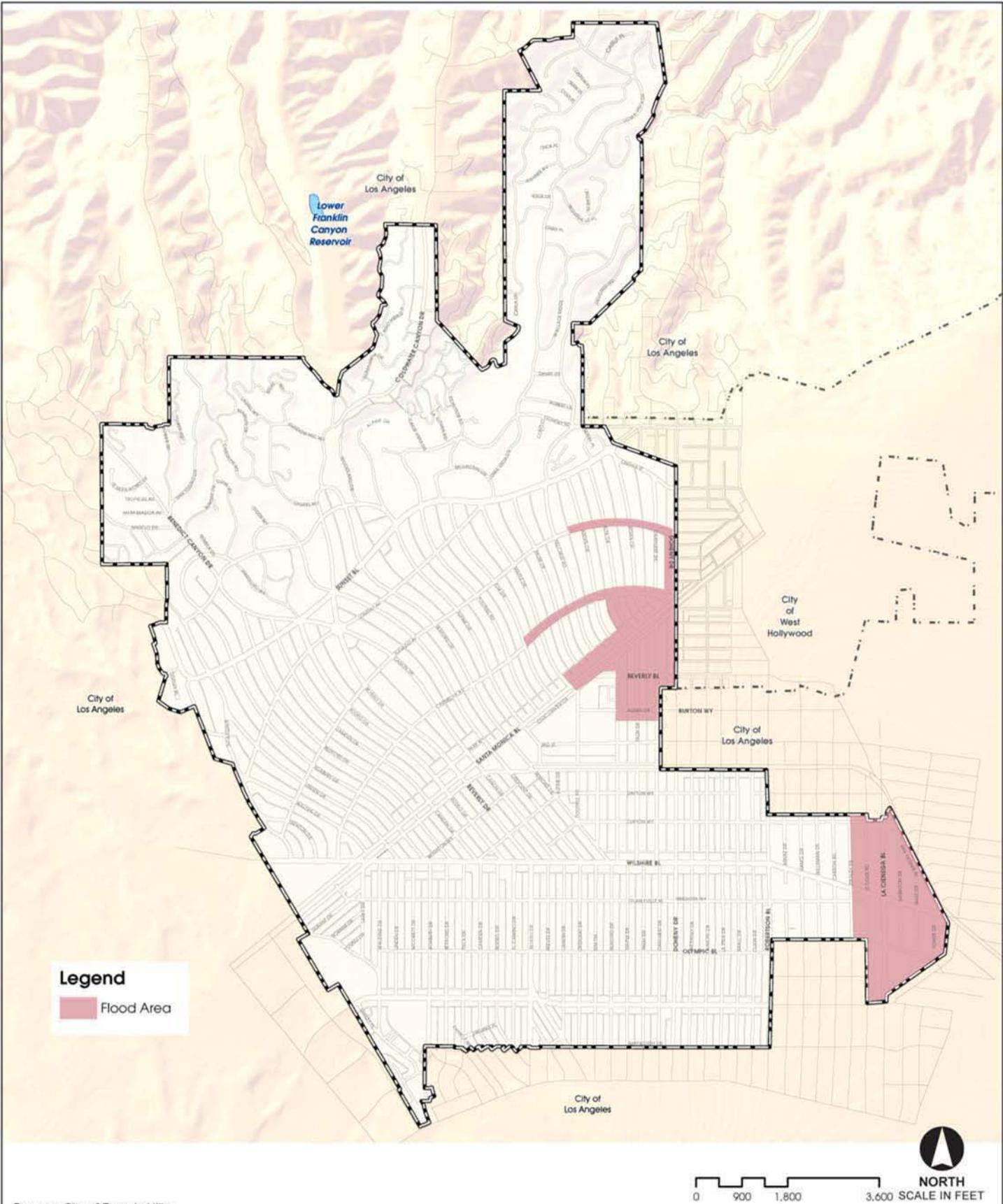
Figure 12





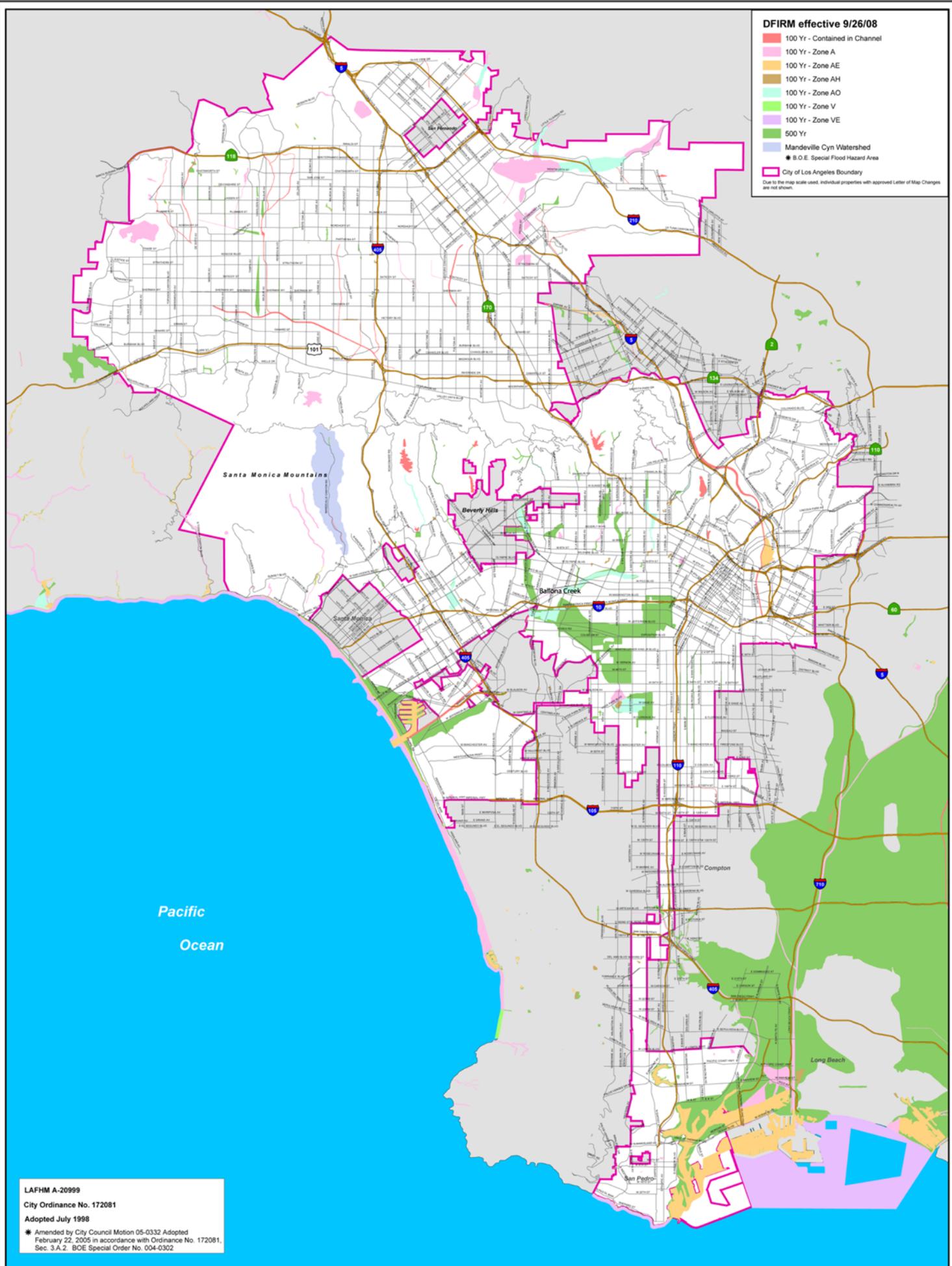
Source: City of Beverly Hills,

Figure 13
Park Facilities



Source: City of Beverly Hills,

Figure 15
Flood Zones



DFIRM effective 9/26/08

- 100 Yr - Contained in Channel
- 100 Yr - Zone A
- 100 Yr - Zone AE
- 100 Yr - Zone AH
- 100 Yr - Zone AO
- 100 Yr - Zone V
- 100 Yr - Zone VE
- 500 Yr
- Mandeville Cyn Watershed
- B.O.E. Special Flood Hazard Area
- City of Los Angeles Boundary

Due to the map scale used, individual properties with approved Letter of Map Changes are not shown.

