



**WEST HOLLYWOOD
PLANNING COMMISSION**
Thursday, September 23, 2010 @ 6:00 PM

**Special Meeting at
West Hollywood Park Auditorium
647 N. San Vicente Boulevard, West Hollywood, California**

To comply with the American with Disabilities Act of 1990, Assistive Listening Devices (ALD) will be available for checkout at the meeting. If you require special assistance to attend (e.g. transportation) or to participate in this meeting (e.g., a signer for the hearing impaired), **you must call or submit your request in writing to the Department of Community Development at (323) 848-6475 at least 48 hours prior to the meeting.** The City TDB line for the hearing impaired is (323) 848-6496.

Written materials distributed to the Planning Commission within 72 hours of the Planning Commission meeting are available for public inspection immediately upon distribution in the Community Development Department at 8300 Santa Monica Boulevard, West Hollywood, California, during normal business hours. They will also be available for inspection during the Planning Commission meeting at the staff liaison's table.

NOTE: Any agenda item which has not been initiated by 10:30 P.M. may be continued to a subsequent Planning Commission Agenda.

This agenda was posted at: City Hall, the Community Development Department Public Counter, the West Hollywood Library on San Vicente Boulevard, Plummer Park, and the West Hollywood Sheriff's Station.

Reminder: please speak clearly into microphones and turn off all cellular phones and pagers. For additional information on any item listed below, please contact John Keho, Planning Manager at (323) 848-6393.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. APPROVAL OF THE AGENDA

The Planning Commission is requested to approve the Agenda.

RECOMMENDATION: Approve the Agenda of Thursday, September 23, 2010.

5. APPROVAL OF MINUTES.

The Planning Commission is requested to approve the minutes of prior Planning Commission meetings.

RECOMMENDATION: Approve the minutes of:

A. None.

6. PUBLIC COMMENT

This time, limited to a maximum of twenty (20) minutes, has been set aside for the public to address the Planning Commission on any item that is not set for public hearing or any item that is not on tonight's agenda. In accordance with the Brown Act, public comment relating to business not appearing on the agenda cannot be acted upon or discussed by the Commission during the meeting, but may be referred to staff for report on a future agenda, ordered received and filed, or referred to the proper department for administrative resolution. Staff requests that all persons wishing to address the Commission fill out a Speaker's Slip and give it to the Commission Secretary prior to speaking. The Commission requests that when you begin speaking you state your name and the name of the city where you reside. Individuals may address the Commission for up to three (3) minutes each, unless the Commission determines a different time limit.

7. ITEMS FROM COMMISSIONERS

8. CONSENT CALENDAR. None.

9. PUBLIC HEARINGS.

A. Comprehensive General Plan Update:

The Planning Commission will continue the public hearing from Thursday, September 16, 2010 to consider a recommendation to the City Council regarding the proposed West Hollywood General Plan 2035, Climate Action Plan, and Environmental Impact Report.

Applicant: City of West Hollywood

Locations: Citywide

Planner: Bianca Siegl, Associate Planner
Christopher Corrao, Assistant Planner

Recommendation: 1) Continue the public hearing; and 2) continue the public hearing to a special meeting of the Planning Commission on Thursday, September 30, 2010 at 6:00 p.m.

10. NEW BUSINESS. None.

11. UNFINISHED BUSINESS. None.

12. EXCLUDED CONSENT CALENDAR.

13. ITEMS FROM STAFF

A. Planning Manager's Update

14. PUBLIC COMMENT

This time has been set aside for members of the public who were unable to address the Commission during the twenty minute public comment period provided in Agenda Item No. 6. The same rules set forth under Agenda Item No. 6 apply.

15. ITEMS FROM COMMISSIONERS

16. ADJOURNMENT. The Planning Commission will adjourn to a specially scheduled meeting on **Thursday, September 30, 2010** beginning at **6:00 P.M.** until completion at West Hollywood Park Auditorium, 647 N. San Vicente Boulevard, West Hollywood, California.

UPCOMING MEETING SCHEDULE				
Date	Day	Time	Meeting Type	Location
September 30	Thursday	6:00 PM	Special Meeting	W.H. Park Aud.
October 7	Thursday	6:30 PM	CANCELLED	W.H. Park Aud.
October 21	Thursday	6:30 PM	Regular Meeting	W.H. Park Aud.
November 4	Thursday	6:30 PM	Regular Meeting	W.H. Park Aud.
November 18	Thursday	6:30 PM	Regular Meeting	W.H. Park Aud.

PLANNING COMMISSION MEMBERS

Marc Yeber, Chair
Joseph Guardarrama, Vice-Chair
John Altschul, Commissioner
Alan Bernstein, Commissioner
Sue Buckner, Commissioner
Donald DeLuccio, Commissioner
Barbara Hamaker, Commissioner

STAFF

Anne McIntosh, Deputy City Manager/Community Development Director
John Keho, AICP, Planning Manager
Christi Hogin, Assistant City Attorney
David Gillig, Commission Secretary

MAILING ADDRESS

City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard
West Hollywood, CA 90069-4314

323.848.6475 (main)
323.848.6569 (fax)

AGENDA POLICIES

The Planning Commission considers a range of requests for development permits, appeals, and planning policy matters, and conducts public hearings on many of its agenda items. Due to the number, complexity and public interest associated with many agenda items, meetings of the Planning Commission are generally lengthy. The Planning Commission makes every effort to proceed as expeditiously as possible; your patience and understanding is appreciated.

REQUEST TO SPEAK on an item must be submitted on a Speakers Request Form and submitted to the Planning Commission Secretary. All requests to address the Planning Commission on Public Hearings items must be submitted prior to the Planning Commission's consideration of the item.

CONSENT CALENDAR items will be acted upon by the Planning Commission at one time without discussion, unless a Planning Commissioner pulls a specific item for discussion.

PUBLIC HEARINGS PROCEDURES on each Public Hearing item include presentation of a staff report; Planning Commission questions of staff; a ten (10) minute presentation by the project applicant or applicant's representative or team, if any; Planning Commission questions of the applicant; three (3) minutes (in order to facilitate the meeting, the Chair may lengthen or shorten the three (3) minute period for all speakers on a particular agenda item based on the number of persons in attendance wishing to speak or the complexity of the matter under consideration) for each member of the public wishing to speak to the item; five (5) minutes for the project applicant to respond to the public or clarify issues raised by the public; Planning Commission deliberations and decisions.

PRESENTATIONS BY MEMBERS OF THE PUBLIC should begin with the speaker stating his or her name and city of residence, followed by a statement regarding the item under consideration. Please speak to the Planning Commission as a whole.

PROFESSIONALS APPEARING BEFORE THE PLANNING COMMISSION should clearly identify their status, such as "attorney", "paralegal", "architect", "designer", or "landscape architect". Instances of misrepresentation of professional status may be referred to the City Attorney for possible prosecution.

LETTERS OR WRITTEN MATERIALS regarding agenda items may be submitted to the City Planning Division staff prior to or at the Planning Commission meeting; written materials submitted at least eight (8) days in advance of the meeting will be included in the Planning Commission's meeting packet. Materials submitted after the deadline may be difficult for the Planning Commission to adequately review.

ASSIGNING OF TIME is not permitted.

ACTION OF THE PLANNING COMMISSION on most matters occurs with the affirmative votes of at least four (4) Planning Commissioners.

The current Planning Commission Agenda and Staff Reports
are available on-line at

www.weho.org

APPEAL PROCEDURES

Any final determination by the Planning Commission may be appealed, and such appeal must be filed within ten (10) calendar days after the Planning Commission action. This appeal shall be made in written form to the City Clerks Office, accompanied by an appeal fee or required number of signatures.

The City Clerk, upon filing of said appeal, will set petition for a public hearing before the City of West Hollywood's City Council at the earliest date.

If you challenge any City of West Hollywood decision in court, you may be limited to raising only those issues you or someone else raised at the public hearing described on this agenda, or in a written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

This page intentionally left blank

SUBJECT: COMPREHENSIVE GENERAL PLAN UPDATE, CLIMATE ACTION PLAN, AND ENVIRONMENTAL IMPACT REPORT

INITIATED BY: DEPARTMENT OF COMMUNITY DEVELOPMENT
(Anne McIntosh, AICP, Deputy City Manager/CDD Director)
(John Keho, AICP, Planning Manager)
(Bianca Siegl, Associate Planner)
(Chris Corrao, Assistant Planner)

STATEMENT ON THE SUBJECT:

The Planning Commission will hold a public hearing to consider a recommendation to the City Council regarding the proposed West Hollywood General Plan 2035, Climate Action Plan, and Environmental Impact Report.

RECOMMENDATION:

The Planning Commission will hold a public hearing to consider a recommendation to the City Council regarding the proposed West Hollywood General Plan 2035, Climate Action Plan, and Environmental Impact Report. Staff recommends that the Planning Commission:

1. Continue the public hearing; and
2. Continue the public hearing to a special meeting of the Planning Commission on Thursday, September 30, 2010, at 6:00 PM

Attached are the resolutions for the General Plan, Climate Action Plan, and Final Environmental Impact Report:

1. Draft Resolution No. PC 10-943, **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, RECOMMENDING CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT 2010-003, A COMPREHENSIVE UPDATE OF THE CITY OF WEST HOLLYWOOD GENERAL PLAN.** (Exhibit D)
2. Draft Resolution No. PC 10-945, **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, RECOMMENDING CITY COUNCIL APPROVAL OF THE CLIMATE ACTION PLAN, AN IMPLEMENTATION ACTION OF THE WEST HOLLYWOOD GENERAL PLAN.** (Exhibit E)

3. Draft Resolution No. PC 10-944, **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT (“EIR”), ADOPT A MITIGATION MONITORING AND REPORTING PROGRAM, AND ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE WEST HOLLYWOOD GENERAL PLAN AND CLIMATE ACTION PLAN, WEST HOLLYWOOD, CALIFORNIA.** (Exhibit F)

BACKGROUND/ANALYSIS:

In August, 2007, the City Council initiated the first comprehensive update of the City's General Plan since the adoption of the foundation document in 1988. The three year update process has resulted in preparation of the Public Review Draft General Plan (Draft General Plan), Public Review Draft Climate Action Plan (Draft CAP), and Final Environmental Impact Report (FEIR), attached as Exhibits A, B, and C of this staff report. On the occasion of the West Hollywood's 25th anniversary of cityhood, the General Plan Update is an opportunity to consider the City's progress over the past 25 years, and to imagine the next 25. The General Plan builds on the many strengths of the community and lays out a roadmap of policies and programs to support continued quality of life, and efficient and forward-thinking use of physical, human and environmental resources. The General Plan reflects a shared vision for the future of West Hollywood, as developed through broad community participation. It is a streamlined and user-friendly document to guide community members and decision-makers in implementing that vision. The comprehensive General Plan update allowed the City and community to simultaneously consider and recognize the critical relationships and interconnections between land use, mobility, economic development, infrastructure, sustainability, human services, safety, and other key topics. The Draft Climate Action Plan, prepared as part of the General Plan Update, emphasizes the City's commitment to leadership in environmental sustainability and presents a toolkit of measures by which the entire community can reduce greenhouse gas emissions, and thus lessen impacts to global climate change. The General Plan project team included staff from every City Department, as well as a team of consultants with expertise in key topic areas addressed in the Draft General Plan and Draft CAP.

Community Outreach Process

An extensive public outreach program was central to the process of creating the Draft General Plan. This process began in 2001, 15 years after the adoption of the City's first General Plan, with the collaborative development of a General Plan Framework. The result of a series of discussions with the public and key stakeholders, the Framework document identified key issues of concern to the community, in anticipation of a future General Plan Update. Many of the issues identified in the 2001 Framework have been addressed in the Draft General Plan, including concerns about traffic and parking; protection for affordable housing; encouraging pedestrian activity; maintaining a diverse economy; support for human services, arts and culture; expansion of parks and green space; and an emphasis on environmental sustainability.

A series of technical background reports documenting existing conditions and opportunities was prepared for key topics including land use, mobility, economic development, safety, housing, noise, parks and open space, infrastructure and utilities, human services, historic preservation, and education and culture. The background reports were presented to Planning Commission and City Council, and are also posted on the General Plan website, www.weho.org/generalplan, for community reference. The reports were used to form the basis for many of the “context” descriptions in the Draft General Plan chapters.

Over the last three years, the General Plan Update project team has engaged with over one thousand community members through a series of community events, surveys, and other activities. Participants included residents, service providers, property owners, businesspeople, and others who live, work, and play in West Hollywood. The first two years of the General Plan Update were dedicated to the outreach program and to compiling and analyzing background data. Community members were further encouraged to provide input and feedback during the development of the draft goals and policies for the General Plan, including via the General Plan Advisory Committee and a series of public meetings and workshops. Opportunities for input are ongoing, including public comment during Planning Commission and City Council hearings regarding adoption of the Draft General Plan.

Each outreach method was designed to yield a different type of input, and the wide range of options was intended to ensure broad community participation. Outreach efforts have included:

- 140 stakeholder interviews;
- 1,400 Visioneering cards;
- A February 23, 2008 Community Fair regarding a range of topics addressed in the General Plan;
- Three Focus Groups held in March, 2008;
- Three neighborhood workshops regarding land use issues, September, 2008;
- A November 8, 2008 Community Workshop regarding commercial districts and residential neighborhoods;
- A telephone survey of 440 English- and Russian-speaking residents;
- January 30, 2010 Community Workshop regarding the policy framework, including draft goals and policies for the General Plan and Climate Action Plan;
- A July 10, 2010 Community Meeting presenting an overview of the Draft General Plan;
- A General Plan Advisory Committee made up of 43 community stakeholders;
- Ongoing presentations to City Council, City Advisory Boards and Commissions, Neighborhood Watch, business, and cultural groups;
- Three Joint Study Sessions with Planning Commission, City Council, and other Commissions regarding land use, economic development, mobility, and housing;
- A General plan website, www.weho.org/generalplan; and
- A General Plan newsletter, frequent public notices, and announcements of General Plan events.

The City of West Hollywood General Plan Advisory Committee (GPAC) was established to provide feedback to staff, the City Manager, and the City Council during development of the Draft General Plan. The General Plan Advisory Committee consists of 43 members appointed by the West Hollywood City Manager. The General Plan Advisory Committee (GPAC) held nine meetings, open to the public, between September 2, 2009 and February 3, 2010. This group was a key part of the transition from the initial public outreach phase to the development of proposed alternatives for input into the draft General Plan. The General Plan Advisory Committee heard topical presentations from staff and consultants, and discussed and helped to shape the draft General Plan vision, goals and policy framework.

A detailed summary of the public outreach process is included in the Introduction and Overview Chapter of the Draft General Plan.

Guiding Principles

The input gathered over the three-year update process forms the basis of the Draft General Plan. Ten Guiding Principles were developed from the community input and approved by City Council on May 4, 2009. The Guiding Principles set a broad direction and vision which form the foundation for the goals and policies of the Draft General Plan.

1. **Quality of Life.** Maintain the high quality of life enjoyed by West Hollywood residents.
2. **Diversity.** Value the social, economic, and cultural diversity of our people, and work to protect people who are vulnerable.
3. **Housing.** Continuously protect and enhance affordable housing, and support Rent Stabilization laws. Recognize the need for preserving our housing stock as well as understand the need to positively shape new construction to meet our future housing needs. Support diverse income levels in new housing development.
4. **Neighborhood Character.** Recognize the need to maintain and enhance the quality of life in our residential neighborhoods. Emphasize opportunities to meet housing needs and economic development goals along the commercial boulevards.
5. **Economic Development.** Support an environment where our diverse and eclectic businesses can flourish. Recognize that economic development supports public services, provides benefits associated with the City's core values, and adds character to our community.
6. **Environment.** Support innovative programs and policies for environmental sustainability to ensure health, and proactively manage resources. Provide leadership to inspire others outside City limits.
7. **Traffic and Parking.** Recognize that automobile traffic and parking are key concerns in our community. Strive to reduce our dependence on the automobile while increasing other options for movement such as walking, public transportation, shuttles, and bicycles within our borders and beyond. Continue to investigate innovative shared parking solutions.

8. **Greening.** Seek new areas to increase park space and landscape areas in our streets, sidewalks, and open areas to create space for social interaction and public life.
9. **Arts and Culture.** Enhance the cultural and creative life of the community. Continue to expand cultural and arts programming including visual and performing arts, and cultural and special events.
10. **Safety.** Protect the personal safety of people who live, work, and play in West Hollywood. Recognize the challenges of public safety within a vibrant and inclusive environment.

In addition to incorporating community input received specifically as part of the General Plan Update, the Draft General Plan was also guided by recent community visioning and policy documents, including the Vision 2020 Strategic Plan (2003) and the Environmental Task Force Report (2008). Based on background research, data analysis, community input to date, staff and consultant expertise, and feedback from the GPAC, the project team developed the Draft General Plan and Draft Climate Action Plan; forward-thinking plans that recognize and build upon existing challenges and opportunities, and provide for future generations.

General Plan

Under the California Government Code, each city and county in California is required to maintain a General Plan. General plans are typically updated every 15 – 20 years. There are seven state-required elements, or chapters, of a general plan. In addition to these requirements, the Draft General Plan also addresses several additional topics that are of particular value to the community, as illustrated in the table below:

State-Required Elements:	Related General Plan 2035 Chapter(s):
Land Use	Land Use and Urban Form
Circulation	Mobility; Infrastructure, Resources, and Conservation
Open Space	Parks and Recreation
Conservation	Infrastructure, Resources, and Conservation
Safety	Safety and Noise
Noise	Safety and Noise
Housing	Housing
	Optional Chapters included in General Plan 2035:
	Governance
	Historic Preservation
	Economic Development
	Human Services
	Parks and Recreation

The Draft General Plan is organized into eleven chapters, including an Introduction and Overview chapter. While the structure of some chapters varies slightly, each chapter includes discussion of any statutory requirements governing its contents, a context section describing relevant existing conditions, and a series of goals and policies. The goals, which describe long-term visions that may or may not be realized, are supported by policies, which mandate or encourage certain actions. Implementation measures, specific activities to be completed by a certain time or at regular intervals in order to implement the policies, are contained in a separate section, organized by topic for ease of reference.

The General Plan is implemented in conjunction with other, more specific City policy documents, particularly the Municipal Code and Zoning Ordinance. Both the General Plan and Zoning Ordinance govern land use within the City, and must be consistent with each other. While the General Plan sets out a broad vision, the Zoning Ordinance provides more specific details of how that vision should be accomplished. For example, the General Plan identifies the types of community benefits provided by a development project that should be considered for development incentives (bonuses). The Zoning Ordinance will then implement this policy by illustrating the details of the given incentive – exactly what features of a project are applicable, and exactly what the incentive is.

There are many differences between the current 1988 General Plan and Draft General Plan 2035. The current General Plan was written within the first years of Cityhood. It documents the detailed hopes and visions for every aspect of the new City. The Draft General Plan utilizes the experience of 25 years of cityhood to focus that vision. The Draft General Plan is a more streamlined document, designed to be user-friendly and easier to read and reference. The structure of the two documents differs – the organization and breakdown of chapter topics and the structure of goals, policies, and implementation measures in the Draft General Plan are simplified, going from 18 chapters to 11, and combining related topics for ease of use.

The Draft General Plan is conceived as an integrated document – each goal and policy is a piece of the whole, and all components of the plan work together to create a comprehensive vision for the future. A key example of this interconnected policy approach can be seen in the Land Use and Mobility chapters. The General Plan seeks to protect and maintain residential neighborhoods in part by focusing new mixed-use development along commercial corridors well-served by transit. The Land Use chapter contains goals and policies describing the vision for the five identified Commercial Sub-Areas, including the types of buildings and uses, urban design features, and green spaces. These work hand-in-hand with goals and policies in the Mobility chapter, which describe priorities and enhancements for the City’s existing network of transit, pedestrian amenities, bike lanes, streets, sidewalks, and parking.

The eleven chapters of the Draft General Plan are:

Introduction and Overview

The Introduction and Overview Chapter details the process of developing General Plan 2035, including the community input described above. The Chapter describes how the General Plan is organized and how it should be used. It also includes descriptions of the history and existing context of the City.

Governance

The Governance Chapter is not a required element of the General Plan, and is a new addition to General Plan 2035. Transparency in decision-making, maintaining high levels of accessibility and customer service, and availability of information are priorities for the City and the community. Goals and policies to enhance these efforts are contained in the Governance Chapter, and include:

- Maintaining a high level of customer service and accessibility;
- Engaging the community in City events, meetings, and services;
- Using a wide range of media and technology to communicate with constituents; and
- Making facilities, programs, and services accessible to residents and businesses.

Land Use and Urban Design

The Land Use and Urban Design chapter contains the required Land Use element, and forms the basis for policy and decision-making regarding development in the City. It responds to expressed community desires to maintain and enhance existing neighborhood character and identity, accommodate a range of housing types, recognize distinct commercial districts, support innovative architecture and design, expand green and open spaces including enhancing use of streets as public spaces, encourage proximity to a diversity of stores and services, maintain land use patterns that enhance quality of life and environmental sustainability, and maintain a balanced mix and distribution of land uses that encourage strategic development opportunities and mobility choices within the City. It also reflects the input of Planning Commission and City Council during a Joint Study Session on November 16, 2009. The goals and policies in this Chapter propose very limited change to residential neighborhoods and instead seek to focus future development along commercial corridors served by existing and potential future transit. The Chapter describes the existing urban form and land uses and defines the proposed land use designations.

The Land Use Map is a key component of the General Plan. The nomenclature used to describe designations on the Draft General Plan Land Use Map is changed, so that the Land Use and Zoning Maps will now use the same terminology. This will make all of the land use regulations easier to understand for residents, developers, and those doing business in the City.

In response to the generally high level of pride in the City's unique character and interest in only small targeted enhancements to urban form and land use activity expressed by the community, the Draft General Plan Land Use Map proposes changes to the development standards for only 8% of properties (366 parcels) citywide. Maps illustrating the locations of proposed height and density changes, as well as maps documenting past development trends, are included as Exhibit K. A full list and map of

properties proposed for changes to development standards and properties included in the Transit Overlays can be found in Exhibit L. Finally, a financial feasibility analysis of the proposed land use policies on future development is attached as Exhibit N.

The goals and policies of the Land Use and Urban Design Chapter are grouped into sub-topics: urban form and pattern, urban design, public spaces and streetscape, residential neighborhoods, commercial areas, and signage. Key policy considerations contained in the Chapter include:

- Encouraging a high level of quality in architecture and site design in all construction and renovation of buildings;
- Creating a network of pedestrian-oriented, human-scale and well-landscaped streets and civic spaces throughout the City;
- Seeking to expand urban green spaces and sustainable landscapes;
- Encouraging multi-family and single-family residential neighborhoods that are well maintained and landscaped, and include a diversity of housing types and architectural styles;
- Enhancing the unique characteristics of each of five identified Commercial Sub-Areas through a series of targeted policies for each area;
- Anticipating possible future enhancements to transit and mobility;
- Maximizing the iconic urban design value and visual creativity of signage; and
- Creating a high-quality program of public City signage that enhances the identity of West Hollywood as the Creative City.

Historic Preservation

The City's original Historic Preservation element was last updated in 1998 and is not a state-required element. Preservation of cultural resources furthers principles relating to neighborhood character, housing, and arts and culture, among others. The Historic Preservation Chapter is largely based on the 1998 element. The Chapter includes an overview of the purpose and regulations and incentives supporting the preservation of cultural resources as well as descriptions of designated historic districts in West Hollywood. Key policy directions in the Historic Preservation Chapter include:

- Collecting and maintaining information about the City's history;
- Identifying and evaluating cultural resources;
- Providing incentives and technical assistance for rehabilitation of cultural resources and allowing for adaptive reuse; and
- Promoting cultural resources as part of economic development activities.

Economic Development

This topic is the focus of one of the ten Guiding Principles of the Draft General Plan. It reflects a commitment to promoting a diverse economy and maintaining fiscal stability for the benefit of the community, both key components to providing a high quality of life. The Chapter presents an overview of the four major categories of West Hollywood businesses: tourism and nightlife, arts and design, entertainment media, and neighborhood-serving businesses. Goals and policies in the Economic Development Chapter include the following:

- Maintaining a diverse economy;
- Seeking a balance between visitor-serving and local-serving businesses;
- Encouraging cultural tourism and supporting arts and cultural events;
- Maintaining the City's status as a destination for arts, fashion, and design;
- Supporting job-training programs; and
- Encouraging green business practices.

Mobility

The Mobility Chapter contains the state-required Circulation element. It also expresses the City's philosophy on mobility and access within its borders and in the context of a thriving metropolitan region. Traffic and parking were consistently listed among the top concerns expressed by the community throughout the General Plan Update. Levels of traffic congestion in and around West Hollywood are high. Some of the congestion and parking issues result from auto travel generated by residents and visitors, but much of it is generated by pass-through traffic – people driving through the City due to its central location in the Los Angeles region.

The unique complexities of managing mobility in West Hollywood require a non-traditional approach to addressing congestion. The Chapter addresses the creation of a balanced, multi-modal transportation system, including pedestrians, bicycles, transit, and automobiles, as discussed during a Joint Study Session with City Council, Planning Commission, and Transportation Commission on January 25, 2009. It places priority on the needs of the West Hollywood community over the needs of pass-through traffic. It also describes enhancements to the existing Transportation Demand Management program, the promotion of regional transportation solutions, and development of innovative parking strategies. The goals and policies of the Mobility chapter support the creation of a balanced and multi-modal transportation system that meets the needs of the community and seeks to improve the quality of life within the City while also serving as an active participant in regional strategies to enhance many different aspects of the multi-modal transportation system:

- Expanding existing bus transit service for all populations and continuing to improve the quality of transit stations (signage, shelters, information, etc.);
- Working with regional agencies to develop regional transportation solutions and actively advocating for rail transit extensions in West Hollywood;
- Recognizing that streets are part of the open space system;
- Prioritizing spaces for pedestrians and bicycles in public rights-of-way;
- Improving pedestrian facilities and requiring pedestrian-oriented design of new development projects;
- Installing new bicycle amenities in public facilities and requiring major employers to provide covered and secure bicycle parking and shower/locker facilities;
- Exploring requiring new development to provide transit subsidies for residents or tenants;
- Promoting ride-sharing and telecommuting;
- Implementing car- and bike-sharing programs;
- Considering unbundling parking and/or reducing parking requirements in commercial projects near transit;

- Promoting “park-once” environments by pooling public parking in commercial areas for shared use and establishing shared valet programs;
- Providing real-time parking occupancy information and improved parking signage;
- Reducing cut-through traffic in residential neighborhoods; and
- Collecting fees from developers to undertake infrastructure projects to support new development.

Human Services

West Hollywood was among the first communities in the State to include Human Services in its general plan in 1988. Support for the diverse community was one of the founding principles of the City 25 years ago, and it remains a top priority today. The Human Services Chapter presents goals and policies related to social services, arts and culture, and schools and education:

- Continuing to provide comprehensive social services;
- Measuring service needs and evaluating ongoing programs;
- Supporting and encouraging arts and culture;
- Promoting cultural connections and programming;
- Seeking space for artists and for public art; and
- Collaborating with schools to promote excellence.

Parks and Recreation

The Parks and Recreation Chapter meets the requirements for the state-required Open Space element, and also includes policy guidance about recreation services and facilities. The enhancement and creative expansion of parks and open spaces in the City was a top priority identified by the community. Recognizing the unique challenges related to parks and open space in a dense urban setting like West Hollywood, this Chapter includes goals and policies relating to:

- Improving and expanding existing parks;
- Seeking creative opportunities to create new park space;
- Maintaining the diversity of park spaces;
- Promoting sustainable practices;
- Providing recreational programs to meet community needs;
- Efficiently managing parks and open space; and
- Continuing special events.

Infrastructure, Resources, and Conservation

The Infrastructure, Resources, and Conservation Chapter meets the state requirements for a Conservation element as well as including information on public facilities and waste disposal facilities, which are typically included in the Land Use element. The Chapter further addresses goals and policies relating to climate change, including water supply and conservation, energy supply and conservation, green building, and air quality. Environmental sustainability was identified as a top priority by the community. Principles relating to sustainability are integrated throughout the Draft General Plan, but are particularly featured in this Chapter, which contains policy guidance to support:

- Maintaining circulation infrastructure;
- Reducing water and energy use;
- Maintaining the City's Green Building Program;
- Reducing climate change impacts;
- Improving air quality;
- Providing for efficient wastewater and stormwater systems;
- Reducing solid waste; and
- Providing well-maintained and sustainable facilities.

Safety and Noise

The Safety and Noise chapter contains the state-required safety element and noise element. It also includes a section on police, fire, and emergency services which is not required for general plans, but recognizes the importance placed by the community on maintaining personal and public safety. Key goals and policies include:

- Maintaining emergency plans and enforcing high standards for seismic performance of buildings;
- Maintaining adequate levels of law enforcement, fire protection, and emergency medical services;
- Promoting community-based emergency preparedness programs;
- Requiring noise-reducing design features in new development;
- Seeking to reduce transportation-related noise; and
- Requiring effective management and mitigation of noise from entertainment venues.

Housing

The scope of the Housing Element and the Housing Technical Background Report (Housing Technical Appendix) is determined by the California Department of Housing and Community Development (HCD), and subject to that agency's review for compliance with State laws. The Housing Element provides an assessment of both current and future housing needs, identifies constraints and opportunities for meeting those needs, and provides a comprehensive strategy that establishes goals, policies, and programs related to housing. HCD's approval of the Housing Element is an important component of establishing a legally adequate General Plan. It also allows the City priority for funding under Proposition 1C and other State-administered funds, including CalHFA loans, workforce housing grants, and infrastructure funds.

The Draft Housing Element, endorsed by Planning Commission, Rent Stabilization Commission, and City Council at the Joint Study Session of April 5, 2010, was submitted to HCD on May 4, 2010, and is currently in its second round of state review. HCD requested clarifications to a few items in the first Draft Housing Element. The project team has submitted those clarifications and responses to HCD Comments (Exhibit Q), and is now awaiting HCD's response. It is anticipated that HCD will approve the Draft Housing Element prior to the General Plan hearings with City Council in October, and the Final Housing Element will be certified along with the General Plan. A list of changes and clarifications made to the Draft Housing Element is included in Exhibit G, and the original comment letter from HCD and detailed responses from the City are included in Exhibits P and Q, respectively.

In keeping with the City's core values and General Plan Guiding Principles, the Draft Housing Element places a great emphasis on residential quality of life and the need to provide housing for all segments of the community. The existing Housing Element, for the years 2000 - 2008, provided for the continuation and enhancement of many progressive programs and policies. The new Draft Housing Element builds on this tradition by laying out goals, policies, and implementation measures (housing programs) designed to further an ambitious set of objectives. The key policy directions addressed in the Draft Housing Element include:

- Retaining and maintaining existing affordable rental housing;
- Working to prevent or minimize displacement of existing residents;
- Encouraging multi-family housing that is affordable to a wide spectrum of households;
- Assisting property owners in maintaining and improving their properties;
- Promoting strong, on-site management of apartment complexes;
- Addressing public health and safety issues in cooperation with other public agencies and performing ongoing safety inspections;
- Facilitating development of a diverse range of housing options;
- Promoting universal design and green building features in the construction and rehabilitation of housing;
- Facilitating development of housing with on-site supportive services for persons with special needs;
- Encouraging development of housing in mixed-use and transit-oriented developments;
- Encouraging adaptive reuse of existing structures for residential purposes; and
- Providing incentives to offset or reduce the costs of affordable housing development.

The goals and policies of the Housing Element are implemented by a set of Housing Programs. The Housing Programs detail specific new and ongoing actions to be carried out by the City and address the following categories: preservation of existing housing, preservation of affordability, production of housing, removal of governmental constraints, and equal housing opportunity.

Key Policy Issues for Discussion

During the 45-day public comment period for the Draft General Plan, more than 60 community members and groups submitted comment letters on the Draft General Plan and Draft EIR. The letters received identify several policy issues in the Draft General Plan that are of particular concern to those community members who submitted comments. Some comment letters oppose specific policies, while others express concerns regarding broad issues such as density or parking. The following paragraphs summarize these policy issues and include discussion of the reasons these policies are proposed in the Draft General Plan. This section is not intended to be an exhaustive list of policy issues raised in the comment letters. Please refer to Appendix H of Exhibit C, the Final EIR for written responses to each of the comment letters received. A compilation of comments received during the July 10, 2010 Community Meeting regarding the Draft General Plan is attached as Exhibit J.

1. Land Use Policies

Height and Density. The Draft General Plan proposes modest increases to height and density in targeted areas of the City, generally within the five commercial sub-areas near existing transit nodes. Only eight percent of the properties citywide are proposed to have changes to development standards in the Draft General Plan (see Exhibits K and L). Community input throughout the General Plan Update identified preserving and enhancing residential neighborhoods, as well as reducing traffic congestion and supporting alternative modes of transit, among the top priorities. The height and/or density increases proposed in the Draft General Plan are targeted to incentivize mixed-use development along commercial corridors well-served by high levels of existing transit. Maintaining existing height and density restrictions in residential neighborhoods and selectively easing them in commercial areas allows the City to meet its housing goals through construction of mixed-use buildings along commercial corridors. This approach is also part of the well-established practice of “smart growth”, and is a key component of a community-wide integrated strategy to reduce traffic impacts described in the General Plan. Locating mixed-use development near transit encourages residents to leave their cars at home, or not own them at all, and walk, bike, or use transit for their daily commute to work or local errands. Combined with a series of forward-thinking mobility policies, over time, this approach is designed to help reduce the number of cars on the road.

Vision for Commercial Sub-Area 1. The Draft General Plan includes a new land use designation, Commercial Neighborhood 2 (CN2), which allows for heights of 35’ and a 1.0 FAR (exclusive of any applicable bonuses). The CN2 designation is proposed for many of the parcels along Melrose Avenue previously designated CN1 (25’ and 1.0 FAR). This proposed increase in height, but not density, responds to input from the design community and property owners in the area, who wish to accommodate greater floor-to-floor heights for design showrooms, which is difficult under current development standards. The proposed increases to height and density in the Melrose Triangle area respond to community interests in enhancing the arts and cultural identity of the district increasing pedestrian amenities, providing greater connectivity to West Hollywood Park, allowing for greater commercial intensity than on Melrose and Robertson, and creating a gateway presence at the City’s western border. The GPAC, business groups, and comments from residents and other community members discussed these as priorities for the area.

Cumulative bonuses. The existing General Plan and Zoning Ordinance generally permit the application of cumulative development bonuses, and the Draft General Plan does not propose a change to this practice. However, in response to community input regarding limiting the size of buildings in residential neighborhoods, the Draft General Plan proposes to eliminate all height and density bonuses, other than the state-mandated affordable housing bonuses and incentives, in residential areas. Other types of incentives, including adjustments to setbacks, open space, or parking requirements, will still be allowed for new development that provides certain community benefits including public open space, senior housing, child care facilities, or courtyard residential projects, as described in the General Plan and Zoning Ordinance. In commercial areas, an individual development project may receive multiple cumulative height and/or density

bonuses as long as the project provides all of the community benefits specified. For example, height and density bonuses are allowed for projects that meet established standards for providing affordable housing, mixed-use development, creative office space, or exceeding the City's minimum green building requirements, the specific bonus standards will be as described in the General Plan and Zoning Ordinance.

Offsite Signage. The Sunset Strip has historically been identified with a vibrant entertainment and nightlife scene and recognized for its concentration of eye-catching signage. This signage is a defining feature of West Hollywood. Outside the Sunset Strip, the City has generally allowed existing offsite signs to remain in place, but prohibits new offsite signage. In recent years, the City has received several applications for offsite signage from property owners outside the Sunset Strip. The Draft General Plan policies suggest several new methods for regulating and evaluating offsite signage outside the Sunset Strip, including strictly limiting the amount and location of new signage, requiring applicants for new signs to remove equivalent amounts of existing offsite signage, ensuring signs are of high urban design value, and minimizing impacts on adjacent neighborhoods.

Neighborhood Conservation Overlays. No changes to the current Neighborhood Conservation Overlays are proposed in the General Plan. However, several comment letters received on the Draft General Plan requested strengthening provisions relating to these districts. Conservation Overlays appear on the City's Zoning Map, but the Zoning Code has never included detailed regulations relating to these Districts. Design compatibility issues have, to date, been addressed using broad techniques, including setback requirements, residential design guidelines, and other Zoning Ordinance regulations because no neighborhood has expressed broad support for increased or more specific regulation of these Districts. A proposed policy relating to Conservation Overlay Zones is included in Exhibit G.

Amortization. This issue was not specifically raised in the comment letters, but is discussed here per a request from Planning Commission. The 1988 General Plan included policies to provide for amortization of uses including large-scale manufacturing, use of artist studios in residential areas for galleries or showrooms, and new billboards outside the Eastside Redevelopment Area and Sunset Boulevard. Large-scale manufacturing is still prohibited in the Draft General Plan (Policy LU-1.12). The Draft General Plan allows for the continuation of existing cultural uses, including artist studios, provided that they are compatible with adjacent land uses (LU-3.3), and consideration of offsite signage in strategic locations citywide (LU-16.4 and 16.5). The Draft General Plan also prohibits new drive-through commercial land uses (Policy LU-1.15), a policy already included in the Zoning Ordinance.

2. Mobility Policies

Long-term transit solutions. Traffic congestion was the top concern expressed during the community outreach process. As described above and detailed in the Draft General Plan Mobility Chapter, improving traffic congestion in West Hollywood is a complex issue that requires reducing the number of auto trips within City borders as well as contributing to regional mobility solutions. As part of an integrated framework of land use and mobility policies, the Draft General Plan specifically acknowledges the

possibility of future fixed rail transit (subway) service to West Hollywood. Metro is currently studying an alternate alignment of the planned Red Line Westside Subway Extension that would run from the Hollywood and Highland station along Santa Monica Boulevard, with stops near La Brea Avenue, Fairfax Avenue, and La Cienega Boulevard. The route would then turn south and stop near Cedars-Sinai Hospital and the Beverly Center before joining up with the proposed Wilshire route. All Westside Extension alignments under consideration are being evaluated in Metro's Draft Environmental Impact Report for the project, now in its 45-day public review and comment period.

Metro has made it clear that there is not currently funding allotted to the West Hollywood spur route, and that it may be 20 years or more before such a route could be built. However, there is broad community support for future subway service to West Hollywood, and the City has been actively advocating for such a route. The General Plan itself is a useful tool to demonstrate the City's support for regional transit solutions. The Draft General Plan seeks to direct new development towards nodes well-served by existing transit, as well to anticipate possible enhancements to transit service. Land Use and Mobility policies take an if-then approach to the Westside Subway Extension. The Draft General Plan includes policies to improve existing traffic congestion and enhance alternative mobility solutions, and suggests consideration of additional policies, incentives, and public spaces should specific milestones be met in planning fixed rail transit service in the future.

Parking. A desire for more parking was another frequent suggestion throughout the community input process. While the Draft General Plan does not preclude construction of additional parking, emphasis is placed on policies to make more efficient use of existing parking resources. Effective balancing of parking supply and demand has a significant benefit for residents, businesses, traffic congestion, and the City's economy. The General Plan seeks to better manage existing parking resources by enacting forward-thinking, proven solutions targeted to the unique conditions of West Hollywood. These techniques include utilizing the most current parking management technologies, pursuing joint use of private parking facilities for public parking, encouraging shared pools of commercial parking, pursuing shared valet programs, considering unbundling parking requirements for residential uses or near transit, and maintaining demand-responsive pricing of all public parking.

Changes to the Draft General Plan

The Public Review Draft General Plan is just that – a draft. It is intended to be modified to reflect the additional input of community members and City decision-makers prior to the consideration of the final General Plan 2035 by City Council this fall. Since the release of the Draft General Plan on June 25, 2010, a series of recommended edits have been compiled by staff. The proposed changes include clarifications to the language of certain policies, deletion or combination of redundant policies, and the insertion of additional background information in certain chapters. All of the above edits are described in detail in Exhibit G, Proposed Changes to the Draft West Hollywood General Plan. No significant changes to the content or policy direction of the Draft General Plan are currently proposed. However, staff is proposing a change to the structure of the policy language in the General Plan – this would not change the intent

or the meaning of the policies, but will make the policies more consistent in format and thus easier to read. A detailed matrix describing this grammatical change is included in Exhibit G.

Planning Commission should consider the Proposed Changes, and suggest alterations or additions to the list, if desired. Any additional changes recommended by the Planning Commission will be added to the list, and the list will be forwarded to City Council for consideration as part of the adoption of General Plan 2035. Following adoption of the General Plan, the final list of Proposed Changes will be incorporated into the document, and the Final General Plan 2035 will be published.

Exhibit I, the Age Friendly Communities Symposium Summary Staff Report was approved by City Council on August 16, 2010 for Planning Commission consideration as part of the General Plan Update. The report summarizes age-friendly policies and practices, and suggests including these in the General Plan to the extent feasible. Many of the suggested policies and programs are already incorporated in the Draft General Plan, including Housing Element policies to enable senior residents to stay in their homes, provide affordable housing units in mixed-use development, pursue an accessory dwelling unit ordinance, and encourage universal design features in the construction of new housing and facilitating the development of housing with on-site supportive services for seniors; Mobility Chapter policies to improve the transit system, promote bus ridership and make information more readily available, and provide pedestrian improvements throughout the City; Parks and Recreation Chapter policies to maintain an accessible park system; and Governance Chapter policies to encourage volunteerism. Additional policies could be considered to pursue unique programs such as the aging-improvement districts being explored by the City of New York.

Climate Action Plan

The Draft Climate Action Plan (CAP) serves as an immediate implementation action of the General Plan, and is a tool for city residents, businesses, elected officials, and city staff to reduce the City's collective impact on climate change. A CAP is an organizing document that brings together analysis and policies to meet a community's greenhouse gas (GHG) reduction goals. The CAP is a toolkit of policies and measures that address climate change, ranging from measures such as continuing to fund and operate the Green Building Resource Center, to more aggressive measures such as implementing a point of sale retrofit program that would require energy and water efficiency upgrades to buildings prior to sale. In recent years, many California jurisdictions have sought to reduce their impact on climate change and focus on environmental sustainability as a guiding General Plan principle. This focus on greenhouse gases and sustainability is in response to state legislation aimed at reducing greenhouse gas emissions, smart growth planning principles, changes to California Environmental Quality Act (CEQA), well as an increased urgency to act on climate change.

The City has a tradition of implementing cutting-edge sustainability programs. The City's Green Building Program established local requirements and incentives for sustainable building design and construction practices, and was one of the first of its kind in the nation. The West Hollywood Environmental Task Force (ETF), made up of residents, business owners, and City staff, created a set of recommendations presented to the

City Council in 2009. Many of these recommendations, described in the *Environmental Task Force Report*, have been incorporated within the CAP, including incentivizing renewable energy, expanding green space and the tree canopy, promoting multi-modal transportation, reducing waste, creating a staff Sustainability Coordinator position, and improving the bicycle and pedestrian network, among many others (see Exhibit O).

The CAP offers an opportunity to further the City's leadership in sustainability with a program of measurable actions that can be tracked and evaluated over time. The CAP sets forth a plan to reduce GHG emissions through the following reduction strategies: Community Leadership and Engagement, Land Use and Community Design, Transportation and Mobility, Energy Use and Efficiency, Water Use and Efficiency, Waste Reduction and Recycling, and Green Space Strategy. The City's current land use and transportation patterns and various sustainability programs are already captured within the 2008 baseline GHG inventory in the plan. Therefore, the City can only achieve further GHG reductions by implementing new programs, or expanding existing programs, and can not take credit for programs implemented prior to 2008. It is precisely because the City is already an established a leader in sustainability that an aggressive set of actions must be set forth if the City is to further reduce GHG emissions over the next 25 years. Some sample measures of the Climate Action Plan include: developing a program to standardize and promote green roofs; converting unused areas in the public right of way into permeable planted spaces; removing regulatory barriers to the installation of solar hot water heating systems; facilitating voluntary residential and commercial building energy efficiency improvements; implementing a point-of-sale residential and commercial conservation ordinance (RECO and CECO), requiring sub-metering for all new construction; and reducing per capita water consumption by 30% by 2035.

Assembly Bill (AB) 32, the *California Global Warming Solutions Act of 2006*, requires California to reduce statewide GHG emissions to 1990 levels by 2020. Additionally, SB 375 established a process whereby regional targets for reduced vehicle miles traveled and other GHG emissions will be established by the California Air Resources Board, in collaboration with Metropolitan Planning Organizations throughout the state, including the Southern California Association of Governments (SCAG) and the Westside Cities Council of Governments. In March 2009, the State Attorney General's Office sent a letter to local governments completing General Plan updates strongly recommending that General Plans incorporate aggressive community-wide GHG emissions targets in the near term, and align with California's interim (1990 levels by 2020) and long-term (80 percent below 1990 levels by 2050) emissions limits set forth in AB 32 and Executive Order S-3-05. Adoption of the CAP would exceed State guidance, and provide an innovative model for other cities to follow.

The process of preparing the Draft CAP was guided by community input gathered through a Community Workshop in January 2010 and by the ETF's recommendations, in addition to staff and consultant expertise. The Planning Commission heard a presentation on the key measures in the Draft CAP on May 20, 2010. The Draft CAP was available for public review and comment between June 17, 2010 and August 9, 2010. The Draft CAP was posted on the City's General Plan website, and printed copies were available for reference at the Planning Counter and City's Clerk's office, and for purchase at the Weho Copy Center. Staff did not receive any comments specifically

regarding the CAP during the comment period, which is consistent with the broad communitywide support for sustainability throughout the General Plan update process.

At a Joint Study Session with Planning Commission and Transportation Commission in January, 2010, the City Council received a presentation on the CAP, and directed staff and the consultant team to establish an aggressive GHG emissions reduction target of 20-25% over 2008 levels by 2035. This aggressive target goes beyond compliance with state guidelines, and positions the City as a leader in sustainability. In order to achieve the reductions necessary to meet the target set by City Council, the CAP outlines a series of innovative programs and aggressive targets for participation.

Many programs within the CAP are interrelated and changing one may have implications for other measures which it supports. Planning Commission may recommend and City Council may choose to adopt modifications to various measures of the Draft CAP. However, modifications to the proposed measures may impact the community's ability to reach the established GHG reduction target. If changes to the Draft CAP programs are approved, a new GHG reduction target should be established upon adoption of the CAP.

The Public Review Draft Climate Action Plan is a draft that is intended to be modified to reflect additional input by community members and City decision-makers prior to the adoption of the final Climate Action Plan by City Council. Since the release of the Draft Climate Action Plan on June 25, 2010, a series of recommended edits have been compiled by staff. The Proposed Changes include clarifications to the language of certain policies, and the insertion of additional information where appropriate. The proposed edits are described in detail in Exhibit H, Proposed Changes to the Draft West Hollywood Climate Action Plan. No significant changes to the content of the Draft Climate Action Plan are currently proposed. Planning Commission should consider the proposed changes, and suggest alterations or additions to the list, if desired. Any additional changes recommended by the Planning Commission will be forwarded to City Council for consideration as part of the adoption of the Climate Action Plan. Following adoption of the Plan, the final list of Proposed Changes will be incorporated into the document, and the Final Climate Action Plan will be published.

Environmental Impact Report

The City, acting as Lead Agency, circulated a Notice of Preparation of an Environmental Impact Report (NOP) for the project on September 30, 2009, beginning a 30-day review period. As part of the EIR scoping process, the City held a public scoping meeting at the Planning Commission meeting of Thursday, October 15, 2009, at the West Hollywood Park Auditorium. The NOP and letters received in response to the NOP from both public agencies and members of the public are included in Appendix 1.0 of the Draft EIR. The Draft EIR was circulated for a 45-day review period beginning June 25, 2010 and ending on August 9, 2010. The City received 63 comment letters during the comment period. The major concerns raised regarded proposed changes to and/or the project's impacts on land use, traffic/circulation, and infrastructure. The City's written responses to these comments are included in Appendix H of the Final EIR. The Final EIR was made public on September 9, 2010, and is attached to this report as Exhibit C.

Alternatives

As required by Section 15126.6 of the CEQA Guidelines, the EIR examined alternatives to the proposed project. The following alternatives are evaluated in the EIR:

- Alternative 1: No Project/Existing General Plan.
- Alternative 2: Growth Constrained to Two Transit Overlay Areas Only.
- Alternative 3: Extensive Transportation Demand Management Program.

For a full discussion of Alternatives, please see Section 8.0 (Alternatives) in the Draft EIR.

Summary of Environmental Impacts

The following table indicates the environmental factors listed by the level of significance of their impacts, both project-specific and cumulative.