LAFHM A-20999
 City Ordinance No. 172081
 Adopted July 1998
 * Amended by City Council Motion 05-0332 Adopted February 22, 2005 in accordance with Ordinance No. 172081, Sec. 3.A.2. BOE Special Order No. 004-0302

Figure 16

LOS ANGELES FLOOD HAZARD MAP (LAFHM)

CITY OF LOS ANGELES



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Prepared by GIS Mapping, Bureau of Engineering, Dept. of Public Works - 04-06-2009



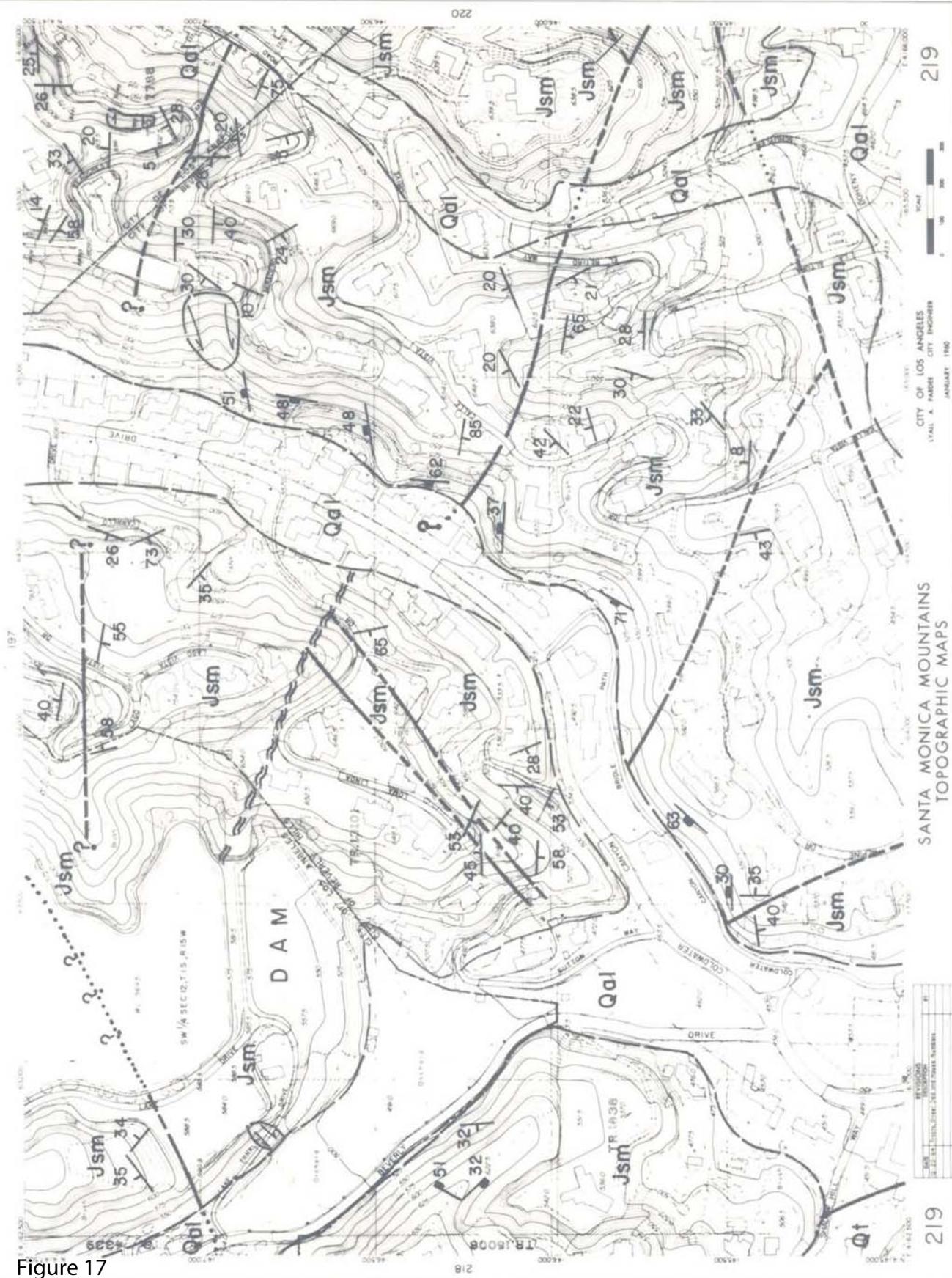


Figure 17

219