No Impact	Less than Significant Impact	Less than Significant Impact with Mitigation	Significant and Unavoidable Impacts
<p>Aesthetics:</p> <ul style="list-style-type: none"> - Scenic resources within a state scenic highway <p>Biological Resources:</p> <ul style="list-style-type: none"> - Sensitive Species - Riparian Habitat or Other Sensitive Habitat - Wetlands - Movement of Wildlife Species - Habitat Conservation Plan/Natural Community Conservation Plan 	<p>Aesthetics:</p> <ul style="list-style-type: none"> - Scenic vistas - Visual character - Light and glare - Shade or shadow <p>Air Quality:</p> <ul style="list-style-type: none"> - Objectionable odors - Toxic air contaminants <p>Biological Resources:</p> <ul style="list-style-type: none"> - Conflict with policies or ordinances <p>Cultural Resources</p> <p>Geology, Soils, and Mineral Resources</p> <p>Hazards and Hazardous Materials</p> <ul style="list-style-type: none"> - Hydrology and Water Quality <p>Land Use and Planning</p> <p>Noise:</p> <ul style="list-style-type: none"> - Transportation noise in excess of standards - Aircraft noise - Vehicular-traffic induced vibration <p>Industrial & commercial</p>	<p>Noise:</p> <ul style="list-style-type: none"> - Construction noise in excess of standards - Expose sensitive receptors to stationary and area-source noise levels - Changes in land use - Other noise sources - Construction-induced vibration <p>Paleontological Resources:</p> <ul style="list-style-type: none"> - Destruction of a unique paleontological resource, site, or feature during construction <p>Public Services and Utilities:</p> <ul style="list-style-type: none"> - Police protection and fire protection <p>Recreation:</p> <ul style="list-style-type: none"> - Increased use 	<p>Air Quality:</p> <ul style="list-style-type: none"> - Compliance with SCAQMD Air Quality Management Plan - Construction related emissions - Operational emissions <p>Traffic:</p> <ul style="list-style-type: none"> - Intersection level of service - Congestion management program level of service <p>Global Climate Change:</p> <ul style="list-style-type: none"> - Construction-related GHG emissions - operations related GHG emissions <p>Conflicts with applicable plans, policies or regulations</p> <p>Public Services and Utilities:</p> <ul style="list-style-type: none"> - Water supply

No Impact	Less than Significant Impact	Less than Significant Impact with Mitigation	Significant and Unavoidable Impacts
	operations vibration Public Services & Utilities: - Storm drain system - Schools - Library - Electricity and natural gas - Water infrastructure - Wastewater - Solid waste Recreation: - Construction or expansion of existing facilities Traffic: - Design hazards - Air traffic patterns - Emergency access - Public transit, bicycle, and pedestrian facilities - Parking	and physical deterioration of existing recreational facilities	

As indicated in the table above, the proposed project would result in potentially significant unavoidable adverse impacts associated with Air Quality (Compliance with SCAQMD Air Quality Management Plan, Construction Related Emissions, Operational Emissions), Traffic (Intersection Level of Service, Congestion Management Program Level of Service), Global Climate Change (Construction-Related GHG Emissions; Operations Related GHG Emissions; Conflicts with Applicable Plans, Policies or Regulations), and Public Services and Utilities (Water Supply). These significant adverse impacts would remain even after implementation of all feasible mitigation measures identified in the Final EIR. Thus, these significant adverse impacts are unavoidable.

Impacts to Aesthetics (Scenic Vistas, Visual Character, Light and Glare, Shade or Shadow); Air Quality (Objectionable Odors, Toxic Air Contaminants); Biological Resources (Conflict with Policies or Ordinances for Protection of Species); Cultural Resources; Geology, Soils, and Mineral Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise (Transportation Noise in Excess of Standards, Aircraft Noise, Vehicular-Traffic Induced Vibration, Industrial and Commercial Operations Vibration); Public Services and Utilities (Storm Drain System, Schools, Library, Electricity and Natural Gas, Water Infrastructure, Wastewater, Solid Waste); Recreation (Construction or Expansion of Existing Facilities); and Traffic

(Design Hazards; Air Traffic Patterns; Emergency Access; Public Transit, Bicycle, and Pedestrian Facilities; Parking) would be less than significant with the implementation of recommended mitigation measures. These mitigation measures are included in the Mitigation Monitoring and Reporting Program, Attachment B to Exhibit F.

Statement of Overriding Considerations

The EIR identifies Air Quality (Compliance with SCAQMD Air Quality Management Plan, Construction Related Emissions, Operational Emissions), Traffic (Intersection Level of Service, Congestion Management Program Level of Service), Global Climate Change (Construction-Related GHG Emissions; Operations Related GHG Emissions; Conflicts with Applicable Plans, Policies or Regulations), and Public Services and Utilities (Water Supply) impacts that cannot be mitigated to a level that is less than significant. If the City Council were to approve the project as proposed, then the Council would have to make a finding that the benefits of the project outweigh the impacts at the time of approval. This is known as a Statement of Overriding Considerations.

The Statement of Overriding Considerations, attached to Draft Resolution No. PC 10-944 as part of the Findings of Fact (Attachment B), finds that the project's benefits outweigh the project's significant unavoidable impacts, and those impacts, therefore, are considered acceptable in light of the project's benefits:

1. The General Plan and Climate Action Plan, as proposed, would provide a long-range planning document for the City, fulfilling the State laws requiring cities to maintain a General Plan, as the new requirements relating to General Plans set forth in AB 32 and SB 375. The proposed General Plan would replace a General Plan that is 25 years old with one that utilizes all the experience of 25 years of Cityhood to better articulate the City's vision for its future. The proposed General Plan is more focused and user-friendly, comprehensively addresses recent changing conditions in the City, and would implement smart growth principles, concepts of sustainable development and resource management, and environmental protection.
2. Pursuant to State law, the proposed General Plan identifies current and future housing needs and sets forth an integrated set of goals, policies, and programs to assist in the preservation, improvement, and development of housing to meet the needs of all income segments of the community.
3. Through the land use policy map and related policies and programs, the General Plan would promote economic development and a broad range of employment opportunities in West Hollywood by increasing opportunities for the development of commercial, office, and retail, primarily in five commercial subareas of the City.
4. The General Plan would encourage sustained economic growth recognizing the importance of economic generators, job generators and a balance between jobs and housing as well as supporting a diverse economy and continued fiscal stability.

5. The General Plan would promote a high quality of life for the community by ensuring that future development is provided with adequate public facilities and services when that development occurs (see Fiscal Impact Analysis, Exhibit M). In addition, the General Plan would encourage integration of these services with the latest available advancements in technology to proactively manage growth and meet the needs of residents.
6. The circulation system of the proposed General Plan strategically links land use and transportation to make efficient use of the existing roadway capacity through the promotion of a multi-modal circulation system, including improvements to the pedestrian, transit, and bicycling environment in the City of West Hollywood.
7. Through its conservation policies and programs, the General Plan, and in particular the Climate Action Plan, would help promote energy efficiency, the conservation of water resources, and encourage the reduction of waste through recycling.
8. The General Plan, through the implementation of the Climate Action Plan, addresses expected impacts of global climate change through the implementation of policies and programs that facilitate sustainable development, including planning additional development around planned transit stations; facilitating a multi-modal transportation system; conserving energy; utilizing alternative energy sources; and promoting green buildings.

These policies place the City on a path to reducing annual community-wide GHG emissions by 20% to 25% below current emission levels by 2035; provide clear guidance to City staff and decision makers regarding when and how to implement key actions to reduce GHG emissions; and contribute to the reduction of greenhouse gas emissions within the City and the promotion of a more energy efficient built environment. These policies provide additional benefits to the community such as cleaner air, cost savings, energy savings, and a greener City.

Finally, the General Plan and Climate Action Plan fulfill the requirements set forth in AB 32 and SB 375 to address and mitigate the effects of climate change.

After balancing the specific benefits of the proposed project, staff has determined that the unavoidable adverse environmental impacts identified may be considered acceptable due to the specific considerations listed above.

ALTERNATIVES:

1. Adopt a modified resolution recommending changes to the Draft General Plan and/or Draft Climate Action Plan.
2. Direct staff to return with additional information on specific issues.

EXHIBITS:

- A. Public Review Draft General Plan (Distributed previously under separate cover)
- B. Draft Climate Action Plan (Distributed previously under separate cover)
- C. Final Environmental Impact Report
- D. Draft Resolution PC-10-943
- E. Draft Resolution PC-10-945
- F. Draft Resolution PC-10-944
- G. Proposed Changes to the Draft West Hollywood General Plan
- H. Proposed Changes to the Draft Climate Action Plan
- I. Age Friendly Communities Symposium – Summary (August 16, 2010)
- J. Compiled Comments from the July 10, 2010 Community Meeting
- K. Analytical Maps
- L. Draft General Plan Parcels Proposed for Use, Height, or Density Changes, and Parcels Included in the Transit Overlay
- M. Fiscal Impact Analysis Results
- N. Financial Feasibility Analysis
- O. Environmental Task Force Recommendations Included in the Draft Climate Action Plan
- P. State of California Department of Housing and Community Development Review of City of West Hollywood Draft Housing Element (July 1, 2010)
- Q. Summary of City of West Hollywood's Responses to the California Department of Housing and Community Development

This page intentionally left blank

The following Planning Commission Exhibit is not included in the September 16, 2010 Agenda Packet; the exhibit is too large:

**Item 9.A. Exhibit A
Public Review Draft General Plan**

Hardcopies were forwarded under separate cover; are available at the City Hall Planning Counter, on the City's website, at the City Clerk's office, and available for purchase at the Weho Copy Center. The draft was released June 25, 2010.

The following link is attached for your convenience
and is also accessible at:
www.weho.org/generalplan

This page intentionally left blank

The following Planning Commission Exhibit is not included in the September 16, 2010 Agenda Packet; the exhibit is too large:

**Item 9.A. Exhibit B
Public Review Draft Climate Action Plan**

Hardcopies were forwarded under separate cover; are available at the City Hall Planning Counter, on the City's website, at the City Clerk's office, and available for purchase at the Weho Copy Center. The draft was released June 25, 2010.

The following link is attached for your convenience

and is also accessible at:

www.weho.org/generalplan

This page intentionally left blank

The following Planning Commission Exhibit is not included in the September 16, 2010 Agenda Packet; the exhibit is too large:

Item 9.A. Exhibit C
General Plan and Climate Action Plan
Final Program Environmental Impact Report

Hardcopies were forwarded under separate cover; are available at the City Hall Planning Counter, on the City's website, at the City Clerk's office, and available for purchase at the Weho Copy Center. The draft was released June 25, 2010.

The following link is attached for your convenience

and is also accessible at:

www.weho.org/generalplan

This page intentionally left blank

RESOLUTION NO. PC 10-943

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, RECOMMENDING CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT 2010-003, A COMPREHENSIVE UPDATE OF THE CITY OF WEST HOLLYWOOD GENERAL PLAN.

The Planning Commission of the City of West Hollywood hereby resolves as follows:

SECTION 1. On August 20, 2007, the City Council initiated a comprehensive update to the General Plan. This was the first comprehensive update since the adoption of the foundation document in 1988. During the General Plan Update process, the City engaged with over one thousand community members through a series of community events, surveys, and other activities, as explained in the Introduction and Overview of the Draft General Plan. Participants included residents, service providers, property owners, businesspeople, and others who live, work, and play in West Hollywood. Specific outreach efforts included stakeholder interviews, visioning, telephone surveys, focus groups, neighborhood workshops, four community meetings, and frequent presentations to neighborhood, business, and cultural groups. The City Manager appointed a 43-member General Plan Advisory Committee (GPAC), consisting of at least one representative of every City Advisory Board and Commission as well as members of key community groups. The GPAC held nine meetings, open to the public, during the development of the General Plan, during which the group reviewed and provided feedback on the draft goals and policies. Throughout the General Plan Update, information was made available to the public via the General Plan website, which contains a library of reports, presentations, and other documents prepared over the past three years. General Plan newsletters, updates in other City publications, public notices, and announcements of General Plan events also kept the community apprised of milestones in the project. The three year update process has resulted in preparation of the West Hollywood General Plan 2035 Public Review Draft, dated June 25, 2010, (Draft General Plan), Public Review Draft Climate Action Plan (Draft CAP), and Environmental Impact Report (EIR).

SECTION 2. Pursuant to the California Environmental Quality Act ("CEQA"), The City, acting as Lead Agency, circulated a Notice of Preparation ("NOP") for the project on September 30, 2009, beginning a 30-day review period. As part of the EIR scoping process, the City held a public scoping meeting at the Planning Commission meeting of Thursday, October 15, 2009, at the West Hollywood Park Auditorium. The NOP and letters received in response to the NOP from both public agencies and members of the public are included in Appendix 1.0 of the Draft EIR. The Draft EIR was circulated for a 45-day review period beginning June 25, 2010 and ending on August 9, 2010. The Final EIR was made public on September 8, 2010. All required notifications were provided pursuant to CEQA (Public Resources Code Section 21092.5) and all comment letters and responses were incorporated into the Final EIR.

SECTION 3. The Draft EIR, Draft General Plan, and Climate Action Plan were made available to the public on June 25, 2010 as follows: a copy of each document was available at the Planning Counter and at the City Clerk's Counter at City Hall; several copies were made available for loan from the City Clerk; digital copies were posted on the City's website, www.weho.org/generalplan; the Draft EIR was available at the West Hollywood Library; and copies of each document were available for purchase at a discount directly from the WeHo Copy Center. The comment letters on the proposed General Plan and responses were incorporated into the Final EIR.

SECTION 4. Copies of the Draft General Plan were submitted to all required state agencies including the California Geological Survey, California Department of Forestry and Fire Protection, Division of Mines and Geology of the State Department of Conservation, the California Emergency Management Agency, and the California Department of Conservation for review on June 25, 2010. The City also consulted with California Native American tribes, the State Attorney General, Los Angeles County, local water and utility providers, and other agencies in preparation of the Draft General Plan.

SECTION 5. Notice of the public hearing before the Planning Commission was advertised in the Beverly Press and the West Hollywood Independent on September 2, 2010, and notices were mailed to property owners, residents, and businesses on September 3, 2010. Constituents requesting notification of hearings were also notified by mail on September 3.

SECTION 6. The West Hollywood Planning Commission has held duly noticed public hearings on the adoption of the Draft General Plan, Draft CAP, and EIR on September 16, September 23, and September 30, 2010, and has given all interested persons an opportunity to be heard.

SECTION 7. The Planning Commission has conducted an extensive review of the Draft General Plan, and the document contains each of the seven required elements under Government Code Section 65302, as follows:

- a. A Land Use Element, contained in the Land Use and Urban Design Chapter, describing the general distribution and location of land uses, standards of population density and building intensity;
- b. A Circulation Element, contained in the Mobility Chapter, describing the general location and extent of existing and proposed thoroughfares and transportation routes, correlated with the land use element;
- c. A Housing Element;
- d. A Conservation Element, contained in the Infrastructure, Resources, and Conservation Chapter, for the conservation, development, and utilization of natural resources;
- e. An Open Space Element, contained in the Parks and Recreation Chapter;
- f. A Noise Element, contained in the Safety and Noise Chapter, analyzing current and projected noise levels from vehicles and stationary sources, providing noise contour maps for these sources, and discussing possible solutions to address noise problems; and

- g. A Safety Element, contained in the Safety and Noise Chapter, for the protection of the community from seismic hazards, flooding, and other risks.

SECTION 8. The General Plan also addresses several optional topics that are of particular importance to the West Hollywood community, as allowed by Government Code section 65303, including Governance, Historic Preservation, Economic Development, Human Services, and Parks and Recreation.

SECTION 9. Based on comments received from the public, other public agencies, and further staff review of the Draft General Plan, the City has prepared a matrix of proposed changes to the Draft to be incorporated in the final General Plan. The Planning Commission has considered these proposed changes, and revised the matrix to reflect its recommendation to the City Council. This matrix is attached as Attachment A to this Resolution.

SECTION 10. The Draft General Plan includes a new Housing Element, at Chapter 11, and Housing Element Technical Appendix Public Review Draft (Draft Housing Element). The Draft Housing Element was endorsed by the Planning Commission, Rent Stabilization Commission and City Council at the Joint Study Session of April 5, 2010, and submitted to the California Department of Housing and Community Development (HCD) on May 4, 2010.

SECTION 11. The City received comments on the Draft Housing Element from HCD on July 1, 2010, requesting clarifications to the proposed Housing Element. The City has reviewed the Housing Element Guidelines adopted by HCD pursuant to Section 50459 of the Health and Safety Code and has reviewed the findings contained in HCD's comment letter. The City has revised and clarified the Draft Housing Element in response to comments by HCD and submitted the revised Draft to HCD on August 11, 2010. The revisions to the Draft Housing Element are illustrated in Attachment A to this resolution and the direct responses to HCD comments are set forth in Exhibit Q of the staff report, incorporated herein by reference.

SECTION 12. Based on the record before the Planning Commission, the staff reports, the public testimony, the EIR, HCD's comments, and considering the record as a whole, the Planning Commission recommends that the City Council find as follows:

- a. The revised Housing Element is in full compliance with the requirements of Government Code Sections 65580 through 65589.8, as demonstrated by the analysis set forth by the revised Housing Element and the responses to HCD comments set forth in Exhibit Q of the staff report.
- b. The revised Housing Element is consistent with the other elements of the Draft General Plan because the revised Housing Element uses the land use designations of the Land Use Element and those designations are, in turn, consistent with the policies and provisions of the remaining elements of the Draft General Plan. All of the policies and constraints identified in the elements of the Draft General Plan are reflected in the restrictions and policies set forth in the Land Use Element, and are the basis of the site inventory and programs of the

revised Housing Element.

- c. The housing goals and policies stated in the revised Housing Element are appropriate for the City of West Hollywood and will contribute to the attainment of the state's housing goal.
- d. The adoption of the revised Housing Element will aid the City's efforts to assist in the development of housing for all members of the community.
- e. The adoption of the revised Housing Element is in the public interest.

SECTION 13. The Planning Commission of the City of West Hollywood has reviewed and considered the West Hollywood General Plan 2035 Public Review Draft, dated June 25, 2010, and hereby recommends that the City Council approve the Draft subject to the modifications listed in Attachment A.

APPROVED BY A MOTION OF THE PLANNING COMMISSION ON THIS 30TH DAY OF SEPTEMBER, 2010.

CHAIRPERSON

ATTEST:

COMMUNITY DEVELOPMENT DIRECTOR

ATTACHMENT A

Proposed Changes to the Public Review Draft West Hollywood General Plan

Following is a list of changes to the Draft General Plan, including the Draft Housing Element and Housing Element Technical Appendix, proposed following the release of the public draft document. The list includes a description of each proposed change as well as where in the General Plan it can be found. In some instances, specific language changes are identified; in others, a general description of the change is included. Following the table below is a second matrix summarizing a proposed change to the structure of the policy language in the General Plan. This re-formatting would change the grammatical structure, but not change the intent or the meaning of the policies. It is intended to make the policies more consistent in format and thus easier to read. Finally, there is a third table in which any additional changes recommended by Planning Commission for City Council consideration can be included.

Public Draft GP Page # or Policy #	Proposed Change
p. 5	Fix the name of the chapter from “Parks and Community Facilities” to its correct name: “Parks and Recreation.”
p. 6, and all policies in the General Plan	Change the way policies are written to begin with a verb rather than the convention of “will”, “should”, “may” and policies in present tense. The description of the existing language convention found on p. 6 of the Draft General Plan will be updated to describe the new conventions. Conventions for how this language would be adapted as well as examples of how the new policies would be written are included below.
General Plan Introduction	Reference and describe the Climate Action Plan called for in General Plan policy. Proposed language to add is as follows: “The General Plan’s Relation to the Climate Action Plan: Policies to reduce greenhouse gas emissions and adapt to climate change are found throughout the West Hollywood General Plan. These include policies for more multi-modal transportation in the Mobility and Land Use Elements; for more energy efficiency, waste reduction, and water conservation in the Infrastructure, Resources, and Conservation Element; and for more trees and open space in the Parks and Recreation Element. In addition to these, the General Plan also commits the City to maintaining and regularly updating a greenhouse gas emissions inventory and Climate Action Plan (see Policy IRC-6.3). The Climate Action Plan, completed in 2010, adds implementation details to the supporting policies found throughout the General Plan. It also provides a timeline for achieving specific greenhouse gas emissions reduction targets. As an implementation measure for the General Plan, it is a separate document that may be updated numerous times throughout the life of the General Plan, as conditions change and different reduction strategies are implemented.”
p. 35 and p. 116	The term “built-out” on pages 35 and 116 will be deleted from the General Plan in order to avoid confusion. The term was used to indicate that the City has no undeveloped land. It was not intended to mean that there is no further development capacity.

Public Draft GP Page # or Policy #	Proposed Change
p. 48	Change the description on the R1B zone from “R1B allows for 2 dwelling units per lot on lots larger than 8,499 square feet with a maximum height of 25 feet and 2 stories” to the following: “R1B allows for: <ul style="list-style-type: none"> • 2 units per lot of less than 8,499 square feet • 3 units per lot between 8,500 and 11,999 square feet • Plus 1 additional unit per lot, for each 3,500 square feet or fraction thereof in excess of 11,999 square feet”
p. 52 and other locations	Change the name of the “Transit Overlay District (TOD)” to the “Transit Overlay Zone (TOZ)”
P. 55	Street names and General Plan Designation labels were added to Figure 3-4: General Plan Designations map.
p. 57 (Policy LU-1.2)	Rephrase the policy to: “Consider the scale of new development within its urban context to avoid abrupt changes in scale and massing.”
p. 58 (Policy LU-1.15)	Change the term “drive through land uses” to “drive through commercial land uses.”
p. 58 (Policy LU-1.19)	Rephrase the policy to: “Update the City’s CEQA thresholds of significance to ensure conformance with the vision identified in this General Plan.”
p. 59 (Policy LU-2.2)	Rephrase the policy to: “Consider the scale and character of existing neighborhoods when approving new infill development projects.”
p. 62 (Policy LU-4.1)	Rephrase the policy to: “Implement land use patterns that locate a wide range of destinations within a short walk of every West Hollywood resident in order to encourage walking as a desirable mode of transportation.”
p. 63 (Policies LU-5.2, 5.4 and 5.5)	Combine these three policies into a single policy as follows: “Review and evaluate development proposals during the design review process for the following: <ul style="list-style-type: none"> • The internal integrity of each proposed building or project and its relationship to adjacent properties. • The effects that the frontage design of each proposal for a new or renovated building will have upon the experience of the passing or approaching pedestrian. • How the landscaping is coordinated with and contributes to the overall design of the project and the public landscape.”
p. 64 (LU-6.4)	Rephrase the policy to: “Strive for all new street lights in commercial areas to be pedestrian-oriented, attractively designed, compatible in design with other street furniture, and to provide adequate visibility and security.”
p. 66 (Policy LU-8.1)	Delete LU-8.1
p. 66 (Policy LU-8.2)	Rephrase the policy to: “Consider the scale and character of existing residential neighborhoods during the approval of new development.”
p. 67 (Policy LU-10.1)	Rephrase the policy to: “Consider the building scale, form, and setbacks within the block when approving new single-family dwellings and additions to existing housing.”
p. 67 (Policies LU-10.2, 10.3 and 10.4)	Combine these policies into a single policy as follows: “Design new carports and garages to be subordinate in scale to the primary dwelling, to minimize views from the street, and to not occupy the majority of the street frontage of buildings.”

Public Draft GP Page # or Policy #	Proposed Change
p. 67	Add a policy (LU-10.6) to read: "Encourage new homes to be individually designed to integrate with the neighborhood."
p. 67	Add a policy (LU-10.7) to read: "Consider creating conservation overlay zones for the West Hollywood West, Norma Triangle, Laurel Park and Greenacre-Poinsettia neighborhoods."
p. 68 (Intent of Goal LU-11)	In the last sentence of the Intent paragraph change "street life" to "pedestrian activity."
p. 69 (Policy LU-11.7)	In the policy language, change "wide sidewalks" to "wider sidewalks" since sidewalks already exist.
p. 71 (Policy LU-12.7)	Rephrase the policy to: "Require that development projects adjacent to West Hollywood Park take into consideration the West Hollywood Park Master Plan and provide connectivity to the Park."
p. 77 (Goal LU-16)	Add a new policy (LU 16-10) as follows: "Consider impacts to surrounding neighborhoods when evaluating off-site signage."
pp. 82-84	<p>P. 82 refers to 'seven thematic districts.' This should be changed to "six historic districts and groups".</p> <p>A detailed description of Old Sherman should be added after the Lingenbrink Commercial Grouping that says:</p> <p>"The Old Sherman District contains some of the original residences of West Hollywood, then known as Sherman. Built between 1899 and 1907, these dwellings were homes for many of the workers at the Pacific Electric Railway. The buildings contain common architectural elements including hipped roofs, narrow wood clapboard sidings, simple endboards, and window trim, front porches and simple floor plans. Known as the "Plains Cottages," these homes pre-date the craftsman-style dwellings, which were built after 1910. They reflect the housing styles familiar to the Midwestern emigrant workers that settled in Sherman. The homes in this Old Sherman District are representative of West Hollywood's birth as a distinctive city and evoke its modest beginnings."</p>
p. 89 (Policy HP-3.5)	Rephrase the policy to: "Develop post-disaster policies and plans for designated cultural resources to encourage preservation of damaged cultural resources."
p. 93 and other locations in the Draft General Plan	Change the name of the "Avenues of Arts and Design" to "The Avenues – Art, Fashion & Design District"
p. 96 (Policy ED-3.6)	Delete this policy.
p. 111 (Figure 6-1)	Fairfax Avenue will be reclassified as an Arterial roadway.
p. 117 (Figure 6-3)	Fairfax Avenue will be reclassified as an Arterial roadway.
p. 119	A sentence will be added that reads: "The Draft Hollywood General Plan for the City of Los Angeles shows provisions for a right-of-way along Santa Monica Boulevard that may ultimately allow for up to six lanes of traffic east of the West Hollywood border."
p. 119	The Ventura Freeway is mistakenly numbered the "134"; it will be revised to be "101". It will now read "Ventura Freeway (101)."
p. 122 (Policy M-1.3)	Rephrase the policy to: "Consider requiring development projects to include transit amenities and transit incentive programs."

Public Draft GP Page # or Policy #	Proposed Change
p. 123 (Policy M-2.3)	A bullet will be added to the list in Policy M-2.3 to address the need to collaborate with adjacent jurisdictions on roadway improvements. The new bullet will read: "Planning for key roadways on streets that connect with adjacent jurisdictions."
p. 124 (Policy M-3.3)	Delete the phrase "and ADA Transition Plan" because this plan, which was created in 1992, was implemented.
p. 124 (Policy M-3.5)	Change the term "street" to "streetscape"
p. 125 (Policy M-3.12)	Delete this policy because it duplicates Policy M-3.4
p. 135 (Policy HS-1.5)	Rephrase the policy to: "Obtain community input on the planning, funding prioritization, implementation and evaluation of the City's social services."
p. 168 (Policy IRC-7.1)	Rephrase the policy to: "Seek to improve overall respiratory health for residents through regulation of stationary and mobile sources of air pollution, as feasible."

Housing Element

Note: As part of the required review process, the City received comments on the Draft Housing Element from the State Department of Housing and Community Development (HCD) on July 1, 2010, requesting clarifications to the proposed Housing Element. The City has revised and clarified the Draft Housing Element in response to comments by HCD and submitted the revised Draft to HCD on August 11, 2010. The revisions to the Draft Housing Element are illustrated in the table below and the direct responses to HCD comments are set forth in Exhibit Q of the staff report.

Public Draft GP Page # or Policy #	Proposed Change
p. 213	Two bullet points will be added to the Timeframe and Objectives for Program No. 1: Code Compliance: <ul style="list-style-type: none"> • "Identify soft-story buildings in the redevelopment area by 2010-2011. • Revise pro-active inspection program to include identification of mechanical and electrical deficiencies (based on consultants' reports) by 2013."
p. 214	Three bullet points will be added to the Timeframe and Objectives for Program No. 2: Housing Conditions Survey/Multi-Family Rehabilitation Study: <ul style="list-style-type: none"> • "Identify soft story buildings in the redevelopment area by 2010-2011. • Hire structural engineer to develop options for seismic rehabilitation by 2010-2011. • Hire consultant to evaluate mechanical and electrical needs of typical buildings built at different periods by 2010-2011." <p>Three bullet points will be modified to read:</p> <ul style="list-style-type: none"> • "Conduct a study to determine the feasibility of providing seismic upgrades to soft-story structures and making electrical and mechanical system improvements to deteriorating multi-family structures by 2012. The study will evaluate the cost-effectiveness of various prototypical ways to perform upgrades and identify potential funding sources, including 80 percent tax increment funds.

	<ul style="list-style-type: none"> • Establish a multi-family housing rehabilitation program by 2013 that incorporates green building standards and offers incentives and financial/technical assistance to encourage participation. • Provide financial assistance to nonprofit housing providers to upgrade the City’s affordable housing stock with green building improvements by 2010. (The City recently provided \$500,000 to the West Hollywood Community Housing Corporation (WHCHC) to make improvements to several WHCHC buildings.)”
p. 215	The description of Program No. 3: Multi-Family Rehabilitation and Acquisition/Rehabilitation will be modified to read: “The acquisition and rehabilitation of deteriorated residential properties or properties at risk of being Ellised is a key program in West Hollywood’s overall strategy to provide long-term affordable housing for lower income families (particularly those of extremely low incomes) and/or special needs households, including seniors, disabled persons, persons with HIV/AIDS, single parents and large families.”
p. 215	One bullet point of the Timeframe and Objectives for Program No. 3: Multi-Family Rehabilitation and Acquisition/Rehabilitation will be modified to read: <ul style="list-style-type: none"> • “Acquire approximately 50 units for rehabilitation, with a portion of the units targeted for extremely low income households and persons with special needs. Projects that provide the largest proportion of housing units for extremely and very low income households will receive priority for funding from the City.”
p. 218	Two bullet points will be added to the Timeframe and Objectives for Program No. 8: Housing Choice Vouchers (Section 8): <ul style="list-style-type: none"> • “Include information in annual mailings to property owners outlining the benefits of the Section 8 program. • Meet annually with the County Housing Authority to review analysis of market rents and Section 8 payment standards.”
p. 219	One bullet point will be added to the Timeframe and Objectives for Program No. 9: Preservation of Publicly Assisted Housing: <ul style="list-style-type: none"> • “Conduct Tenant Education: Educate the public regarding “at-risk” housing. It has been a long-established City strategy to create permanent affordable housing in the City. Virtually all affordable housing units in the City are available either in perpetuity or for a very long term. For the three projects that require short-term renewal of subsidy contracts, communicate to the public regarding the limited potential for and required process of conversion and available tenant protection and assistance. In the unlikely event that the owners decide not to renew the Section 8 contracts, work with tenants of at-risk units and provide them with education regarding tenant rights and conversion procedures. Hold tenant meetings one year prior to expiration of any Section 8 contracts to educate tenants of their rights and options.”
p. 220	One bullet point of the Timeframe and Objectives for Program No. 10: Condominium Conversion Ordinance will be modified to read: <ul style="list-style-type: none"> • “Monitor conversion activities annually to ensure the ordinance continues to work effectively in the protection of the City’s rental housing stock and tenant rights.”

<p>p. 222</p>	<p>One bullet point of the Timeframe and Objectives for Program No. 13: Inclusionary Housing Ordinance will be modified to read:</p> <ul style="list-style-type: none"> • “Monitor market conditions and development trends by 2012 to ensure that the Ordinance works effectively to provide affordable housing in the community but does not unduly constrain housing development in general. If constraints are identified, the City will make necessary improvements to the ordinance to enhance its effectiveness in facilitating the development of housing for all income groups.”
<p>p. 223</p>	<p>One bullet point of the Timeframe and Objectives for Program No. 14: Affordable Housing Development through Partnerships with Non-Profits. One bullet point will be modified to read:</p> <ul style="list-style-type: none"> • “Continue to support WHCHC and other non-profit organizations in the development of affordable and special needs housing through the provision of financial and regulatory incentives. Projects with the largest proportion of units set aside for extremely low and very low income households will receive priority for funding.”
<p>p. 224</p>	<p>Three bullet points of the Timeframe and Objectives for Program No. 15: Workforce Housing, Family Housing, and Ownership Housing Opportunities will be modified to read:</p> <ul style="list-style-type: none"> • “As appropriate and feasible, pursue a portion of the inclusionary housing units as affordable ownership units. The City Council will conduct a discussion and provide direction on affordable ownership units as part of the inclusionary housing program by 2012. • Encourage the use of Mortgage Credit Certificates (MCC) by including a presentation on MCCs in the first-time homebuyers educational program annually. This program is administered by the County Community Development Commission. The qualified homebuyer who is awarded an MCC may take an annual credit against their federal income taxes paid on the homebuyer's mortgage. The credit is subtracted dollar-for-dollar from his or her federal income taxes. The qualified buyer is awarded a tax credit of up to 15 percent with the remaining 85 percent taken as a deduction from the income in the usual manner. • Annually explore funding potential for homebuyer assistance from other State programs that can complement the City’s Inclusionary Housing Ordinance.”
<p>p. 224</p>	<p>One bullet will be added to the Timeframe and Objectives for Program No. 16: Commercial Development Impact Fee:</p> <ul style="list-style-type: none"> • “Study the effectiveness of the Commercial Impact Fee program by 2013.”
<p>p. 226</p>	<p>Modified the Timeframe and Objectives for Program No. 18: Potential Sites for RHNA. The following bullet point will be deleted:</p> <ul style="list-style-type: none"> • “Annually evaluate the land availability to meet the remaining RHNA.” <p>Five bullet points will be modified to read:</p> <ul style="list-style-type: none"> • “Conduct a public hearing and commit financial assistance (\$10.3 million in Affordable Housing Trust Funds and \$1.5

	<p>million in HOME funds) for the acquisition/rehabilitation of 1234 Hayworth Avenue by June 30, 2010. (The Council approved the project and its funding in 2009.)</p> <ul style="list-style-type: none"> • Deed-restrict the project as affordable housing for at least 20 years. • Review status of the project by June 30, 2011. If project is not implemented by June 30, 2011, the City will ensure adequate sites are available by June 30, 2012 to make up the 48-unit capacity required for the RHNA. (At the writing of this Housing Element, the 1234 Hayworth Avenue project is scheduled to begin rehabilitation works in the fall of 2010.) • Document the implementation of the 1234 Hayworth Avenue project and its compliance with the requirements of State law (Government Code Section 65583.1c(7)) in the Annual Report to HCD on Housing Element Implementation by July 1, 2011. • Annually monitor the City’s progress toward meeting the RHNA and evaluate the land availability to meet the remaining RHNA. If there is a shortfall in sites, the City will identify additional sites to replenish the sites inventory to fully accommodate the remaining RHNA.”
p. 230	<p>Two bullet points of the Timeframe and Objectives for Program No. 21: Streamlined Processing will be modified to read:</p> <ul style="list-style-type: none"> • “Review the City’s permit processing procedures to further streamline the review and approval process by 2012 in conjunction with the Zoning Code update. • Provide a development handbook to guide developers through City processes and requirements by 2013 upon completion of the Zoning Code update.”
p. 230	<p>Two bullet points of the Timeframe and Objectives for Program No. 21: Streamlined Processing will be modified to read:</p> <ul style="list-style-type: none"> • “Review the City’s permit processing procedures to further streamline the review and approval process by 2012 in conjunction with the Zoning Code update. • Provide a development handbook to guide developers through City processes and requirements by 2013 upon completion of the Zoning Code update.”
p. 230	<p>One bullet point of the Timeframe and Objectives for Program No. 22: Fee Waivers for Affordable Housing will be modified to read:</p> <ul style="list-style-type: none"> • “Annually review the City’s various planning and development fees to ensure they are reasonable and do not unduly constrain housing development.”
p. 232	<p>One bullet point of the Timeframe and Objectives for Program No. 25: Tenant Eviction Protection Program will be modified to read:</p> <ul style="list-style-type: none"> • “Annually review current laws and recommend any needed modifications to ensure protection of tenants to the maximum extent legally possible.” <p>The following bullet point will be added:</p> <ul style="list-style-type: none"> • “Renew contracts with mediation service providers annually.”
p. 232	<p>Two bullet points will be added to the Timeframe and Objectives for Program No. 26: Services for Special Needs Populations:</p> <ul style="list-style-type: none"> • “Continue to provide financial support to non-profit services

	<p>providers that help meet the supportive services needs of West Hollywood's diverse community, especially those with extremely low incomes.</p> <ul style="list-style-type: none"> • Annually update the social services directory, and make it available to residents at public counters and on City website.”
--	--

Housing Element Technical Appendix	
<p><i>Note: As part of the required review process, the City received comments on the Draft Housing Element Technical Appendix from the State Department of Housing and Community Development (HCD) on July 1, 2010, requesting clarifications to the proposed Housing Element. The City has revised and clarified the Housing Element Technical Appendix in response to comments by HCD and submitted the revised Draft to HCD on August 11, 2010. The revisions to the Draft Housing Element are illustrated in the table below and the direct responses to HCD comments are set forth in Exhibit Q of the staff report.</i></p>	
<p>p. 66</p>	<p>Additional information on the Emergency Shelter Overlay Zone will be added. The new information describes the characteristics of properties within the proposed Overlay Zone. The paragraph will read: “The overlay zone will encompass at least 100 underutilized properties with older one- and two-story structures that can easily be renovated and expanded to accommodate emergency shelter facilities in its upper levels. Nearly all of the properties along Santa Monica Boulevard in the potential area for the overlay zone are no taller than two stories, and a majority of the buildings are single-story, which offer opportunities for expansion by adding a second or third story. A map that illustrates the height characteristics of the structures in the potential overlay zone area can be found in Appendix D. In addition, approximately one-third of the structures in the potential area for the overlay zone are over 50 years old (built before 1960), making renovation feasible and desirable. According to a 2010 report, the Santa Monica Boulevard commercial property market had an overall vacancy rate of seven percent, with a number of properties directly along Santa Monica Boulevard currently listed as vacant and for sale.”</p>
<p>p. 74</p>	<p>New paragraphs providing information on neighborhood meetings will be added: “A neighborhood meeting is required for all projects that:</p> <ul style="list-style-type: none"> • Require development permit approval by the Commission; • Are located in the Sunset Specific Plan (SSP) zoning district with 10,000 square feet or more of total gross floor area; or, • Are residentially zoned with five or more units. <p>A neighborhood meeting consists of the applicant conducting a meeting with property owners and tenants located within a 500-foot radius of the subject site to present the project and discuss identified concerns prior to action by the reviewing body. The meeting must be held within 60 days of the application date and not less than 28 days before the public hearing date.</p> <p>Neighborhood meetings help to resolve many of the issues faced by developers prior to review by the Planning Commission. Often these neighborhood meetings help streamline the review/approval process. As these meetings are held after the application has been submitted but before the public hearing is held, they do not and are, therefore, not</p>

	<p>considered impact the timeframe of the review/approval process and therefore not considered a an additional constraint in the approval process.”</p>
p. 74	<p>Additional information on processing times will be added, and the paragraphs modified to read: “West Hollywood’s development approval process is designed to further housing development. The Planning Department has established a time table for processing applications. Often, processing time depends on CEQA requirements and the Permit Streamlining Act provides strict timelines that the City must abide by. To further streamline processing times, in 2010, the City eliminated the public hearing requirement for EIR comments.</p> <p>Given the City built out character and market conditions, new single-family subdivisions are rare in the community. A new single-family unit can be processed in six weeks after the application is deemed complete. A typical multi-family project requiring Planning Commission approval can be processed in two to three months from date when the application is deemed complete. These timeframes are typical and do not constrain housing development. As evidenced by the large number of approved projects and pending projects in the City that have already received Planning Commission approval (shown in Appendix A), the City review and approval process is not onerous and does not constrain housing development.”</p>
p. 76	<p>A new paragraph regarding the City’s planning and development impact fees will be added: “Based on a sample of recent projects, total planning and development impact fees average approximately \$51,332 for a single-family unit and \$33,751 per unit for a multi-family unit. These fees have minimal cost impacts to the overall development costs, given the high land costs in West Hollywood. As demonstrated by the numerous recently approved and pending projects in the City, planning and development impact fees do not constrain residential or mixed use developments in the City.”</p>
p. 78	<p>A new paragraph regarding the Inclusionary Housing Ordinance will be added: “Beginning in December 2006 the City Council and Planning Commission began to explore methods to enhance the effectiveness of the Ordinance and to better respond to the housing need in the community by requiring more units to be built on-site rather than allowing in-lieu fee payments and by encouraging smaller units. Additionally SB1818 was passed, requiring the City to permit additional market-rate units (a density bonus), allow reduced requirements in the form of “concessions” or modifications to development standards (height, setbacks, open space), and permit lower minimum parking requirements for projects that include affordable housing. On July 18, 2007 the Council adopted changes to the Inclusionary Housing and Density Bonus Ordinance in order to comply with new requirements as well as encourage new affordable housing development. Additional changes to the Ordinance will also be made to ensure compliance with SB1818. The 2007 changes to the Ordinance include:”</p>
p. 80	<p>A new paragraph regarding the Inclusionary Housing Ordinance will be added: “The City undertook extensive outreach efforts to consult with the development community before making these changes to the Inclusionary Housing Program. The specific changes were made in response to comments from both for-profit and non-profit housing</p>

	<p>developers. A feasibility study was conducted to ensure that the changes to the Inclusionary Housing Ordinance do not unduly constrain housing development, and the flexibility offered by the Ordinance facilitates and encourages new residential development. As evidenced by the number of development applications that occurred since amendment of the Inclusionary Housing Program, the amendment has not constrained development applications. Despite a dampened housing market in the region since 2007, development activities in the City have not been affected significantly. Since amendment of the Inclusionary Housing Ordinance, the City received 33 development applications, compared to 47 applications received during the prior three years. However, the 33 applications received since 2007 totaled to 976 units compared to only 875 units from the 47 applications received prior to the Ordinance amendment. The increased number of housing units is a direct result of the amended Ordinance which encourages a mixture of unit sizes in a development. Specifically, the amended Ordinance encourages the inclusion of smaller units, increasing development densities and enhancing affordability. Overall, the Inclusionary Housing Ordinance has proven to be an effective tool in the community, creating permanently affordable units for lower and moderate income residents.”</p>
<p>p. 89</p>	<p>The title of Section V will be changed to “Projected Housing Needs.”</p>
<p>p. 91</p>	<p>Additional information on units constructed will be added. The paragraph will now read: “As of December 31, 2009, 352 housing units have been finalized in West Hollywood since January 1, 2006. Among these 352 units, seven are inclusionary units (four low income and three moderate income units, based on the City’s Inclusionary Housing Ordinance). These affordable units are deed-restricted as long-term affordable housing via development agreements pursuant to the City’s Inclusionary Housing Ordinance.</p> <p>In addition to the affordable units discussed above, the 42-unit Sierra Bonita project celebrated its grand opening in April 2010. This affordable housing project by WHCDC provides 13 extremely low income units and 29 very low income units. The Sierra Bonita project was financed with a variety of funding sources, including County of Los Angeles HOME funds, Tax Credits, State HCD Multi-family Housing Program fund (Proposition 1C), Federal Home Loan Bank Affordable Housing Program, State Affordable Housing Trust Fund Grant (Proposition 46), City Commercial Loan, and City Residential Gap Loan and Grant. These units are deed-restricted as long-term affordable housing based according to the requirements of funding programs.”</p>
<p>p. 91</p>	<p>A new paragraph regarding units under construction will be added: “As of August 2010, three projects were under construction in the City with a total of 64 units. Among these 64 units, four low income units and four moderate income units are provided as inclusionary units for a 40-unit condominium development. The inclusionary units are deed-restricted as long-term affordable housing pursuant to the City’s Inclusionary Housing Ordinance.”</p>
<p>p. 91</p>	<p>A new paragraph regarding units approved will be added: “Several projects have been approved by the City to be developed on underutilized sites. These approved projects provide 828 condominium units and 160 apartment units. The largest of these projects is</p>

	<p>Movietown, a mixed use project 371 units, including 38 very low income and 38 low income inclusionary units. Overall, the approved projects include 165 affordable units are provided (38 very low income units, 83 low income units and 44 moderate income units). The number of affordable units is based on the development agreements and all affordable units will be deed-restricted as long-term affordable housing according to the development agreements.”</p>																																																						
<p>p. 91</p>	<p>A new paragraph regarding pending projects will be added: “Seventeen projects are pending, with several of these pending projects having already received Planning approval. These projects total 790 units, including 370 condominium units and 420 apartment units. A total of 70 low income units and 75 moderate income units are provided. The number of affordable units from pending projects is based on the requirements of the City’s Inclusionary Housing Ordinance or as negotiated with the developers; all affordable units will be deed-restricted for the life of the project via development agreements.”</p>																																																						
<p>p. 91</p>	<p>A new information on acquisition/rehabilitation will be added: “Pursuant to AB 438, the City may fulfill up to 25 percent of its very low and low income RHNA using existing units either through acquisition/rehabilitation, conversion from market-rate housing, or preservation of housing at risk of converting to market-rate. The City is partnering with WHCDC to acquire and rehabilitate a 48-unit existing building located at 1234 Hayworth Avenue. This building has been vacated and abandoned for several years and would be demolished if not rehabilitated. The City has committed \$10.3 million in Affordable Housing Trust Funds (AHTF) and \$1.5 million in HOME funds for this project. In addition, WHCDC is pursuing Section 202 funds and LIHTC as additional leverage. The project is recommended for \$7 million under the TCAC 9 percent tax credits. Furthermore, the City will work with WHCDC to identify other funding sources to implement the project if necessary. When completed, 47 units at this 48-unit project will be deed-restricted for at least 55 years as affordable housing (5 extremely low, 38 very low, and 4 low income units, with an additional unit being reserved as the manager’s unit).”</p>																																																						
<p>p. 92</p>	<p>Table 47 will be updated to reflect the current status of the City’s projects. The table will read as follows:</p> <table border="1" data-bbox="493 1434 1429 1934"> <thead> <tr> <th colspan="6">Table 47: RHNA Status (as of December 31, 2009)</th> </tr> <tr> <th></th> <th>Extremely Low/ Very Low</th> <th>Lo w</th> <th>Moderate</th> <th>Above Moderate</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>2008-2014 RHNA</td> <td>142</td> <td>91</td> <td>99</td> <td>252</td> <td>584</td> </tr> <tr> <td>Units Constructed</td> <td>42</td> <td>4</td> <td>3</td> <td>303</td> <td>352</td> </tr> <tr> <td>Units Legalized</td> <td>0</td> <td>0</td> <td>0</td> <td>25</td> <td>25</td> </tr> <tr> <td>Units Under Construction</td> <td>0</td> <td>4</td> <td>4</td> <td>56</td> <td>64</td> </tr> <tr> <td>Units Approved</td> <td>38</td> <td>83</td> <td>44</td> <td>823</td> <td>988</td> </tr> <tr> <td>Units at Review/ Plan Check</td> <td>0</td> <td>0</td> <td>0</td> <td>52</td> <td>52</td> </tr> <tr> <td>Pending Projects</td> <td>0</td> <td>70</td> <td>75</td> <td>645</td> <td>790</td> </tr> </tbody> </table>	Table 47: RHNA Status (as of December 31, 2009)							Extremely Low/ Very Low	Lo w	Moderate	Above Moderate	Total	2008-2014 RHNA	142	91	99	252	584	Units Constructed	42	4	3	303	352	Units Legalized	0	0	0	25	25	Units Under Construction	0	4	4	56	64	Units Approved	38	83	44	823	988	Units at Review/ Plan Check	0	0	0	52	52	Pending Projects	0	70	75	645	790
Table 47: RHNA Status (as of December 31, 2009)																																																							
	Extremely Low/ Very Low	Lo w	Moderate	Above Moderate	Total																																																		
2008-2014 RHNA	142	91	99	252	584																																																		
Units Constructed	42	4	3	303	352																																																		
Units Legalized	0	0	0	25	25																																																		
Units Under Construction	0	4	4	56	64																																																		
Units Approved	38	83	44	823	988																																																		
Units at Review/ Plan Check	0	0	0	52	52																																																		
Pending Projects	0	70	75	645	790																																																		

	Acquisition/Rehab (1234 Hayworth)	43	4	0	0	47
	Remaining RHNA	19	(74)	(27)	(1,644)	19
	2000-2008 RHNA Penalty	0	0	0	40	40
	Overall RHNA Obligation	19	(74)	(27)	(1,604)	19
Note: Where there is a surplus of above moderate income units, these units cannot be used to fulfill the RHNA for lower or moderate income units.						
p. A-15	Table A-3 will be amended to include a “Status” and “Next Step” column for projects currently in the Plan Check stage.					
p. A-17	Table A-4 will be amended to include a “Status” column for the City’s pending projects.					