CITY OF LOS ANGELES
STALL & PARDEE CITY ENGINEERS
JANUARY 1960

SANTA MONICA MOUNTAINS
TOPOGRAPHIC MAPS

219

PRELIMINARY GEOLOGIC MAPS

COURTESY OF INTERNATIONAL GARDING CORPORATION, LOS ANGELES, CALIFORNIA

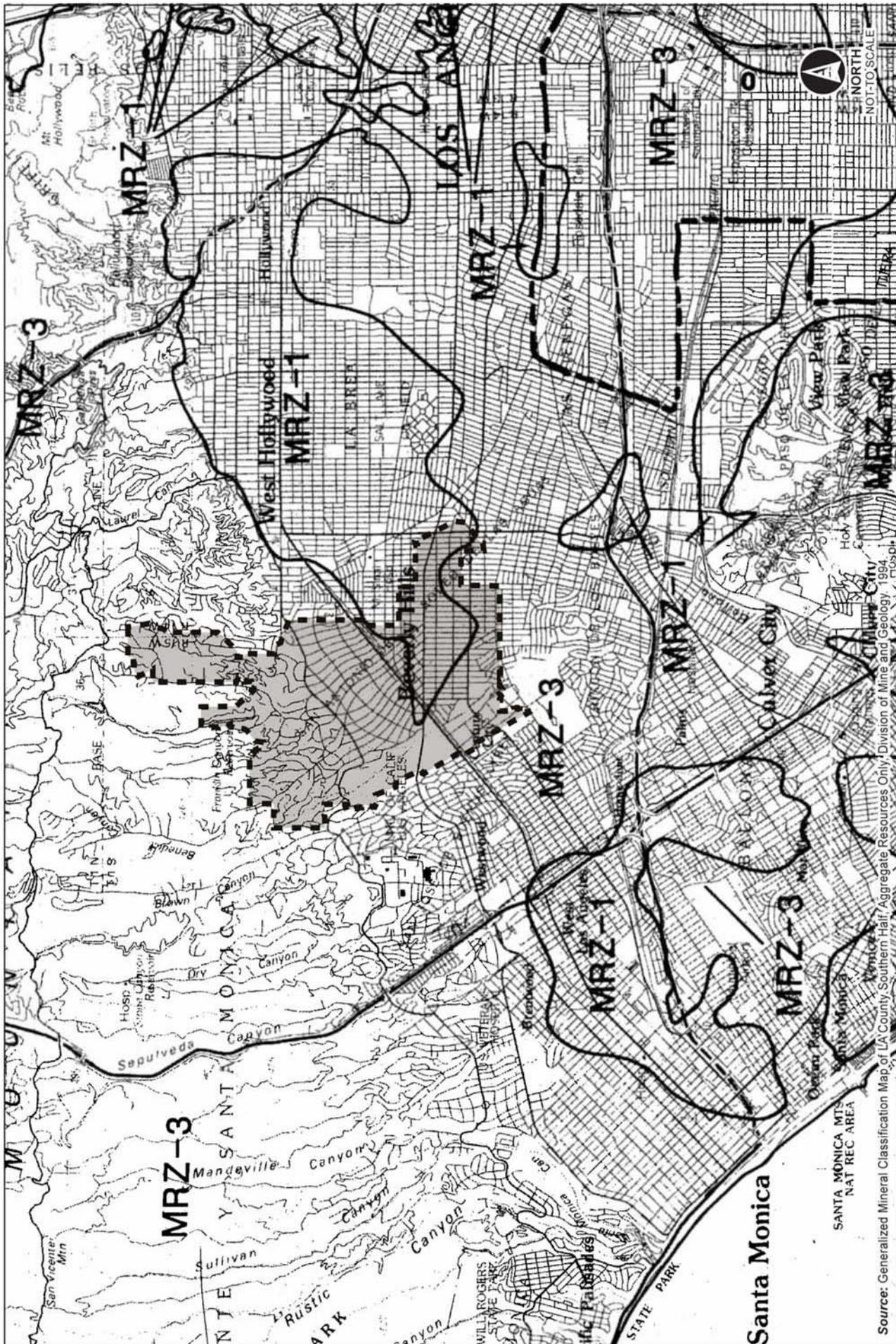