West Hollywood General Plan Policy Language Re-Formatting

Re-Formatting “Rules”	
Convention:	Convention becomes:
“The City will [verb, clause]”	“[verb, clause]”
“The City [present tense verb, clause]”	“Continue to [verb, clause]”
“The City should [verb, clause]”	Options, in decreasing order of “optional” or “qualifier” strength: <ul style="list-style-type: none"> • “Seek to [verb, clause]” • “Seek opportunities to [verb, clause]” • “When possible, [verb, clause]” • “As feasible, [verb, clause]” • “The City should encourage [clause]” could simply become “Encourage [clause]” because “encourage” implies some level of qualification – i.e. it’s not a mandate for a particular action.
“The City may [verb clause].”	“Allow [clause].” When necessary, re-insert “City” or other subject to clarify.

Example Policy Language		
Policy Number	Existing Policy	Policy “Re-Format” Example
G-1.7	The City hosts periodic public forums on issues important to the community, facilitating these forums with the purpose of guiding City policy.	Continue to host periodic public forums on issues important to the community, facilitating these forums with the purpose of guiding City policy.
G-3.4	The City should establish a “virtual” public counter through an on-line permitting system.	As feasible, establish a “virtual” public counter through an on-line permitting system.
LU-1.3	New development will enhance the	Require new development to enhance

Example Policy Language		
Policy Number	Existing Policy	Policy “Re-Format” Example
	pedestrian experience.	the pedestrian experience.
LU-1.9	The City may manage land use designations through use of overlay districts.	Allow City management of land use designations through the use of overlay districts.
LU-2.3	The City allows mixed-use development in all commercial corridors, including as described in adopted specific plans.	Continue to allow mixed-use development in all commercial corridors, including as described in adopted specific plans.
LU-7.6	The City should encourage the use of permeable paving and reduce the use of impervious pavement.	Encourage the use of permeable paving and reduce the use of impervious pavement.
LU-14.5	The La Brea/Santa Monica intersection should be enhanced as a major gateway to West Hollywood. This should be achieved through building architecture, streetscape design, and signage.	As feasible, enhance the La Brea/Santa Monica intersection as a major gateway to West Hollywood. This should be achieved through building architecture, streetscape design, and signage.
LU-17.1	The City prohibits the use of roof signs, pole signs, and flashing and animated signs, except as part of a creative sign program.	Prohibit the use of roof signs, pole signs, and flashing and animated signs, except as part of a creative sign program.
HP-2.1	The City should continue to revise and update the West Hollywood Historic Resources Survey.	As feasible, continue to revise and update the West Hollywood Historic Resources Survey.
HP-2.3	The City should provide assistance in applications for designated West Hollywood Cultural Resources to be nominated as properties in the California and National Registers.	When possible, provide assistance in applications for designated West Hollywood Cultural Resources to be nominated as properties in the California and National Registers.
HP-3.4	The City allows for the adaptive reuse of cultural resources.	Continue to allow for the adaptive reuse of cultural resources.
ED-8.2	The City should support educational institutions and career education programs such as job fairs, career academies, internships, job shadowing, career speaker programs, Career Day, and other programs.	When possible, support educational institutions and career education programs such as job fairs, career academies, internships, job shadowing, career speaker programs, Career Day, and other programs.
ED-9.3	The City will encourage mixed-use development at key intersections in the Eastside Redevelopment Area.	Encourage mixed-use development at key intersections in the Eastside Redevelopment Area.
M-1.7	The City should create incentives for discretionary transit riders, such as visitors to cultural and entertainment destinations and others.	Seek opportunities to create incentives for discretionary transit riders, such as visitors to cultural and entertainment destinations and others.
M-1.8	The City will engage in outreach and education to publicize transit options to City residents.	Engage in outreach and education to publicize transit options to City residents.
M-1.9	The City seeks to optimize its traffic	Continue to optimize the City’s traffic

Example Policy Language		
Policy Number	Existing Policy	Policy “Re-Format” Example
	infrastructure and works with transit agencies to make bus travel times more competitive with automobile travel times.	infrastructure and work with transit agencies to make bus travel times more competitive with automobile travel times.
HS-1.6	The City supports innovative HIV prevention education strategies.	Continue to support innovative HIV prevention education strategies.
HS-2.3	The City should provide space in public facilities for use by local artists, cultural groups and institutions.	Seek opportunities to provide space in public facilities for use by local artists, cultural groups and institutions.
HS-2.5	The City may allow local artists, cultural groups and institutions to operate from residentially zoned areas where they do not unreasonably disrupt their neighbors.	Allow local artists, cultural groups and institutions to operate from residentially zoned areas where they do not unreasonably disrupt their neighbors.
PR-1.1	The City continues to enhance existing parks and recreational facilities.	Continue to enhance existing parks and recreational facilities.
PR-1.9	The City should develop methods to increase its supply of parks and open space.	Seek to develop methods for increasing the City’s supply of parks and open space.
PR-1.10	Creating new parks and open spaces should be a high priority for public funding.	As feasible, prioritize public funding for creating new parks and open spaces.
IRC-3.7	The City should encourage existing residential and non-residential buildings to pursue strategies for water conservation, including:	Encourage existing residential and non-residential buildings to pursue strategies for water conservation, including:
IRC-4.1	The City will promote building energy efficiency improvements through strategies that may include the following:	Promote building energy efficiency improvements through strategies that may include the following:
IRC-6.1	The City will proactively consult with the State and appropriate agencies to effectively implement climate change legislation, including . . .	Proactively consult with the State and appropriate agencies to effectively implement climate change legislation, including . . .
IRC-11.3	The City should utilize advanced technology and green building techniques to operate and maintain City buildings and facilities.	When possible, utilize advanced technology and green building techniques to operate and maintain City buildings and facilities.
SN-3.4	The City requires all proposed development within the 65 dB Ldn contour as shown on Figure 10-5 in the Safety and Noise Chapter of the General Plan to comply with Title 24, as amended.	Continue to require all proposed development within the 65 dB Ldn contour as shown on Figure 10-5 in the Safety and Noise Chapter of the General Plan to comply with Title 24, as amended.
SN-4.3	The City should establish and designate a system of truck routes on specified arterial streets to	Seek to establish and designate a system of truck routes on specified arterial streets to minimize the negative

Example Policy Language		
Policy Number	Existing Policy	Policy “Re-Format” Example
	minimize the negative impacts of trucking through the City.	impacts of trucking through the City.

Additional Changes Recommended by Planning Commission

Public Draft GP Page # or Policy #	Proposed Change
	<i>(to be determined during Planning Commission hearings)</i>

DRAFT

This page intentionally left blank

RESOLUTION NO. PC 10-945

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, RECOMMENDING CITY COUNCIL APPROVAL OF THE CLIMATE ACTION PLAN, AN IMPLEMENTATION ACTION OF THE WEST HOLLYWOOD GENERAL PLAN.

The Planning Commission of the City of West Hollywood does hereby resolve as follows:

SECTION 1. On August 17, 2009, the City Council directed staff to prepare a Climate Action Plan (CAP) as part of the General Plan Update. The City of West Hollywood Climate Action Plan Public Review Draft, dated June 2010 (Draft CAP), was developed through broad community participation. The CAP is a document that combines analysis and policies to meet the greenhouse gas (GHG) reduction goals of the community.

SECTION 2. Notice of the public hearing before the Planning Commission was advertised in the Beverly Press and the West Hollywood Independent on September 2, 2010, and notices were mailed to property owners, residents, and businesses on September 3, 2010. Constituents requesting notification of hearings were also notified by mail on September 3.

SECTION 3. Pursuant to the California Environmental Quality Act ("CEQA"), The City, acting as Lead Agency, circulated a Notice of Preparation ("NOP") for the project on September 30, 2009, beginning a 30-day review period. As part of the EIR scoping process, the City held a public scoping meeting at the Planning Commission meeting of Thursday, October 15, 2009, at the West Hollywood Park Auditorium. The NOP and letters received in response to the NOP from both public agencies and members of the public are included in Appendix 1.0 of the Draft EIR. The Draft EIR was circulated for a 45-day review period beginning June 25, 2010 and ending on August 9, 2010. The Final EIR was made public on September 9, 2010. All required notifications were provided pursuant to CEQA (Public Resources Code Section 21092.5) and all comment letters were incorporated into the Final EIR.

SECTION 4. Assembly Bill (AB) 32, the *California Global Warming Solutions Act of 2006*, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs the California Air Resources Board (ARB) to develop and implement regulations that reduce statewide GHG emissions. ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. The Plan identifies California's cities and counties as essential partners within the overall statewide effort and recommends that local governments set a GHG reduction target of 15 percent below today's levels by the year 2020. Senate Bill (SB) 375 established a process whereby regional targets for reduced vehicle miles travelled and other GHG emissions will be established by ARB, in collaboration with Metropolitan Planning Organizations throughout the state, including the Southern California Association of Governments (SCAG) and the Westside Cities Council of Governments.

SECTION 5. Reducing the City's greenhouse gas emissions will help achieve numerous City goals, including the Vision 2020 goal of taking responsibility for the environment, will support the City's Environmental Task Force Report recommendations, and will build upon West Hollywood's position of leadership on environmental issues. Greenhouse gas reductions will also support the state's initiative to combat global warming through Assembly Bill (AB) 32, and Senate Bill (SB) 375.

SECTION 6. At a Joint Study Session with the Planning Commission and Transportation Commission on January 25, 2010, the City Council received a presentation on the CAP, and directed staff and the consultant team to establish an aggressive GHG emissions reduction target of 20-25% over 2008 levels by 2035. The measures proposed in the Draft CAP are expected to achieve GHG emissions reductions of 25.2% over 2008 levels as measured from business-as-usual conditions in 2035.

SECTION 7. The City received community input regarding the development of the Draft CAP during Community Workshops on January 30, 2010 and July 10, 2010. Public comment regarding the Draft CAP was received during the Joint Study Session of January 25, 2020.

SECTION 8. The Draft EIR, Draft General Plan, and Draft Climate Action Plan were made available to the public on June 25, 2010 as follows: a copy of each document was available at the Planning Counter and at the City Clerk's Counter at City Hall; several copies were made available for loan from the City Clerk, digital copies were posted on the City's website, www.weho.org/generalplan; the Draft EIR was available at the West Hollywood Library; and copies of each document were available for purchase at a discount directly from the WeHo Copy Center. The comments letters on the Draft General Plan and Draft Climate Action Plan and responses were incorporated into the Final EIR.

SECTION 9. The West Hollywood Planning Commission has held duly noticed public hearings on the adoption of the Draft General Plan, Draft CAP and EIR on September 16, September 23, and September 30, 2010, and has given all interested persons an opportunity to be heard.

SECTION 10. Based on comments received from the public, other public agencies, and further staff review of the Draft CAP, the City has prepared a matrix of proposed changes to be incorporated in the final CAP. The Planning Commission has considered these proposed changes, and revised the matrix to reflect its recommendation to the City Council. This matrix is attached as Exhibit A to this Resolution and incorporated herein by reference.

SECTION 11. The Planning Commission of the City of West Hollywood has reviewed and considered the City of West Hollywood Climate Action Plan Public Review Draft, dated June 2010, and hereby recommends that the City Council approve the Draft CAP subject to the modifications listed in Exhibit A.

APPROVED BY A MOTION OF THE PLANNING COMMISSION ON THIS 30TH DAY OF
SEPTEMBER, 2010.

CHAIRPERSON

ATTEST:

COMMUNITY DEVELOPMENT DIRECTOR

DRAFT

EXHIBIT A

Proposed Changes to the West Hollywood Draft Climate Action Plan

Following is a list of changes to the Draft Climate Action Plan proposed following the release of the public draft document, including a description of the proposed change as well as where in the Climate Action Plan it can be found. In some instances, specific language changes are identified; in others, a general description of the change is included.

Public Draft CAP Page # or Measure #	Proposed Change
p. 1-7	Include use of hybrid or electric cars in item 1. Include farmers markets as a source of locally-grown healthy food in item 9.
p. 2-2	In the first paragraph under “Greenhouse Gas Emissions Sources”, change 21% to 22%.
pages 2-3, 3-2, 3-3, 3-48, 3-49, A-3, A-5, B-2, B-1	<p>The traffic analysis for the Draft EIR undercounted 220 net additional PM peak hour trips and 2,620 net additional daily trips by allocating 400,000 square feet of office space at the PDC Red building as gallery space instead of office space. To correct the error, VMT was adjusted upwards, which increased the 2035 GHG projections from transportation sources (and the overall inventory) by approximately 4,000 MT CO₂e. This increase of 4,000 MT CO₂e will be addressed throughout the CAP as follows:</p> <ul style="list-style-type: none"> • Baseline 2035 transportation emissions are now 456,600 instead of 452,600 MT CO₂e. • Percentage reduction below 2008 emission levels as measured from 2035 business as usual conditions decreased from 25.9% to 25.2% (which still exceeds the City Council goal of 20 to 25%). <p>In addition, since office space has a higher job generation rate than gallery space, total jobs were undercounted by 1,243. Thus, the Draft EIR and CAP have been revised to indicate a 2035 jobs estimate of 28,705. This increase in jobs affects the CAP as follows:</p> <ul style="list-style-type: none"> • Baseline 2035 GHG emissions per service population decreases from 9.9 to 9.8 in 2035.
p. 3-1	The Energy Use and Efficiency Icon shown on this page is incorrect and will be replaced with the icon as shown on

Public Draft CAP Page # or Measure #	Proposed Change
	page 3-25.
p. 3-2, Figure 3-2	Add footnote to read: "Community Engagement and Leadership measures are key to successful implementation of the CAP. Many of these measures cannot be individually quantified for GHG reduction, but are necessary for the implementation of other programs in the CAP."
p. 3-16, Measure T-2.1	Add a new Action F to read: "Review and implement recommendations from the City's Bicycle Task Force, as feasible."
p. 3-38, Measure W-1.1	Correct the target for Performance Indicator (i) to 30% by 2020 and 2035.
p. 3-42, Measure SW-1.2	Add a sentence to the Measure Description: "The City of West Hollywood is an active member of the California Product Stewardship Council, which advocates for shifting our state's product waste management system to a system that relies on producer responsibility in order to reduce public costs and drive further improvements in product design that will promote environmental sustainability."
4-2	Insert a sentence to read: "In addition to full evaluation reports every five years, the Community Development Department will submit annual reports to City Council summarizing progress and milestones in CAP implementation."

Changes Recommended by Planning Commission

Public Draft CAP Page # or Measure #	Proposed Change
	<i>(to be determined during Planning Commission hearings)</i>

This page intentionally left blank

RESOLUTION NO. PC 10-944

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT (“EIR”), ADOPT A MITIGATION MONITORING AND REPORTING PROGRAM, AND ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE WEST HOLLYWOOD GENERAL PLAN AND CLIMATE ACTION PLAN, WEST HOLLYWOOD, CALIFORNIA.

The Planning Commission of the City of West Hollywood hereby resolves as follows:

SECTION 1. On August 20, 2007, the City Council initiated a comprehensive update to the General Plan. This was the first comprehensive update since the adoption of the foundation document in 1988. The three year update process has resulted in preparation of the Public Review Draft General Plan (Draft General Plan), Public Review Draft Climate Action Plan (Draft CAP), and Environmental Impact Report (EIR).

SECTION 2. Notice of the public hearing before the Planning Commission was advertised in the Beverly Press and the West Hollywood Independent on September 2, 2010, and notices were mailed to property owners, residents, and businesses on September 3, 2010. Constituents requesting notification of hearings were also notified by mail on September 3.

SECTION 3. Pursuant to the California Environmental Quality Act (“CEQA”), The City, acting as Lead Agency, circulated a Notice of Preparation (“NOP”) for the project on September 30, 2009, beginning a 30-day review period. As part of the EIR scoping process, the City held a public scoping meeting at the Planning Commission meeting of Thursday, October 15, 2009, at the West Hollywood Park Auditorium. The NOP and letters received in response to the NOP from both public agencies and members of the public are included in Appendix 1.0 of the Draft EIR. The Draft EIR was circulated for a 45-day review period beginning June 25, 2010 and ending on August 9, 2010. The Final EIR was made public on September 9, 2010. All required notifications were provided pursuant to CEQA (Public Resources Code Section 21092.5) and all comment letters were incorporated into the Final EIR.

SECTION 4. In accordance with Public Resources Code Section 21092.5, the City provided written proposed responses to public agencies that commented on the Draft EIR ten (10) days prior to certification of the Final EIR.

SECTION 5. The City prepared the West Hollywood General Plan and Climate Action Plan Program Environmental Impact Report ("EIR") (State Clearinghouse #2009091124) in its capacity as lead agency under CEQA and in compliance with CEQA. The Final EIR consists of the Initial Study, NOP, Notice of Availability, Draft EIR, Technical Studies, the Responses to Comments, Final Corrections and Additions, Mitigation Monitoring and Reporting Program, and the Findings of Fact for Adoption of a Final EIR for the West Hollywood General Plan, including a Statement of Overriding Considerations. Hereafter, these documents will be referred to collectively as the "Final EIR." These Findings are based on the entire record before the Planning Commission, including the Final EIR.

SECTION 6. In accordance with CEQA Section 21082.1, the Planning Commission independently reviewed and analyzed the Final EIR and the administrative record relating to the proposed project. The Final EIR constitutes an accurate and complete statement of the environmental impacts of the proposed project. The Final EIR reflects the independent judgment of the Planning Commission and it hereby recommends that the City Council adopt the facts and analysis in the Final EIR and certify the Final EIR. The omission of some detail or aspect of the Final EIR does not mean that it has been rejected by the Planning Commission.

SECTION 7. Pursuant to Section 15091 (a)(1) of the CEQA Guidelines, the Planning Commission finds that changes or alterations have been required in the project that, to the extent feasible, substantially lessen the significant environmental effects identified in the EIR. These changes or alterations are included in the Mitigation Monitoring and Reporting Program (Attachment A). In accordance with Section 15091 (d), and Section 15097 of the CEQA Guidelines, which require a public agency to adopt a program for reporting or monitoring required changes or conditions of approval to substantially lessen significant environmental effects, the Planning Commission hereby recommends that the City Council adopt the Mitigation Monitoring and Reporting Program incorporated herein as Attachment A.

SECTION 8. The Planning Commission hereby recommends that the City Council makes the findings described in Attachment B (Findings of Fact for Adoption of a Final EIR for the West Hollywood General Plan) and adopts the Statement of Overriding Considerations.

APPROVED BY A MOTION OF THE PLANNING COMMISSION ON THIS 30TH
DAY OF SEPTEMBER, 2010.

CHAIRPERSON

ATTEST:

COMMUNITY DEVELOPMENT DIRECTOR

DRAFT

ATTACHMENT A

Mitigation Monitoring and Reporting Program

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
AIR QUALITY				
3.2-1	<p>The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from parking lots and construction sites.</p> <ul style="list-style-type: none"> • Require the following measures to be taken during the construction of all projects to reduce the amount of dust and other sources of PM₁₀, in accordance with SCAQMD Rule 403: <ul style="list-style-type: none"> ○ Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers ○ Wheel washers for construction equipment ○ Watering down of all construction areas ○ Limit speeds at construction sites to 15 miles per hour ○ Cover aggregate or similar material during transportation of material • Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings. 	Ongoing	Community Development Department (Building and Safety)	Community Development Department (Director)
3.2-2	<p>The City shall require each project applicant, as a condition of project approval, to implement the following measures to</p>	Ongoing	Community Development Department (Building	Building and Safety (Manager/Building Official)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	reduce exhaust emissions from construction equipment. <ul style="list-style-type: none"> • Commercial electric power shall be provided to the project site in adequate capacity to avoid or minimize the use of portable gas-powered electric generators and equipment. • Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set). • To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions. • On-site equipment shall not be left idling when not in use. • The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited. • Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors. • Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is 		and Safety)	

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	anticipated that in the near future, both NO _x and PM ₁₀ control equipment will be available.			
3.2-3	The City shall distribute public information regarding the polluting impacts of two-stroke engines and the common types of machinery with two-stroke engines.	Ongoing	Public Information Department; Public Works Department (Code Compliance)	Public Works Department (Director)
3.2-4	The City shall work with SCAQMD and SCAG to implement the AQMP and meet all federal and state air quality standards for pollutants. The City shall participate in any future amendments and updates to the AQMP. The City shall also implement, review, and interpret the proposed General Plan and future discretionary projects in a manner consistent with the AQMP to meet standards and reduce overall emissions from mobile and stationary sources.	Ongoing	Community Development Department (Planning)	Community Development Department (Director)
3.2-5	<p>The City shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution.</p> <ul style="list-style-type: none"> • Encourage the applicants for sensitive land uses to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors. • Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors as feasible. • Strategies shall be incorporated to reduce the idling time of diesel engines through alternative technologies such as IdleAire, electrification of truck parking, and 	Ongoing	Community Development Department (Planning and Building and Safety)	Community Development Department (Director)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	alternative energy sources for TRUs to allow diesel engines to be completely turned off.			
NOISE				
3.9-1	<p>The City shall use the following thresholds and procedures for CEQA analysis of proposed projects, consistent with policies adopted within the General Plan:</p> <ul style="list-style-type: none"> • The City shall apply the noise standards specified in Table 10-1 and Table 10-2 of the Safety and Noise Element to proposed projects analyzed under CEQA. • In addition to the foregoing, an increase in ambient noise levels is assumed to be a significant noise concern if a proposed project causes ambient noise levels to exceed the following: <ul style="list-style-type: none"> ○ Where the existing ambient noise level is less than 60 dB, a project-related permanent increase in ambient noise levels of 5 dB L_{dn} or greater. ○ Where the existing ambient noise level is greater than 60 dB, a project-related permanent increase in ambient noise levels of 3 dB L_{dn} or greater. ○ A project-related temporary increase in ambient noise levels of 10 dB L_{eq} or greater. 	Ongoing	Community Development Department (Planning)	Community Development Department (Director)
3.9-2	<p>The City shall require construction contractors to implement the following measures during construction activities through contract provisions and/or conditions of approval as appropriate:</p> <ul style="list-style-type: none"> • Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, 	Ongoing	Community Development Department (Planning and Building and Safety)	Community Development Department (Director)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	<p>silencers, wraps, etc).</p> <ul style="list-style-type: none"> • Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment. • Construction operations and related activities associated with the proposed project shall comply with the operational hours outlined in the WHMC Noise Ordinance, or mitigate noise at sensitive land uses to below WHMC standards. • Construction equipment should not be idled for extended periods of time in the vicinity of noise-sensitive receptors. • Locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on powered construction equipment. • Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated STC rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant. • Music from a construction site shall not be audible at 			

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	offsite locations.			
3.9-3	The City will develop noise impact analysis guidelines that describe the City's desired procedure and format for acoustical studies. Acoustical studies will be required for all discretionary, non-residential projects that will cause future traffic volumes to increase by 25% or more on any roadway in front of or near blocks where the majority land uses are residential or institutions (e.g., schools). The noise analysis guidelines should include the following elements: <ul style="list-style-type: none"> • Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics, as determined by the City. • Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise sources. • Estimate existing and projected cumulative (20 years) transportation noise levels in terms of Ldn, and compare those noise levels to the adopted standards and policies of the Safety and Noise Chapter. • Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise locations. • Recommend appropriate mitigation to achieve the adopted policies of the proposed General Plan Noise Element. • Estimate noise exposure after the prescribed mitigation 	Short	Community Development Department (Planning)	Community Development Department (Director)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	<p>measures have been implemented.</p> <ul style="list-style-type: none"> Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures, as necessary. 			
3.9-4	<p>Revise the City's Noise Ordinance to achieve the following:</p> <ul style="list-style-type: none"> Limit the hours of deliveries to commercial, mixed-use, and industrial uses adjacent to residential and other noise-sensitive land uses. Limit noise levels generated by commercial and industrial uses. Limit the hours of operation for refuse vehicles and parking lot sweepers if their activity results in an excessive noise level that adversely affects adjacent residential uses. Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise-sensitive uses. Require all commercial heating, ventilation, and air conditioning (HVAC) machinery to be placed within mechanical equipment rooms wherever possible. Require the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line of sight to the noise source from the property line of the noise-sensitive receptors is blocked. 	Short	Community Development Department (Planning); Public Works Department (Code Compliance)	Community Development Department (Director)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
3.9-5	<p>When the City exercises discretionary review, provides financial assistance, or otherwise facilitates residential development within a mixed-use area, provide written warnings to potential residents about noise intrusion and condition of that approval, assistance, or facilitation. The following language is provided as an example:</p> <p>“All potential buyers and/or renters of residential property within mixed-use areas in the City of West Hollywood are hereby notified that they may be subject to audible noise levels generated by business- and entertainment-related operations common to such areas, including amplified sound, music, delivery and passenger vehicles, mechanical noise, pedestrians, and other urban noise sources. Binding arbitration is required for disputes regarding noise in mixed-use buildings that require legal action.”</p>	Ongoing	Community Development Department (Planning)	Community Development Department (Director)
3.9-6	<p>The City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels.</p> <ul style="list-style-type: none"> • Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). Specifically, geo pier style cast-in-place systems or equivalent shall be used where feasible as an alternative to impact pile driving to reduce the number and amplitude of impacts required for seating the pile. • The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction 	Ongoing	Community Development Department (Building and Safety)	Community Development Department (Director)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	<p>activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage will be repaired back to its preexisting condition.</p> <ul style="list-style-type: none"> • Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures. • Provide protective coverings or temporary shoring of on-site or adjacent historic features as necessary, in consultation with the Community Development Director or designee. 			
Paleontological Resources				
3.10-1	<p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures,</p>	Ongoing	Community Development Department (Planning)	Community Development Department (Director)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	<p>museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>			
PUBLIC SERVICES AND UTILITIES				
3.12-1	<p>Update the City's assessment of the impacts of new development on the level of police and fire services provided to the community following adoption of the General Plan.</p>	Short	<p>Community Development Department (Planning); City Manager's Department (Public Safety)</p>	<p>City Manager's Department (Public Safety Manager)</p>
3.12.2	<p>During updates to the Capital Improvement Program process, coordinate with service providers to evaluate the level of fire and police service provided to the community. Continue to use state-of-the-art techniques and technology to enhance public safety and assess adequacy and plan for upgrades during updates to the Capital Improvement Program and updates to the City's Operating Budget.</p>	Short; ongoing	<p>Community Development Department (Planning); City Manager's Department (Public Safety)</p>	<p>City Manager's Department (Public Safety Manager)</p>
3.12-3	<p>Establish a public safety impact fee to fund capital facilities and operations for police and fire protection services.</p>	Short	<p>Community Development Department (Planning); City Manager's Department (Public Safety)</p>	<p>Community Development Department (Director)</p>
3.12-4	<p>Update the West Hollywood Emergency Management Plan as appropriate to reflect current conditions in the city and prepare for expected future growth. The Emergency Management Plan should include plans for police and fire services, vulnerable populations, and sensitive facilities as</p>	Short	<p>City Manager's Department (Public Safety)</p>	<p>City Manager's Department (Public Safety Manager)</p>

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	well as plans for the continuity of community following a disaster. The plan should also include potential impacts from global climate change.			
3.12-5	Continue public education programs to enhance public safety about fire safety and crime prevention as well as emergency preparedness.	Ongoing	City Manager's Department (Public Safety)	City Manager's Department (Public Safety Manager)
3.12-6	Establish communication forums between police and fire department staff and the community to obtain community feedback regarding service, service needs and, to engage the community in crime prevention.	Short	City Manager's Department (Public Safety)	City Manager's Department (Public Safety Manager)
3.12-7	Support existing and expand neighborhood watch programs for both residential and commercial areas.	Ongoing	City Manager's Department (Public Safety)	City Manager's Department (Public Safety Manager)
3.12-8	Create design recommendations to minimize the risk of crime by facilitating "eyes on the street" and defensible space concepts, and utilizing best practices in lighting, vegetation, active public spaces, and visual transparency in the urban landscape.	Medium	Community Development Department (Planning); City Manager's Department (Public Safety)	Community Development Department (Director)
3.12-9	Create an enforcement plan to support the water conservation ordinance.	Short	Public Works Department (Engineering and Code Compliance)	Public Works Department (Director)
3.12-10	Create a master plan for retrofitting municipal facilities and public rights-of-way with fixtures and materials that reduce water consumption.	Short	Human Services Department (Facilities and Landscape Maintenance)	Human Services Department (Director)
3.12-11	Update ordinances to achieve more stringent water	Short	Community Development	Community Development

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	reduction strategies.		Department (Planning)	Department (Director)
3.12-12	Work with water providers to continue education efforts on water conservation.	Ongoing	Public Works Department (Engineering); Public Information Department	Public Works Department (Director)
3.12-13	Amend Green the Building Ordinance to promote reuse of sump pump water.	Short	Community Development Department (Planning)	Community Development Department (Director)
RECREATION				
3.13-1	Conduct a study to identify current, potential, and new parks and open space opportunities in the City, including both public land and private land that can be purchased for open space. As part of the study, prioritize open space opportunities based on community need. Modify the plan over time as conditions change.	Short, Ongoing	Human Services Department (Facilities and Landscape Maintenance)	Human Services Department (Director)
3.13-2	Review existing and explore new funding mechanisms for acquiring additional park land and open space.	Short	Finance and Technology Department (Revenue Management); Human Services Department (Facilities and Landscape Maintenance)	Finance and Technology Department (Director)
3.13-3	Improve Plummer Park and West Hollywood Park according to their master plans.	Medium	Human Services Department (Facilities and	Human Services Department (Director)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
			Landscape Maintenance)	
3.13-4	Study the feasibility of adopting a parkland dedication ordinance to exact and receive parkland fees from new development that does not include subdivision of land or airspace.	Short	Community Development Department (Planning); Human Services Department (Facilities and Landscape Maintenance)	Community Development Department (Director)
3.13-5	Implement a Parks Master Plan to guide operations, specific improvements, and expansion of parks and open spaces, including new pocket parks throughout the City.	Medium	Human Services Department (Facilities and Fields Services and Recreation)	Human Services Department (Director)
3.13-6	Establish joint-use agreements with LAUSD to allow neighborhood use of playgrounds as open space.	Medium	Human Services Department (Recreation and Facilities and Fields Services)	Human Services Department (Director)
3.13-7	Create an incentive program for developers that includes pocket parks, increased open space and other new open space as part of programming for new development.	Short	Community Development Department (Planning)	Community Development Department (Director)
TRANSPORTATION AND CIRCULATION				
3.14-1	As increasing traffic volumes warrant, the City shall implement intersection improvements, including: <ul style="list-style-type: none"> Implementing protected-permissive left turn on Fountain Avenue at Fairfax Avenue and striping a right-turn lane on southbound Fairfax Avenue for vehicles turning onto Fountain Avenue. 	Long	Public Works Department (Engineering)	Public Works Department (Director)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	<ul style="list-style-type: none"> • Providing an exclusive right-turn lane on southbound Fairfax Avenue for vehicles turning onto Santa Monica Boulevard. • Providing protected-permissive phasing for the eastbound left-turn movement from Santa Monica Boulevard to Gardner Street. • Providing protected-permissive phasing for left-turn movements on San Vicente Boulevard at Beverly Boulevard during the afternoon peak period. 			
GLOBAL CLIMATE CHANGE				
3.15-1	<p>To further reduce construction-generated GHG emissions, the project applicant(s) of all project phases shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction.</p> <p>Prior to releasing each request for bid to contractors for the construction of each development phase, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by the City and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor.</p> <p>The project applicant(s) for any particular development phase may submit to the City a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be</p>	Ongoing	Community Development Department (Planning)	Community Development Department (Director)

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	<p>approved by the City prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development phase. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>The City's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR are listed below. The list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> • Improve fuel efficiency of construction equipment: <ul style="list-style-type: none"> ○ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ○ perform equipment maintenance (inspections, detect failures early, corrections); ○ train equipment operators in proper use of equipment; ○ use the proper size of equipment for the job; and ○ use equipment with new technologies (repowered engines, electric drive trains). • Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. • Use an ARB-approved low-carbon fuel, such as biodiesel 			

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	<p>or renewable diesel for construction equipment. (emissions of oxides of nitrogen [NO_x] from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2010g).</p> <ul style="list-style-type: none"> • Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes. • Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. • Recycle or salvage nonhazardous construction and demolition debris (goal of at least 75% by weight). • Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials). • Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. • Produce concrete on-site if determined to be less emissive than transporting ready mix. • Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2010h) and EPA (EPA 2010f). 			

No.	MITIGATION MEASURE	Implementation Time Frame Short: 1-2 years Medium: 3-5 years Long: 5+ years Ongoing: Recurring or continuous action	Implementation Responsibility	Verification Responsibility
	<ul style="list-style-type: none">Develop a plan to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.			

DRAFT

ATTACHMENT B

**Findings of Fact for Adoption of a
Final Environmental Impact Report
For the
West Hollywood General Plan**

DRAFT

CHAPTER 1 INTRODUCTION

1.1 INTRODUCTION

The City of West Hollywood has prepared the West Hollywood General Plan and associated Climate Action Plan (the Project) and has evaluated the environmental impacts of implementation of the Project by preparing a Program Environmental Impact Report (EIR) (State Clearinghouse Number 2009091124). The Program EIR was prepared in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Administrative Code Section 15000 et seq., as amended). The findings discussed in this document are made relative to the conclusions of the Program EIR.

Public Resources Code section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” The same statute states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” Section 21002 goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

The mandate and principles announced in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); CEQA Guidelines, § 15091, subd. (a).) For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The three possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant effects as identified in the environmental impact report.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can and should be, adopted by that other agency.

1.0 Introduction

- (3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(Public Resources Code Section 21081, subd (a); see also CEQA Guidelines Sections 15091, subd. (a) .)

Public Resources Code section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” CEQA Guidelines section 15364 adds another factor: “legal” considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors (Goleta II)* (1990) 52 Cal.3d 553, 565).

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*)). “[F]easibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*Ibid.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 (*Sequoyah Hills*)).

For the purposes of these Findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level. These interpretations appear to be mandated by the holding in *Laurel Hills Homeowners Assn v. City Council*, 83 Cal.App.3d 515, 519-527, 147 Cal.Rptr. 842 (1978), in which the Court of Appeals held that an agency had satisfied its obligation to substantially lessen or avoid significant effects by adopting numerous mitigation measures, not all of which rendered the significant impacts in question (e.g., the “loss of biological resources”) less than significant.

Although CEQA Guidelines Section 15091 requires only that approving agencies specify that a particular significant effect is “avoid[ed] *or* substantially lessen[ed],” these Findings, for purposes of clarity, in each case will specify whether the effect in question has been reduced to a less than significant level, or has simply been substantially lessened but remains significant.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found

1.0 Introduction

that the project's benefits rendered acceptable its unavoidable adverse environmental effects. (California, Code Regs. tit. 14 § 15093, 15043(b); see also Pub. Res. Code § 21081(b).)

Because the Program EIR identified significant effects that may occur as a result of the Project, and in accordance with the provisions of the Guidelines presented above, the City of West Hollywood hereby adopts these findings set forth in this document as part of the approval of the West Hollywood General Plan. These findings constitute the City's best efforts to set forth the evidentiary and policy bases for its decision to approve the General Plan in a manner consistent with the requirements of CEQA. These findings, in other words, are not solely informational, but rather constitute a binding set of obligations that come into effect with the City's approval of the project.

1.2 ORGANIZATION OF CEQA FINDINGS OF FACT

The content and format of this CEQA Findings of Fact is designed to meet the latest CEQA statutes and Guidelines. The Findings of Fact is organized into the following sections:

Chapter 1, Introduction outlines the organization of this document and identifies the location and custodian of the record of proceedings.

Chapter 2, Project Description describes the location, overview, objectives, and the required permits and approvals for the Proposed Project.

Chapter 3, CEQA Review and Public Participation describes the steps the City has undertaken to comply with the CEQA Guidelines as they relate to public input, review, and participation during the preparation of the Draft and Final EIRs.

Chapter 4, Less Than Significant Environmental Effects without Mitigation provides a summary of impacts determined to be below the threshold of significance without the incorporation of mitigation measures.

Chapter 5, Less Than Significant Environmental Effects with Mitigation provides a summary of potentially significant environmental effects for which implementation of identified feasible mitigation measures would avoid or substantially reduce the environmental effects to less than significant levels.

Chapter 6, Significant Environmental Effects provides a summary of potentially significant environmental effects for which no feasible mitigation measures are identified or for which implementation of identified feasible mitigation measures would not avoid or substantially reduce the environmental effects to less than significant levels.

Chapter 7, Findings Regarding Project Alternatives provides a summary of the alternatives considered for the Proposed Project.

1.0 Introduction

Chapter 8, Statement of Overriding Considerations provides a summary of all of the project's significant unavoidable adverse impacts. In addition, this section identifies the project's substantial benefits that outweigh and override the project's significant unavoidable impacts, such that the impacts are considered acceptable.

Chapter 9, Findings Regarding Changes to the Draft EIR and Recirculation provides a summary of the changes to the Draft EIR in response to public comments received and findings that changes to the Draft EIR does not require recirculation of the Draft EIR for public review.

1.3 RECORD OF PROCEEDINGS

The documents and other materials that constitute the record of proceedings upon which City project approval is based are located at 8300 Santa Monica Boulevard, West Hollywood. The West Hollywood Community Development Department is the custodian of such documents and other materials that constitute the record of proceedings. The record of proceedings is provided in compliance with Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

DRAFT

1.0 Introduction

This page is intentionally left blank.

DRAFT

CHAPTER 2 PROJECT DESCRIPTION

2.1 ENVIRONMENTAL SETTING

West Hollywood is located in western Los Angeles County, about 8 miles northwest of downtown Los Angeles. West Hollywood is within a highly urbanized area of greater Los Angeles region and is entirely built out.

The City of Los Angeles surrounds West Hollywood to the north, south and east. To the west, the City is bounded by the City of Beverly Hills.

West Hollywood lies at the base of the Hollywood Hills. Major east-west roadways are Santa Monica Boulevard, Sunset Boulevard, and to a lesser extent Melrose Avenue and Beverly Boulevard. No freeways directly access the City, with the nearest freeway, State Route 101, located over 2 miles to the east and accessed via either Santa Monica Boulevard in Los Angeles or Highland Avenue near the Hollywood Bowl. The City is served by major bus lines operated by the Metropolitan Transit Authority of Los Angeles County (Metro). Metro operates Metro local and Metro rapid buses through West Hollywood. The Metro lines provide connections throughout the Los Angeles basin. West Hollywood also operates its own bus system, the Cityline bus system.

The City of West Hollywood is 1.9 square miles in size and approximately 1,216 acres, and supports a population of approximately 37,348 people as of 2008. The planning area for West Hollywood consists solely of areas within the City limits and is identical to the City's jurisdictional boundary. Since all land surrounding West Hollywood is under the jurisdiction of other cities, the City does not have a sphere of influence or any planning authority outside of its jurisdictional boundaries.

2.2 PROJECT CHARACTERISTICS

The proposed project analyzed in the Program EIR is the adoption and implementation of the West Hollywood General Plan and associated CAP. References to the proposed General Plan within this document include analysis of the CAP.

2.2.1 GENERAL PLAN

The West Hollywood General Plan serves as a blueprint or policy guide for determining the appropriate physical development and character of the City and establishes an overall development capacity. As a blueprint for the future, the plan contains policies and programs designed to provide decision makers with a solid basis for decisions related to land use and development as well as other topics. These policies and programs are contained within the chapters of the General Plan.

2.0 Project Description

Per the California Government Code, seven topics are mandatory for the General Plan: Land Use; Circulation; Housing; Conservation; Open Space; Noise; and Safety. The West Hollywood General Plan addresses these mandatory topics. Additionally, the General Plan addresses nonmandatory topics such as governance, economic development, infrastructure, social services, arts and culture, and schools/education. The West Hollywood General Plan is organized into 12 chapters or elements.

GENERAL PLAN ELEMENTS

Land Use and Urban Form

The Land Use and Urban Form chapter of the General Plan describes the economic, physical, and cultural aspects of West Hollywood. Determining the general permitted uses, future location, type, intensity, and character of new development and redevelopment projects, and establishing the desired mix and relationship between such projects are the primary objectives of the chapter.

The goals and policies contained in this chapter are designed to maintain and enhance the quality of existing residential neighborhoods; provide adequate housing to meet the diverse needs of the community; promote and facilitate environmental sustainability; facilitate development and public improvements that foster economic growth; and support and enhance the City's unique image.

The urban form portion of this chapter addresses the physical aspects of West Hollywood that contribute to the image and character of the built environment. Topics and associated goals and policies addressed in this portion of the chapter include urban form and pattern, urban design, creating more public spaces; and enhancing streetscapes and landscaping. This chapter also contains a discussion of signage and associated signage goals and policies.

The land use designations outlined in the Land Use and Urban Form chapter of the General Plan identify the types and nature of development permitted throughout West Hollywood. The proposed land use designations are specifically designed to implement the vision established for West Hollywood. This chapter establishes 21 land use designations; 16 of which are identical to existing zoning designations, but will result in a change in nomenclature, but no change to development standards, from the existing General Plan designations.

All residential and commercial General Plan land use designations establish a permitted density or intensity of development. Residential density is expressed as dwelling units allowed per lot area, except for residential uses in commercial areas. The density of residential uses located in commercial areas is expressed through floor area ratio (FAR), which is a measure of the total building floor area allowed divided by the total lot area. The intensity of commercial development allowed is also determined through FAR.

Each General Plan land use designation in the proposed General Plan establishes a maximum density or intensity of allowed development. The development that actually occurs is influenced by the physical characteristics of a parcel, access and infrastructure issues, and compatibility considerations, among other factors. Based on market factors and past development trends in the City, actual development intensities are expected to be lower than the maximum allowed by the proposed land use designations.

Therefore, the growth projections for West Hollywood are based on expected levels of density and intensity, not the maximum allowed by the General Plan land use designations. The City anticipates most development will occur at or below these expected development factors, although on any single property, development up to the maximum is allowed.

Table 2-4 compares the expected development capacity resulting from long-term implementation of General Plan policy to existing land use conditions.

Expected buildout of land uses by 2035 pursuant to the proposed General Plan could result in an increase of 4,274 dwelling units and approximately 2,613,128 square feet of nonresidential building floor area over existing conditions. Based on a population of 1.6 persons per household, an increase of approximately 6,834 persons in West Hollywood could occur by 2035.

Table 2-1. West Hollywood Development Capacity 2035

Land Use Category	Units	Existing	Expected Buildout 2035	Anticipated Net Change by 2035
Residential				
Single-family	du	1,019	1,003	-16
Multi-family	du	23,554	27,844	4,290
Total Residential	du	24,573	28,847	4,274
Nonresidential				
Commercial and Retail	sf	4,729,616	5,594,770	865,154
Hotel	sf	1,506,422	2,257,673	751,251
Office	sf	3,691,031	4,573,105	882,074
Industrial	sf	104,300	102,635	-1,665
Subtotal – Commercial and Retail, Hotel, Office, Industrial	sf	10,031,369	12,528,183	2,496,814
Public/Institutional/Civic	sf	1,002,913	1,027,415	24,502
Human Services				
Library/Museum/Senior Center/ Other Recreational	sf	302,449	394,262	91,812
Total Nonresidential	sf	11,336,731	13,949,860	2,613,128

du = dwelling unit; sf = square feet

Notes: Existing conditions are based on 2008 land use survey

2.0 Project Description

Future development potential in West Hollywood primarily exists within five commercial subareas and in other limited locations throughout the City where existing development has not reached the development potential allowed by existing General Plan designations. Most of the City is not anticipated to experience land use change as a result of the General Plan update.

Future development within the City will primarily take the form of redevelopment and infill development focused in the five commercial subareas shown in Figure 2-3 of the Program EIR. The commercial subareas include Melrose/Beverly District; Santa Monica Boulevard West; Santa Monica/Fairfax Transit District; Santa Monica/La Brea Transit District; and Sunset Strip. The commercial subareas are districts along the City's major commercial corridors for which cohesive visions have been developed. The subareas, each of which represents one of the City's key commercial districts, have distinct identities based on factors such as business type, land use, culture, pedestrian activity, and more.

The commercial subareas include areas within the City adjacent to existing or planned transit services, areas with underutilized commercial properties, areas ripe for redevelopment, and/or areas experiencing current interest for future commercial or mixed-use development. These sites also offer the best potential for fulfilling the community's vision for its commercial districts, and for carrying out the 10 guiding principles developed to steer the direction of the General Plan (the project objectives). For example, by focusing development potential in commercial areas, the General Plan intends to reduce development pressure in residential neighborhoods, in keeping with the guiding principle regarding Neighborhood Character.

In some of the commercial subareas, increases in allowable height and FAR are proposed while in other areas no increases are proposed but additional policy incentives (such as shared parking and parking districts) are expected to spur additional development and enhance existing businesses. Each commercial subarea has unique future development objectives established through a unique vision for each subarea.

Historic Preservation

This chapter of the General Plan provides the City's approach to preserving and protecting its unique cultural resources and encouraging the maintenance, rehabilitation, and reuse of existing structures.

Economic Development

This chapter of the General Plan describes the existing conditions, key issues, and long-term strategies related to economic development in West Hollywood. This chapter addresses both the economic and fiscal health of West Hollywood. The economy of West Hollywood is diverse and is centered on the hospitality, entertainment, retail, and art and design industries.

Mobility

The Mobility chapter of the General Plan describes the City’s mobility strategy to create a balanced and multi-modal transportation system that meets the needs of the community, and to improve the quality of life within West Hollywood while also serving as an active participant in regional strategies to address regional transportation issues. This chapter includes strategies for many different components of the multi-modal transportation system: enhancements to the pedestrian and bicycle network, improvements to public transit, land use strategies to improve transit use, transportation demand management, and innovative parking solutions. Together, these strategies are intended to reduce traffic congestion by discouraging the use of single occupancy vehicles on city streets while creating a more efficient and healthy transportation system.

Human Services

The Human Services chapter of the General Plan addresses the social services and social services delivery system in the City. Topics addressed include arts and culture programs, social services and programs, and education.

The provision of public and private school education within West Hollywood is addressed in this chapter. Population groups that are fundamental parts of the City’s identity are also discussed in the Human Services Chapter, including:

- ▶ People living with HIV/AIDS,
- ▶ Families with children,
- ▶ Seniors,
- ▶ People living with disabilities,
- ▶ Gay, lesbian, bisexual, and transgender community members,
- ▶ Russian-speaking immigrants, and
- ▶ People who are homeless.

Parks and Services

This chapter of the General Plan discusses the management of existing and expansion of the City’s parks and other community facilities. Accessible, well-maintained parks, open space, public facilities, and recreational programs are a critical amenity for an urban city like West Hollywood. They help create community and make the City more livable and attractive, provide a place of relaxation and relief from the urban environment, encourage physical activity and health, provide a forum for community gathering and interaction, and reduce urban heat islands. Many urban areas—including West Hollywood—have

2.0 Project Description

both high demand for public spaces and limited options for providing them. This puts these elements at a premium and reinforces their importance for the overall success and health of the City.

Infrastructure, Resources, and Conservation

This chapter of the General Plan describes the City's management and provision of infrastructure resources in a sustainable manner. It covers topics such as water infrastructure and conservation, energy conservation, climate change, storm water, and management of the streets and other public and private infrastructure necessary for a high-quality urban development.

Safety and Noise

The purpose of the Safety and Noise chapter of the General Plan is to identify and address those features existing in or near the City that represent a potential danger to the citizens, structures, public facilities, and infrastructure located in West Hollywood. The Health and Safety chapter establishes goals and policies to minimize dangers to residents, workers, and visitors, by addressing police and fire services, emergency management, and noise.

Housing

The Housing chapter of the General Plan identifies the current and future housing needs within West Hollywood. This chapter includes a comprehensive discussion of the community's profile, including population, employment, household, and housing stock characteristics. This chapter also identifies sites within the City suitable for housing development and addresses the constraints associated with housing production in the City. This chapter also discusses the provision of additional affordable housing, strategies to protect vulnerable populations from being displaced by increased housing costs, and opportunities to enter a high-cost market. Equal housing opportunities and policies for the implementation and monitoring of the housing plans set forth in this chapter are also discussed in detail.

Implementation

The General Plan includes an Implementation chapter that serves to ensure the overall direction provided in each General Plan element is translated from general terms to specific actions. The Implementation chapter provides strategies to implement the adopted policies and plans identified in each of the General Plan elements. The various programs within the Implementation chapter serve as a basis for making future programming decisions related to the assignment of staff and the expenditure of City funds. The programs specifically identify individual program responsibility, funding sources, and time-frame for completion.