Figure 18

Mineral Resource Zones

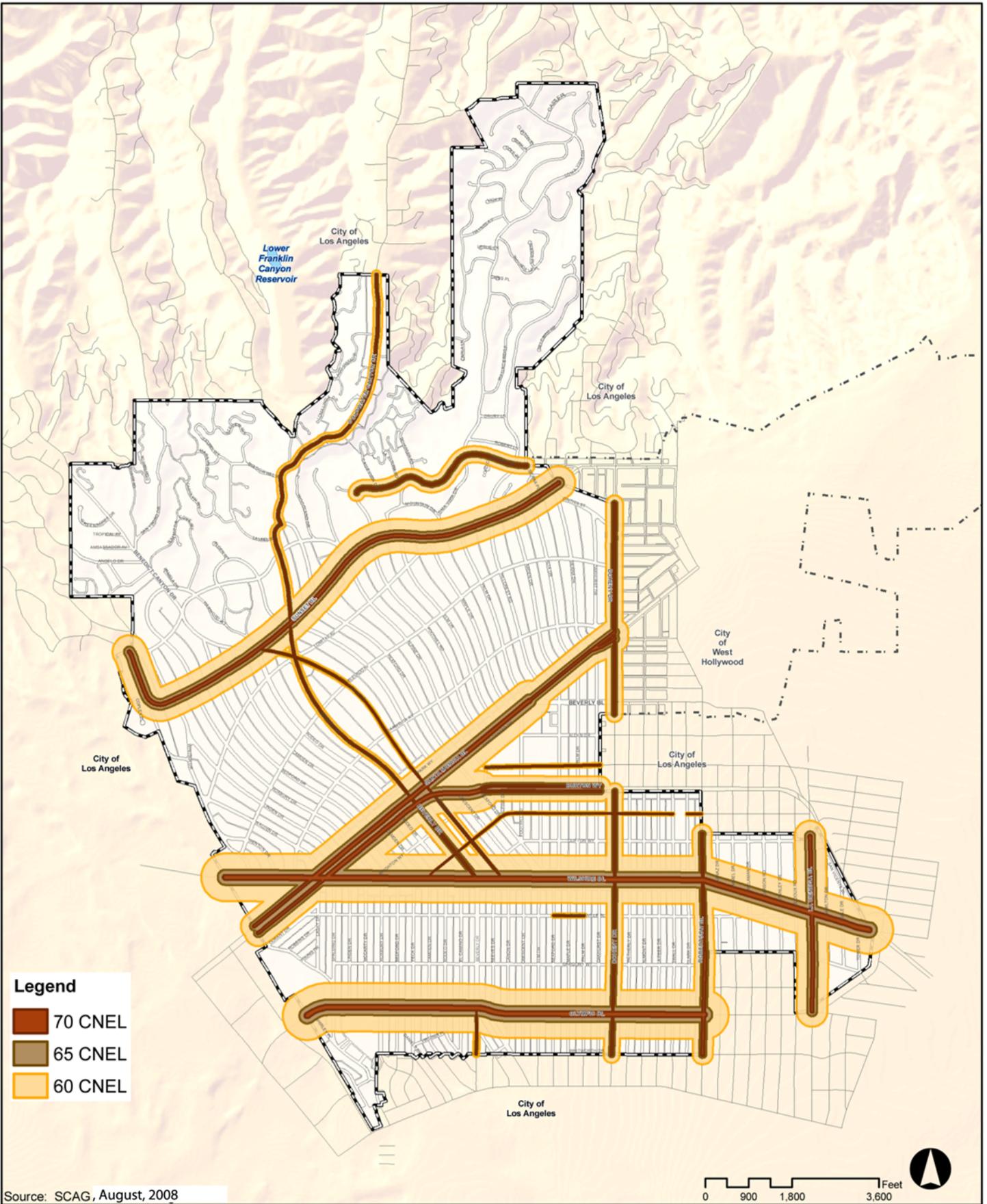
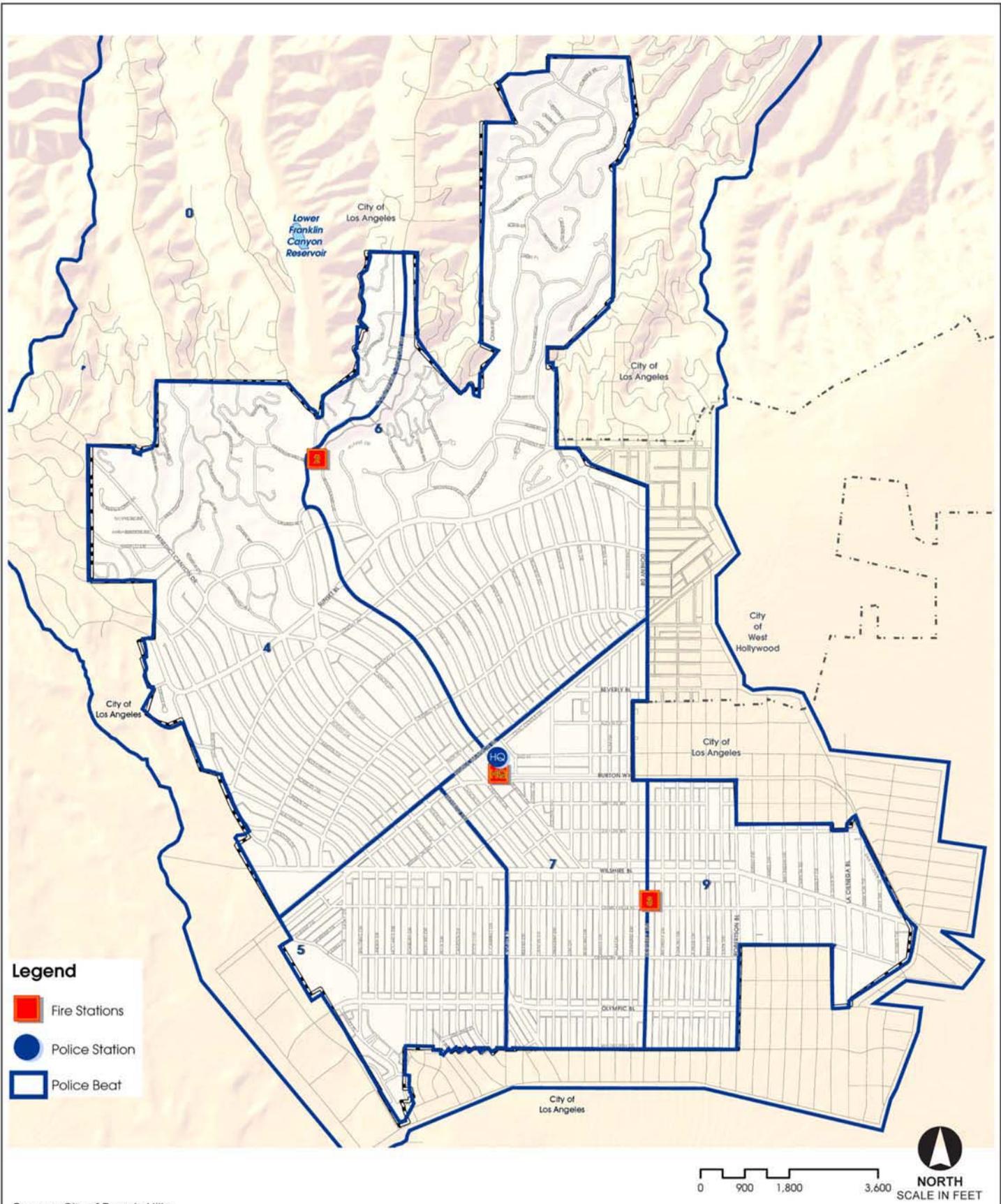


Figure 20
Existing Roadway Noise Contours



Source: City of Beverly Hills

Figure 21
Police and Fire Facilities