2.2.2 CLIMATE ACTION PLAN

Adopted concurrently with the General Plan, the CAP is an implementing action of the General Plan that describes measures intended to reduce GHG emissions within City operations and the community at-large and assist in the fight against climate change. Overall, the goal of the CAP is to reduce West Hollywood's community-wide GHG emissions by 20 to 25% below current emission levels by the year 2035. The CAP provides general information about climate change and how GHG emissions within the community contribute to it, as well as an analysis of the potential effects of climate change on the community. In addition, the CAP describes the baseline GHG emissions produced in West Hollywood, and projects GHG emissions that could be expected if the CAP was not implemented. The CAP establishes a comprehensive, community-wide GHG emissions reduction strategy for West Hollywood with regard to seven elements: (a) community leadership and engagement, (b) land use and community design, (c) transportation and mobility, (d) energy use and efficiency, (e) water use and efficiency, (f) waste reduction and recycling, and (g) green space and open space. The CAP defines community strategies and GHG reduction measures through text and maps and recommends implementation actions for each quantified GHG reduction measure. The recommended actions serve as the basis for future programming decisions subject to the availability of staff and funding.

2.3 PROJECT OBJECTIVES

As a result of the community input received through the extensive public outreach process, 10 guiding principles were developed to steer the direction of the General Plan. These guiding principles below comprise the project objectives for the West Hollywood General Plan:

QUALITY OF LIFE: Maintain the high quality of life enjoyed by West Hollywood residents.

DIVERSITY: Value the social, economic and cultural diversity of our people, and work to protect people who are vulnerable.

HOUSING: Continuously protect and enhance affordable housing, and support Rent Stabilization laws. Recognize the need for preserving our housing stock as well as understand the need to positively shape new construction to meet our future housing needs. Support diverse income levels in new housing development.

NEIGHBORHOOD CHARACTER: Recognize the need to maintain and enhance the quality of life in our residential neighborhoods. Investigate standards to ensure buildings enhance the City's eclectic neighborhoods. Emphasize opportunities to meet housing needs and economic development goals along the commercial boulevards.

ECONOMIC DEVELOPMENT: Support an environment where our diverse and eclectic businesses can flourish. Recognize that economic development supports public services, provides benefits associated with the City's core values, and adds character to our community.

2.0 Project Description

ENVIRONMENT: Support innovative programs and policies for environmental sustainability to ensure health, and proactively manage resources. Provide leadership to inspire others outside City limits.

TRAFFIC AND PARKING: Recognize that automobile traffic and parking are key concerns in our community. Strive to reduce our dependence on the automobile while increasing other options for movement such as walking, public transportation, shuttles, cars, and bicycles within our borders and beyond. Continue to investigate innovative shared parking solutions.

GREENING: Seek new areas to increase park space and landscape areas in our streets, sidewalks, and open areas to create space for social interaction and public life.

ARTS AND CULTURE: Enhance the cultural and creative life of the community. Continue to expand cultural and arts programming including visual and performing arts, and cultural and special events.

SAFETY: Protect the personal safety of people who live, work and play in West Hollywood. Recognize the challenges of public safety within a vibrant and inclusive environment.

As environmental concerns have grown increasingly urgent, West Hollywood residents, employees and elected officials have in turn expressed a strong desire for the City to take even more aggressive action to do its part to reduce its ecological footprint and remain a national leader in environmental and social initiatives. Furthering the 10 guiding principles of the General Plan, particularly the guiding principle on Environment, project objectives have also been developed for the CAP.

The project objectives for the CAP are:

- ▶ Adopt a Climate Action Plan that will comply with and implement State law, advance Citywide sustainability, and reflect community values.
- ▶ Place the City on a path to reduce annual community-wide GHG emissions by 20% to 25% below current emission levels by 2035.
- ▶ Provide clear guidance to City staff and decision makers regarding when and how to implement key actions to reduce GHG emissions.
- ▶ Inspire residents and businesses to participate in community efforts to reduce GHG emissions.

2.5 DISCRETIONARY ACTIONS

For the purposes of CEQA, the project is the City's discretionary approval of the West Hollywood General Plan and the associated CAP. The City would review subsequent implementation projects for

consistency with the Program EIR and prepare appropriate environmental documentation pursuant to CEQA provisions for Program EIRs and subsequent projects. Subsequent discretionary actions under the West Hollywood General Plan Program EIR may include the following implementation activities:

- ▶ Zoning text amendments
- ▶ Rezoning of properties
- ▶ Approval of specific plans
- ▶ Approval of development plans, including tentative maps, variances, conditional use permits, and other land use permits
- ▶ Approval of development agreements
- ▶ Approval of facility and service master plans and financing plans
- ▶ Approval and funding of public improvements projects
- ▶ Approval of resource management plans
- ▶ Issuance of municipal bonds
- ▶ Issuance of permits and other approvals necessary for implementation of the General Plan
- ▶ Acquisition of property by purchase or eminent domain
- ▶ Transfer or sale of property
- ▶ Issuance of permits and other approvals necessary for public and private development projects

CHAPTER 3 CEQA REVIEW AND PUBLIC PARTICIPATION

For purposes of CEQA and these Findings, the Record of Proceedings for the Project consists of the following documents, at a minimum.

Notice of Preparation. In compliance with Public Resources Code section 21092, the City published a Notice of Preparation (NOP), which was sent to responsible agencies and interested individuals for a 30-day review period from September 30, 2009 to October 29, 2009. The NOP, identifying the scope of environmental issues, was distributed to organizations, interested parties, and state, federal, and local agencies. The NOP and the responses to the NOP from agencies and individuals are included in Appendix A to the Draft EIR. A total of 11 comment letters were received. Information requested and input provided during the 30-day NOP comment period regarding the scope of the EIR are included in the EIR.

Public Scoping Meeting. A Public Scoping Meeting was held on October 15, 2009 at the West Hollywood Park Auditorium to give the public the opportunity to provide comments as related to the West Hollywood General Plan and the issues the public would like addressed in the EIR.

Draft EIR. The Draft EIR was distributed for public review on June 25, 2010, for the 45-day review period with the comment period expiring on August 9, 2010. 63 comment letters were received at the close of the public comment period. The specific and general responses to comments are in Appendix H of the Final EIR. Responses to public agency comments were distributed to those public agencies on September 9, 2010.

A Notice of Availability (NOA) was distributed to over 29 interested parties and agencies, as well as mailed to all West Hollywood residents, businesses, and property owners, which informed them of where they could view the document and how to comment. The Draft EIR document was available to the public at the City Hall Planning Counter, City Clerk's Office, and the West Hollywood Library. A copy of the document was also posted online at www.weho.org. Notices were filed with the County Clerk on June 25, 2010.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse on June 24, 2010.

Final EIR. The Final EIR was distributed on September 9, 2010. The Final Program EIR has been prepared by the City in accordance with CEQA, as amended, and State Guidelines for the implementation of CEQA. The Final EIR is a Program EIR prepared in accordance with CEQA Guidelines Section 15168(a). The City has relied on Section 15084(d)(2) of the CEQA Guidelines, which allows contracting with another entity, public or private, to prepare the Draft EIR. The City has reviewed drafts of all

3.0 CEQA Review and Public Participation

portions of the Program EIR and subjected them to its own review and analysis. The Draft EIR which was released for public review reflected the independent judgment of the City.

Certification. On September 18 and 25, 2010, the City Council will hold a public hearing on the City of West Hollywood General Plan Program EIR and certify the Final Program EIR.

DRAFT

CHAPTER 4

LESS THAN SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION

Effects of the project found to be less than significant in the Program EIR, and which require no mitigation, are identified in the discussion below. The impact area and the appropriate section number follow the impact titling and follow the numbering conventions used in the FEIR. The City has reviewed the record and agrees with the conclusion that the following impacts would not be significantly affected by the project, and therefore no additional findings are needed.

4.1 AESTHETICS

The Final EIR discussed the effects related to aesthetics in Section 3.1.

Scenic Vistas

Future development in some areas of West Hollywood could result in taller structures than would be permitted with current floor area ratios (FAR); these structures could block or obscure an existing scenic view. However, the Sunset Specific Plan, City Code requirements, and development standards would impose conditions upon new development, requiring view preservation, as well as enhancement of the surrounding streetscape and limiting adverse visual impacts on adjacent uses. Therefore, program-level impacts would be less than significant. No mitigation is required.

Scenic Resources within a State Scenic Highway

There are currently no designated state scenic highways or eligible state scenic highways in the City of West Hollywood. Therefore, no impact would occur with implementation of the proposed General Plan. No mitigation is required.

Visual Character

Future development occurring as a result of the land uses permitted by the General Plan update would be subject to subsequent environmental and design review, which would include analysis of visual impacts. The General Plan includes policies regarding aesthetic improvements such as landscaping, pedestrian amenities, and design standards for architecture and lighting. Not only would new development be required to conform to General Plan standards, such development would also be subject to existing building and development standards specified in the City's Zoning Code. Therefore, although the visual

4.0 Less Than Significant Environmental Effects without Mitigation

character could change as development intensity increases, the impact to visual quality would be less than significant. No mitigation is required.

Light, Glare and Signage

New infill development pursuant to the General Plan land use and urban form policies may increase the amount of light and glare in the community. Nonresidential uses in particular have the greatest potential to increase light and glare effects. Most of the new development made possible by the land uses proposed in the General Plan would be located in areas that commonly experience at least minimal impacts from existing light sources. While adjacent residential areas are already impacted by light and glare from commercial sources, more intense uses, especially if they result in increases in building heights adjacent to residential uses, could intensify existing, potentially adverse light and glare impacts. Additionally, the iconic signage in West Hollywood consisting of billboards, large screen videos, and tall walls, particularly on Sunset Boulevard, also has the potential to contribute to light and glare impacts in the City. However, the proposed General Plan does not propose an increase in the size, location, or amount of signage allowed compared with existing conditions.

All new development, including signage, will be required to comply with the regulations, development standards, and design guidelines in the City's Zoning Code and all development will be reviewed through the design review process to make sure that individual development projects do not include materials that would create adverse glare effects. No light-sensitive uses, such as an observatory, are located in or near the City. Thus, continued application of standard review processes will reduce light and glare impacts to a less-than-significant level. No mitigation is required.

Shade or Shadow

Future development in some of the commercial subareas pursuant to the General Plan could result in taller structures than would be permitted with current FARs by at least 10 feet or one story. As a built-out urban environment, new development would be located in areas that already experience at least minimal impacts from shade and shadow. The increase in mass and height could intensify existing, potentially adverse shade and shadow impacts. However, as shade and/or shadow impacts are related to specific building design, the level of impacts would be determined at the project level. At the program level of analysis, impacts will be less than significant. No mitigation is required.

4.1.1 FINDINGS

Based on the EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant aesthetics impacts relating to scenic vistas; scenic resources; visual character; light, glare, and signage; and shade and shadow.

4.2 AIR QUALITY

The Final EIR discussed the effects related to air quality in Section 3.2.

Toxic Air Contaminants (TAC) – Construction-Related Emissions

Construction-related activities pursuant to the General Plan would result in short-term emissions of diesel Particulate Matter (PM) from the exhaust of off-road heavy-duty diesel equipment for site preparation (e.g., excavation, grading, and clearing); paving; application of architectural coatings; and other miscellaneous activities. Because the use of off-road heavy-duty diesel equipment would be temporary and diesel PM is expected to disperse quickly, reductions in exhaust emissions would occur pursuant to emission reduction standards being implemented, and construction-related activities would not be expected to expose sensitive receptors to substantial emissions of TACs. As a result, this impact would be less than significant. No mitigation is required.

Toxic Air Contaminants – Operational Emissions – Stationary Sources

The proposed General Plan anticipates construction of commercial land uses that may potentially include stationary sources of TACs, such as hospitals, dry-cleaning establishments, restaurants operating large grills, gasoline-dispensing facilities, and diesel-fueled backup generators. These types of stationary sources, in addition to any other stationary sources that may emit TACs, would be subject to SCAQMD's rules and regulations. If it is determined that the sources would emit TACs in excess of SCAQMD's applicable significance threshold, maximum or best available control technology would be implemented to reduce emissions. As a result, given compliance with applicable rules and regulations, operation of stationary sources would not result in the exposure of sensitive receptors to TACs at levels exceeding SCAQMD's significance thresholds, and this impact would be less than significant. No mitigation is required.

Toxic Air Contaminants – Operational Emissions – On-Road Mobile Sources

Sensitive receptors pursuant to implementation of the General Plan could be sited within 500 feet of major roadways in the City. However, the average daily traffic (ADT) on these roadways would be less than the Air Resources Board recommendation of 100,000 vehicles per day in future (2035) conditions with the project. Therefore, risk associated with implementation of the proposed General Plan would not exceed ARB's recommendation. Thus, this impact would be less than significant. No mitigation is required.

Local CO Hotspots

4.0 Less Than Significant Environmental Effects without Mitigation

Due to stricter vehicle emissions, future CO emission factors under future buildout conditions (year 2035) would be substantially lower than those under existing conditions. Thus, even though there would be more vehicle trips under the proposed General Plan at buildout than under existing conditions, project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the 1-hour or 8-hour ambient air quality standards for CO. As a result, this impact would be less than significant. No mitigation is required.

Objectionable Odors

There are no major sources of odor in the City and the proposed General Plan does not propose the development of any major odor sources. Therefore, land use conflicts between major odor sources and sensitive receptors are not expected to occur. Minor sources of odors associated with the proposed General Plan would be associated with the construction of the proposed land uses. Odors generated during project construction would be temporary and disperse rapidly with distance from the source. Therefore, impacts related to objectionable odors would be less than significant. No mitigation is required.

4.2.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant air quality impacts relating to TACs – Construction-Related Emissions; TACs – Operational Emissions – Stationary Sources; TACs – Operational Emissions – On-Road Mobile Sources; Local CO Hotspots; and objectionable odors;.

4.3 BIOLOGICAL RESOURCES

The Final EIR discussed the effects related to biological resources in Section 3.3.

Sensitive Species

As a built urban environment, West Hollywood does not support sensitive vegetation or wildlife habitat. Lacking these resources, no impacts to biological resources as a result of the goals, policies, and objectives of the General Plan will occur. Therefore, no impact would occur. No mitigation is required.

Riparian Habitat or Other Sensitive Habitats

There are no riparian or sensitive habitats that are known to occur in the City of West Hollywood. Lacking these resources, no impacts to such biological resources as a result of the goals, policies, and objectives of the General Plan will occur. Therefore, no impact would occur. No mitigation is required.

Wetlands

Based on the Beverly Hills and Hollywood USGS 7.5-minute series Quadrangle Topographic maps, the City does not contain any blue-line streams. Lacking these resources within City limits, no impacts to biological resources as a result of the goals, policies, and objectives of the General Plan will occur. Therefore, no impact would occur. No mitigation is required.

Movement of Wildlife Species

While some local movement of wildlife can be expected to occur throughout the City, the City of West Hollywood is not recognized as an existing or proposed Significant Ecological Area that links migratory wildlife populations, as designated by the County of Los Angeles. Additionally, land use changes under the proposed General Plan would occur primarily on developed land that does not currently allow overland wildlife movement. Therefore, no impact would occur. No mitigation is required.

Conflict with Any Local Policies or Ordinances Protecting Biological Resources

Implementation of the proposed General Plan would be subject to all applicable federal, state, regional, and local policies and regulations related to the protection of important biological resources. With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations, program-level impacts related to conflicts with adopted plans or ordinances for biological resources would be less than significant. No mitigation is required.

Habitat Conservation Plan/Natural Community Conservation Plan

There is no habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plans that applies to the City. Therefore, the proposed General Plan would have no impact on conflicts with habitat conservation or other habitat plans. No mitigation is required.

4.3.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant biological resource impacts relating to sensitive species; riparian or habitat or other sensitive species; wetlands; movement of wildlife species; conflict with any local policies or ordinances protecting biological resources; habitat conservation plan/natural community conservation plan.

4.0 Less Than Significant Environmental Effects without Mitigation

4.4 CULTURAL RESOURCES

The Final EIR discussed the effects related to cultural resources in Section 3.4.

Historical Resources

Development pursuant to implementation of the proposed General Plan could impact designated historic resources. Actions that could directly affect historical structures include demolition, seismic retrofitting, and accidents or vibration caused by nearby construction activities. However, policies in the proposed General Plan include a variety of actions aimed at protecting historic resources. With adherence to and implementation of regulations, and proposed General Plan policies, program-level historical resources impacts would be less than significant. No mitigation is required.

Archaeological Resources and Human Remains

Development pursuant to implementation of the proposed General Plan would involve excavation and earth-moving activities which could impact previously unidentified archaeological resources or human remains. However, policies in the proposed General Plan include a variety of actions aimed at protecting archaeological and cultural resources. With adherence to and implementation of regulations, and proposed General Plan policies, program-level archaeological resource impacts and human remains impacts would be less than significant. No mitigation is required.

4.4.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant cultural resource impacts relating to historical resources; and archaeological resources and human remains.

4.5 GEOLOGY, SOILS, AND MINERAL RESOURCES

The Final EIR discussed the effects related to geology, soils, and mineral resources in Section 3.5.

Fault Rupture

Future development in West Hollywood pursuant to implementation of the General Plan would occur through infill and redevelopment activities primarily in five commercial subareas. Any future development that could occur on or near known faults under the proposed General Plan would be required to comply with the requirements of the City's fault precaution zones. The City also requires that structures or habitable buildings must be a minimum of 50 feet from the fault, measured between the closest portion of the fault to the closest edge of the structure or building foundation. With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of

existing federal, state, and local laws and regulations concerning seismic safety, program-level impacts related to fault rupture would be less than significant. No mitigation is required.

Ground Shaking

Future development allowed under the General Plan would expose additional people and structures to hazards related to seismic ground shaking. However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from seismic hazards. With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations concerning seismic safety, program-level impacts related to seismic ground shaking would be less than significant. No mitigation is required.

Liquefaction and Ground Failure

Future development allowed under the General Plan would expose additional people and structures to hazards related to liquefaction and ground failure. However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from seismic hazards.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations concerning seismic, program-level impacts related to liquefaction and ground failure would be less than significant. No mitigation is required.

Earthquake-Induced Landslides

Future development allowed under the General Plan could expose additional people and structures to hazards related to landslides. However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from seismic hazards.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations concerning seismic safety, program-level impacts related to landsliding and slope failure would be less than significant. No mitigation is required.

Soil Erosion or Loss of Topsoil

Future development in the City of West Hollywood pursuant to implementation of the General Plan would occur through infill and redevelopment activities primarily in five commercial subareas. Construction in these areas could expose soil to erosion from wind and stormwater runoff associated with development activities. However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from natural hazards, including seismic and soil hazards. Adherence to

4.0 Less Than Significant Environmental Effects without Mitigation

federal, state, and local regulations and adherence to policies in the proposed General Plan will reduce the effects of erosion to a less-than-significant level. No mitigation is required.

Soil Hazards: Landslides, Subsidence, Lateral Spreading, Expansive Soils

Future development allowed under the General Plan would expose additional people and structures to soil hazards, including landsliding, debris flows, expansive soils, and collapsible soils. However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from geologic hazards.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations concerning seismic safety, program-level impacts related to soil hazards, including landslides, debris flows, subsidence, expansive soils, and collapsible soils would be less than significant. No mitigation is required.

Mineral Resources

No state-designated or locally designated mineral resource zones exist in the City. There are several existing wells in the Salt Lake oil field in the southern portion of the City, near Beverly Boulevard. Currently, only marginal extraction is occurring from the Salt Lake oil field in West Hollywood. Although implementation of the proposed General Plan would result in future development, primarily through infill and redevelopment activities in five commercial subareas, this development or redevelopment would not likely represent a change from the current urban conditions in the City with respect to the continued or expanded extraction of oil and gas resources. This impact would be less than significant. No mitigation is required.

4.5.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant geology, soils and mineral resource impacts relating to fault rupture; ground shaking; liquefaction and ground failure; earthquake-induced landslides; soil erosion or loss of topsoil; soil hazards – landslides, subsidence, lateral spreading, expansive soils; and mineral resources.

4.6 HAZARDS AND HAZARDOUS MATERIALS

The Final EIR discussed the effects related to hazards and hazardous materials in Section 3.6.

Routine Use, Transportation Disposal, and Release of Hazardous Materials

New residential development pursuant to the proposed General Plan would result in increased use, storage, and disposal of household hazardous materials. New commercial development would also result

in increased use, storage, and/or disposal of hazardous materials during routine operations. Implementation of current state and federal regulations, as well as the policies of the proposed General Plan may not prevent all potential releases of hazardous materials but would serve to minimize both the frequency and the magnitude, if such a release occurs. In combination with existing federal and state regulations, these policies would also reduce the potential impacts of the routine transportation of hazardous materials in the city. This impact would be less than significant. No mitigation is required.

Interference with an Adopted Emergency Plan

Implementation of the proposed General Plan would create additional traffic and develop new residences and businesses requiring evacuation in case of an emergency. Policies in the proposed General Plan include a variety of actions aimed at ensuring emergency response readiness. Implementation of current state and federal regulations, the policies of the proposed General Plan, and the City's existing Hazard Mitigation Plan and SEMS/NIMS procedures would serve to reduce the potential impacts on emergency preparedness in the city. This impact would be less than significant. No mitigation is required.

Development on a Known Hazardous Materials Site

Review of the California Environmental Protection Agency databases indicates that a number of sites within the City of West Hollywood are included on the Cortese List developed according to Government Code Section 65962.5. Activities at these sites may have resulted in contamination of soil and groundwater. Implementation of the proposed General Plan could result in development or redevelopment on one or more of these sites. Implementation of current regulations and the policies of the proposed General Plan would not absolutely prevent exposure to hazardous materials but would use existing facility information to identify areas of hazardous materials use. In combination with existing federal and state regulations pertaining to hazardous site cleanup, these policies would also reduce the potential impacts of development on listed hazardous materials sites in the City under the proposed General Plan. This impact would be less than significant. No mitigation is required.

Fire Hazards

The northern edge of the City, at the base of the Hollywood Hills, includes areas of moderate and high wildfire hazard severity. A fire in the Hollywood Hills could spread to the northern region of West Hollywood. In addition, urban fires are possible from careless human activity, or in the event of an earthquake, subsurface gas explosion or hazardous material combustion. Policies in the proposed General Plan include a variety of actions aimed at protecting residents and structures from natural hazards, including fire. Implementation of current local, state, and federal regulations; the policies of the proposed General Plan; and the City's existing building code procedures would serve to reduce the potential impacts related to wildland fires in the City. Any new infill development or redevelopment within the City would be required to comply with Section 4702.1 of the Los Angeles County Fire Code, which

4.0 Less Than Significant Environmental Effects without Mitigation

requires a plan to minimize and mitigate fire hazard for any new development project within a wildfire hazard severity zone area. This impact would be less than significant. No mitigation is required.

Underground Gas Hazards

New development and redevelopment consistent with the proposed General Plan would allow construction of additional residential and commercial uses, which could occur in the vicinity of subsurface gas which is present beneath the City. Policies in the proposed General Plan include a variety of actions aimed at protecting residents and structures from natural hazards, including hazards related to the presence of underground gas. Implementation of current local, state, and federal regulations; the policies of the proposed General Plan; and the City's existing building code procedures would serve to reduce the potential impacts related to underground gas hazards in the City. This impact would be less than significant. No mitigation is required.

Hazardous Materials within 0.25 Mile of Schools

The proposed land uses in the General Plan include commercial and mixed-use designations within 0.25 mile of schools. However, the California Department of Education enforces school siting requirements, and new facilities would not be constructed within 0.25 mile of facilities emitting or handling materials based on these requirements. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of PRC Section 21151.4, would require evaluation and notification where potential material handling and emission could occur in proximity to schools. Compliance with existing regulations would result in a less-than-significant impact. No mitigation is required.

4.6.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant hazards and hazardous materials impacts relating to routine use, transportation, disposal, and release of hazardous materials; interference with an adopted emergency plan; development of a known hazardous materials site; fire hazards; underground gas hazards; and hazardous materials within 0.25 mile of schools.

4.7 HYDROLOGY AND WATER QUALITY

The Final EIR discussed the effects related to hydrology and water quality in Section 3.7.

Violation of Water Quality Standards

Construction activities related to implementation of the proposed General Plan could contribute additional pollutants, including sediments from grading activities and contaminants associated with construction

materials, construction waste, vehicles, and equipment, among others. Future development and redevelopment are not expected to substantially increase the amount of existing impervious surfaces and, in fact, site redevelopment may provide opportunities to create new pervious surfaces through new landscaping and use of porous pavements, which could reduce the amount of runoff and associated pollutants. Since the early 1990s with the RWQCB's first issuance of a Municipal NPDES, the City has implemented a variety of programs and policies aimed at reducing the amount of waste that is carried to the ocean and released into the environment. Additionally, policies in the proposed General Plan include a variety of actions aimed at protecting water quality, through reducing runoff of pollutants, and increasing on-site treatment or detention of stormwater. Impacts related to pollutants associated with impervious surfaces are reduced primarily by City implementation of RWQCB waste discharge permits and through preparation and implementation of a SWPPP and SUSMP, including identification of required BMPs for both construction and postconstruction discharges. Additionally, because much of the new development with implementation of the proposed General Plan would be infill and redevelopment, site conditions and runoff filtration measures would improve through retrofitting and the development review process. With adherence to and implementation of these permits, existing City programs and practices, proposed General Plan policies, and existing water conservation and drought-tolerant landscaping regulations, water quality impacts would be less than significant. No mitigation is required.

Groundwater Resources

Development associated with the proposed General Plan would not convert new land to urban uses or create substantial new areas of impervious surfaces. Groundwater recharge in the Hollywood Basin occurs primarily in the Santa Monica Mountains, since the lowland portion of the basin, including the City of West Hollywood, is urbanized. Future infill development and redevelopment are not expected to substantially increase the amount of existing impervious surfaces and, in fact, site redevelopment may provide opportunities to create new pervious surfaces through new landscaping and use of porous pavements, increasing groundwater recharge. This impact would be less than significant. No mitigation is required.

Surface Hydrology and Drainage

Future infill development in the City's existing urban areas is not expected to substantially increase the amount of existing impervious surfaces or substantially change the flow velocity or volume of storm water runoff. In fact, site redevelopment may provide opportunities to create new pervious surfaces to facilitate groundwater infiltration through new landscaping and use of porous pavements. Additionally, because much of the new development with implementation of the proposed General Plan would be infill and redevelopment, site conditions and runoff filtration measures would improve through retrofitting and the development review process. With adherence to and implementation of these permits, proposed General Plan policies, and existing water conservation and drought-tolerant landscaping regulations,

4.0 Less Than Significant Environmental Effects without Mitigation

surface hydrology, and drainage program-level impacts would be less than significant. No mitigation is required.

Flooding and Dam Inundation

No areas of the City are located within the 1% AEP boundary (100-year floodplain). Because implementation of the proposed General Plan would not expose people or structures to hazards related to a 100-year flood, this impact would be less than significant. No mitigation is required.

Portions of West Hollywood are also susceptible to flood events related to dam failure. The Lower Franklin Dam and the Mulholland Dam are located in the Hollywood Hills above West Hollywood. Areas below (downstream from) the dams, including portions of the City of West Hollywood, have high potential for inundation in the unlikely event of catastrophic dam failure.

Policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from flood risks through design guidelines to minimize flood risks and increase use of permeable materials, and aimed at ensuring adequate stormwater systems to reduce stormwater contribution to flooding. With adherence to and implementation of the proposed regulations and policies, program-level flooding and dam inundation impacts would be less than significant. No mitigation is required.

Mudflows

There would be a potential for mudflows and associated erosion adjacent to hillsides on the northern edge of the City (north of Sunset Boulevard), especially following removal of natural vegetation or creation of steep graded slopes, including following construction activities or after wildfires. However, standard erosion-prevention practices during grading and avoidance of over-steepened slopes near existing development would reduce the potential for mudflow impacts to a less-than-significant level. No mitigation is required.

4.7.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant hydrology and water quality impacts relating to violation of water quality standards; groundwater resources; surface hydrology and drainage; flooding and dam inundation; and mudflows.

4.8 LAND USE AND PLANNING

The Final EIR discussed the effects related to land use and planning in Section 3.8.

Divide an Established Community

Since the City is built out, new development in West Hollywood will occur primarily in the City's five commercial subareas through redevelopment and infill development. The parcels where development would occur are surrounded by existing development and are not large enough to physically divide areas within the City or to create barriers to adjacent development. Additionally, the General Plan update does not propose the addition of roadways, or roadway widening that could serve to create barriers or divide areas within the City. Therefore, implementation of the General Plan will have a less-than-significant impact with regard to division of an established community. No mitigation is required.

Conflict with an Adopted Land Use Plan

Implementation of the General Plan may impact the existing land use plans, policies, and regulations that have been adopted to avoid or mitigate an environmental effect. However, the proposed General Plan is consistent with the 2008 RTP and Compass Growth Visioning Principles administered by SCAG. Additionally, upon adoption of the proposed General Plan, the City will review its currently adopted specific plans, redevelopment plan, and Municipal Code to revise these where necessary within a reasonable timeframe to reflect changes made in the proposed General Plan. Therefore, impacts between the proposed General Plan and all other applicable land use plans for the City of West Hollywood would be less than significant. No mitigation is required.

Conflict with an Applicable Habitat Conservation Plan

The City of West Hollywood does not have any currently adopted habitat conservation plans or natural community conservation plans. The City of West Hollywood is a completely built-out City located in an urban setting. West Hollywood does not contain natural habitat and no measureable habitat exists capable of supporting sensitive species or sensitive ecological areas.

Implementation of the proposed General Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan. Impacts would be less than significant. No mitigation is required.

4.8.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant land use and planning impacts relating to division of an established community; conflict with an adopted land use plan; and conflict with applicable habitat conservation plan.

4.0 Less Than Significant Environmental Effects without Mitigation

4.9 NOISE

The Final EIR discussed the effects related to noise in Section 3.9.

Transportation Noise

Implementation of the proposed General Plan would allow new development and redevelopment within the City. Such development, primarily within the five commercial subareas, would generate additional traffic, which would potentially increase ambient noise levels at existing land uses along roadways. However, implementation of the proposed General Plan under future conditions would not result in a substantial change in traffic noise level, relative to existing noise levels and 2035 noise levels without implementation of the proposed General Plan. As a result, long-term noise levels from new traffic generated in association with implementation of the proposed General Plan would not result in a substantial permanent increase in ambient noise levels. With adherence to and implementation of the proposed General Plan policies, program-level traffic noise impacts would be less than significant. No mitigation is required.

Aircraft Noise

Aircraft noise from Burbank-Glendale-Pasadena Airport, Santa Monica Airport, and Los Angeles International Airport may be considered an intermittent, disturbing noise to some residents in the area. Additionally, activity associated with private, police, emergency medical, and news helicopters also contributes to the general noise environment in West Hollywood, particularly approaching the West Hollywood Sheriff's Station, and the Cedar-Sinai Medical Center, located just west of the City boundary.

Alterations of land use designations within the vicinity of overflight areas may result in greater exposure to aircraft noise. However, West Hollywood is located more than 8 miles outside the established noise contours for the nearest airport. Therefore, proposed modifications to land use designations within West Hollywood would not result in the exposure of new or existing noise-sensitive land uses to excessive aircraft noise levels. As a result, aircraft-generated noise levels are a less-than-significant impact. No mitigation is required.

Vehicular Traffic-Induced Vibration

Due to the rapid drop-off rate of groundborne vibration and the short duration of the associated events, vehicular traffic-induced groundborne vibration is rarely perceptible outside the roadway right-of-way, or results in vibration levels that cause damage to building in the roadway vicinity.

Implementation of the proposed General Plan does not propose the construction or realignment of any roadway projects. Additionally, it is not anticipated that land use changes associated with implementation of the General Plan will result in the exposure of persons within the City to groundborne vibration levels

exceeding the Federal Transit Administration (FTA) and Caltrans guidelines. As a result, this impact is considered less than significant. No mitigation is required.

Industrial and Commercial Operations Vibration

Distribution of materials to and from industrial and commercial land uses can have the potential to generate more substantial levels of groundborne vibration than that of the mechanical equipment. However, the groundborne vibration induced by heavy truck traffic at industrial or commercial land uses is not anticipated to be perceptible at distances greater than 25 feet.

Based on the operational characteristics of mechanical equipment and distribution methods used for general light industrial and commercial land uses, it is not anticipated that light industrial and commercial operations would result in groundborne vibration levels that approach or exceed the FTA and Caltrans guidelines. As a result, this impact is considered less than significant. No mitigation is required.

4.9.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant noise impacts relating to transportation noise; aircraft noise; vehicular traffic-induced vibration; and industrial and commercial operations vibration.

4.10 POPULATION AND HOUSING

The Final EIR discussed the effects related to population and housing in Section 3.11.

Induce Substantial Population Growth Noise

Even though the proposed General Plan does not propose new development, the development capacity allowed by the proposed General Plan could result in a moderate increase in population and housing units. However, the proposed General Plan anticipates and plans for this growth through numerous policies aimed at reducing the impacts associated with population and housing unit growth in the City. Therefore, impacts from population growth are considered less than significant. No mitigation is required.

Displace Substantial Numbers of Existing Housing or People

Development pursuant to the General Plan will occur through infill, adaptive reuse, or new mixed-use development in the commercial subareas where existing residential units are not the dominant use. Additionally, the proposed Housing Element policies facilitate and promote a variety of rental and ownership housing types in the City aimed at all income levels. Development allowed under the proposed General Plan would not displace substantial numbers of housing or people necessitating the construction of replacement housing elsewhere. Therefore, impacts relating to displacement of a substantial number of

4.0 Less Than Significant Environmental Effects without Mitigation

housing or people necessitating the construction of replacement housing are less than significant. No mitigation is required.

4.10.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant population and housing impacts relating to inducing substantial population growth; and displacing substantial numbers of existing housing or people.

4.11 PUBLIC SERVICES AND UTILITIES

The Final EIR discussed the effects related to public services and utilities in Section 3.12.

Education

Development of land uses by 2035 pursuant to the proposed General Plan could result in an increase of an estimated 4,274 dwelling units. Based on LAUSD's student generation rates, an estimated 1,762 new students would be generated in the City of West Hollywood. Assuming that current enrollment rates remain constant over the span of the General Plan, it is not anticipated that capacity at any of the schools serving the City of West Hollywood would be exceeded in the future. Because the schools used by West Hollywood are operated by LAUSD and others, the City does not control school programming or facilities. Therefore, impacts to schools are considered less than significant. No mitigation other than the mandatory payment of school fees is required.

Libraries

Implementation of the proposed General Plan would add additional population in the City of West Hollywood increasing the demand for library services. A new West Hollywood Library is under construction as part of the redevelopment of West Hollywood Park. The library will replace the existing library. The impacts of the redevelopment of West Hollywood Park, including library construction, have been previously evaluated in the West Hollywood Park Master Plan Mitigated Negative Declaration. Therefore, impacts would be less than significant. No mitigation is required.

Water – Water Infrastructure

Development of land uses pursuant to the proposed General Plan would result in an increase in dwelling units, population, and nonresidential building floor area over existing conditions. The increase in residential and nonresidential development could result in an increase in the need for new water infrastructure. Both the City of Beverly Hills and LADWP, as the City's water providers, would be required to review development proposals, in consultation with the City of West Hollywood, for consistency with water infrastructure requirements established in development plans and agreements, and

to ensure that sufficient water infrastructure capacity is available to serve new development prior to approval of the project. Additionally, the proposed General Plan contains policies to ensure adequate water infrastructure is available to serve new development in West Hollywood. Therefore, impacts associated with water infrastructure are less than significant. No mitigation is required.

Wastewater

The increased population resulting from implementation of the proposed General Plan will generate additional demand for increased wastewater collection and treatment facilities. The Hyperion Treatment Plant has sufficient capacity to treat the full increase in wastewater attributable to buildout of the proposed General Plan. Impacts to wastewater treatment facilities would be less than significant. No mitigation is required.

Storm Drain System

Implementation of the proposed General Plan would result in new residential and nonresidential development through infill and redevelopment activities in areas that are already urbanized. This new development would not substantially increase the amount of impervious surfaces within the City resulting in the need for additional storm drain facilities. In fact, redevelopment activities may provide opportunities to create new pervious surfaces to facilitate groundwater infiltration through new greenspace, landscaping, or use of porous pavements. Additionally, the proposed General Plan contains numerous stormwater policies. With adherence to and implementation of the proposed General Plan policies, program-level impacts to the City's storm drain system would be less than significant. No mitigation is required.

Energy

The increased population resulting from implementation of the proposed General Plan will create demand for additional electricity and natural gas as well as transmission infrastructure. This increased demand may exceed the capacity of these existing facilities and result in the need for new, upgraded, or expanded facilities. Southern California Edison provides capacity to meet the electricity load and demand of the City of West Hollywood. Southern California Gas Company (SoCalGas) has facilities to provide natural gas services for the City. Additionally, SoCalGas will provide services for anticipated development in accordance with the company's policies and extension rules on file with the California Public Utilities Commission. Therefore, impacts related to energy infrastructure would be less than significant. No mitigation is required.

4.0 Less Than Significant Environmental Effects without Mitigation

Solid Waste

New development and population growth with implementation of the proposed General Plan will generate an increase in demand for solid waste collection services and disposal capacity. Adequate capacity exists in the Mesquite Regional Landfill and Eagle Mountain Landfill to dispose of the City of West Hollywood's solid waste. Additionally, the General Plan contains policies to encourage waste reduction and recycling. With adherence to and implementation of the proposed General Plan policies, program-level impacts to solid waste impacts would be less than significant. No mitigation is required.

4.11.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant public services and utilities impacts relating to education; libraries; water; wastewater; storm drain system; energy; and solid waste.

4.12 RECREATION

The Final EIR discussed the effects related to recreation in Section 3.13.

Construction or Expansion of Existing Facilities

The increased population resulting from implementation of the proposed General Plan will create a demand for additional park improvements to increase the availability of recreational opportunities within the City of West Hollywood. This would likely require expansion of existing facilities and/or construction of new park and recreation facilities.

No new construction or expansion of existing park and recreational facilities is currently proposed by the City. The specific environmental impact from the construction of new parkland or expansion of existing park and recreation facilities in West Hollywood cannot be determined at this General Plan level of analysis because no location or designs for specific park projects are available at this time. Therefore, impacts would be less than significant at the programmatic level of analysis. No mitigation is required.

4.12.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant recreation impacts relating to construction or expansion of existing recreation facilities.

4.13 TRANSPORTATION AND CIRCULATION

The Final EIR discussed the effects related to transportation and circulation in Section 3.14.

Design Hazards

Traffic generated by new development allowed under the proposed General Plan would not increase hazards due to design features or incompatible uses. No new roadways are planned within the planning area and those that may be proposed for expansion or alteration would be subject to existing City design standards for roadways that ensure that no hazards would result. No impacts would result with implementation of the proposed General Plan. No mitigation is required.

Air Traffic Hazards

No airport or airstrip is located within or adjacent to the planning area. As a result, air traffic patterns would not be altered with implementation of the proposed General Plan. Current patterns utilized by helicopters accessing facilities within the City and surrounding area, including these areas with existing and proposed mid- to high-rise buildings, would not be considerably altered with implementation of the General Plan. The proposed project would have a less-than-significant impact on air traffic patterns. No mitigation is required.

Emergency Access

Intersection LOS impacts as summarized in Table 3.14-6 of Section 3.14 of the EIR will generate traffic congestion at intersections that will also have the potential to impede emergency access.

Policies in the proposed General Plan include a variety of actions aimed at ensuring emergency response readiness. Implementation of current state and federal regulations, the policies of the proposed General Plan, and the City's existing Hazard Mitigation Plan and SEMS/NIMS procedures would serve to reduce the potential impacts on emergency preparedness and emergency access in the city. With adherence to and implementation of the proposed General Plan policies and regulations, emergency access program-level impacts will be reduced to a less-than-significant level. No mitigation is required.

Public Transit, Bicycle, and Pedestrian Facilities

The City's existing pattern of development is dense and varied, with most residents and destinations in the City located near public transit services, and implementation of the proposed General Plan would increase, rather than reduce, the density or mix of uses. Sidewalks and pedestrian infrastructure are available throughout the City. Although existing bicycle infrastructure is limited, the proposed General Plan includes policies and programs to improve bicycle circulation and infrastructure in the City.

4.0 Less Than Significant Environmental Effects without Mitigation

Policies in the proposed General Plan include a variety of actions aimed at maintaining the City's transportation system, with a focus on public transit, bicycle, and pedestrian facilities. With adherence to and implementation of the proposed General Plan policies and regulations, program-level impacts to alternative transportation would be less than significant. No mitigation is required.

Parking

Changes in the number of residential units, number of employees, and number of visitors that would affect parking needs would occur primarily in the five commercial subareas pursuant to implementation of the General Plan. Parking occupancy studies were conducted in two commercial areas of the City. The parking occupancy study results indicate that the number of spaces available in the study areas exceeds the demand. However, the current allocation of these spaces may not function efficiently to provide access to adequate parking, particularly during peak periods.

Policies in the proposed General Plan include a variety of actions aimed at making efficient use of parking facilities in the City. In addition to policies and programs focused on parking, the Mobility Element includes policies and programs to reduce vehicle trips, with a corresponding reduction in parking needs, as discussed in the analysis of peak hour intersection LOS.

Implementation of the parking policies and programs proposed in the General Plan would improve access to parking through more efficient use of existing facilities. With adherence to and implementation of the proposed General Plan policies and regulations, program-level impacts related to the availability of adequate parking would be less than significant. No mitigation is required.

4.13.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant transportation and circulation impacts relating to design hazards; air traffic hazards; emergency access; public transit, bicycle, and pedestrian facilities; and parking.

4.14 GROWTH INDUCING IMPACTS

The purpose of a general plan is to guide growth and development in a community. Accordingly, the general plan is premised on a certain amount of growth taking place. Los Angeles County, as well as the entire southern California region, has experienced dramatic growth for decades and this trend is expected to continue. The focus of the general plan, then, is to provide a framework in which the growth can be managed and to tailor it to suit the needs of the community and surrounding area.

Based on the proposed General Plan, the City of West Hollywood could have approximately 44,182 residents, 28,847 housing units, and 13.9 million square feet of nonresidential building floor area. These

changes represent an increase of approximately 4,274 dwelling units, 6,834 residents, and approximately 2.6 million square feet of nonresidential building floor area over existing conditions.

The proposed General Plan contains policies and an Implementation Plan that provides a framework for accommodating the orderly growth of the planning area. The proposed General Plan provides the necessary tools to accommodate future growth and provides direction for new development and redevelopment projects and establishes the desired mix and relationship between land use types.

Development under the proposed General Plan would primarily occur within five commercial subareas through infill, redevelopment and intensification, which would not result in the urbanization of undeveloped land. The commercial subareas are adjacent to existing employment, transit, and commercial services, which would reduce vehicle trips and emissions. The proposed General Plan also ensures that the City will have a diversity of land uses and housing types, encourages mixed-use development in proximity to transit, promotes commercial enterprise, and encourages public involvement in land use planning decisions. As noted in Section 3.8, “Land Use and Planning,” of the EIR, this growth strategy is consistent with the SCAG RTP and Compass Growth Strategy for the SCAG region. Therefore, the proposed General Plan would not be growth inducing or set any new precedents for growth. Instead, the proposed General Plan adequately plans for expected growth to occur in the Southern California region. Additionally, the proposed General Plan provides appropriate land use designations, and a land use pattern that provides sufficient land for orderly development. The proposed General Plan also contains policies that address the provision of sufficient services and infrastructure as growth occurs and to accommodate projected growth.

4.14.1 FINDINGS

Based on the Final EIR analysis and the whole of the record, the City finds that the proposed project would result in less than significant growth inducing impacts.

CHAPTER 5 LESS THAN SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION

The Final EIR determined that the proposed project has potentially significant environmental effects in the areas discussed in the following paragraphs. The Final EIR identified feasible mitigation measures to avoid or substantially reduce the environmental effects in these areas to a level less than significant. Based on the information and analysis set forth in the Final EIR, the project would not have any significant environmental effects in these areas as long as all identified feasible mitigation measures are incorporated into the proposed project.

5.1 NOISE

5.1.1 EFFECTS AND MITIGATION MEASURES

The Final EIR discussed the effects and mitigation measures related to Noise in Section 3.9.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the project's effects could result in potentially significant impacts related to **construction noise in excess of standards; exposure of sensitive receptors to stationary and area-source noise levels due to changes in land use and other noise sources; and construction-induced vibration.**

New development and redevelopment activities pursuant to implementation of the General Plan would generate noise during construction activities, have the potential to expose noise-sensitive receptors to stationary and area-source noise levels due to changes in land use and exposure to other noise sources such as point source levels associated with commercial and industrial land uses. Further, new development and redevelopment pursuant to the General Plan has the potential to expose sensitive receptors to vibration due to construction activities. This would result in significant impacts to these noise issue areas.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the following mitigation measures are feasible and will reduce potentially significant impacts related to **construction noise in excess of standards; exposure of sensitive receptors to stationary and area-source noise levels due to changes in land use and other noise sources; and construction induced vibration to less than significant levels**, thereby avoiding any significant effects:

3.9-1 The City shall use the following thresholds and procedures for CEQA analysis of proposed projects, consistent with policies adopted within the General Plan:

5.0 Less Than Significant Environmental Effects with Mitigation Incorporated

- The City shall apply the noise standards specified in Table 10-1 and Table 10-2 of the Safety and Noise Element to proposed projects analyzed under CEQA.
- In addition to the foregoing, an increase in ambient noise levels is assumed to be a significant noise concern if a proposed project causes ambient noise levels to exceed the following:
 - Where the existing ambient noise level is less than 60 dB, a project-related permanent increase in ambient noise levels of 5 dB Ldn or greater.
 - Where the existing ambient noise level is greater than 60 dB, a project-related permanent increase in ambient noise levels of 3 dB Ldn or greater.
 - A project-related temporary increase in ambient noise levels of 10 dB Leq or greater.

3.9-2 The City shall require construction contractors to implement the following measures during construction activities through contract provisions and/or conditions of approval as appropriate:

- Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc).
- Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.
- Construction operations and related activities associated with the proposed project shall comply with the operational hours outlined in the WHMC Noise Ordinance, or mitigate noise at sensitive land uses to below WHMC standards.
- Construction equipment should not be idled for extended periods of time in the vicinity of noise-sensitive receptors.
- Locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on powered construction equipment.
- Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source

and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated STC rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant.

- Music from a construction site shall not be audible at offsite locations.

3.9-3 The City will develop noise impact analysis guidelines that describe the City's desired procedure and format for acoustical studies. Acoustical studies will be required for all discretionary, non-residential projects that will cause future traffic volumes to increase by 25% or more on any roadway in front of or near blocks where the majority land uses are residential or institutions (e.g., schools). The noise analysis guidelines should include the following elements:

- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics, as determined by the City.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise sources.
- Estimate existing and projected cumulative (20 years) transportation noise levels in terms of Ldn, and compare those noise levels to the adopted standards and policies of the Safety and Noise Chapter.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise locations.
- Recommend appropriate mitigation to achieve the adopted policies of the proposed General Plan Noise Element.
- Estimate noise exposure after the prescribed mitigation measures have been implemented.
- Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures, as necessary.

5.0 Less Than Significant Environmental Effects with Mitigation Incorporated

3.9-4 Revise the City's Noise Ordinance to achieve the following:

- Limit the hours of deliveries to commercial, mixed-use, and industrial uses adjacent to residential and other noise-sensitive land uses.
- Limit noise levels generated by commercial and industrial uses.
- Limit the hours of operation for refuse vehicles and parking lot sweepers if their activity results in an excessive noise level that adversely affects adjacent residential uses.
- Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise-sensitive uses.
- Require all commercial heating, ventilation, and air conditioning (HVAC) machinery to be placed within mechanical equipment rooms wherever possible.
- Require the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line of sight to the noise source from the property line of the noise-sensitive receptors is blocked.

3.9-5 When the City exercises discretionary review, provides financial assistance, or otherwise facilitates residential development within a mixed-use area, provide written warnings to potential residents about noise intrusion and condition of that approval, assistance, or facilitation. The following language is provided as an example:

“All potential buyers and/or renters of residential property within mixed-use areas in the City of West Hollywood are hereby notified that they may be subject to audible noise levels generated by business- and entertainment-related operations common to such areas, including amplified sound, music, delivery and passenger vehicles, mechanical noise, pedestrians, and other urban noise sources. Binding arbitration is required for disputes regarding noise in mixed-use buildings that require legal action.”

3.9-6 The City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels.

- Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). Specifically, geo pier style cast-in-place systems or equivalent shall be used where feasible as an alternative to impact pile driving to reduce the number and amplitude of impacts required for seating the pile.
- The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage will be repaired back to its preexisting condition.
- Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures.
- Provide protective coverings or temporary shoring of on-site or adjacent historic features as necessary, in consultation with the Community Development Director or designee.

5.1.2 FINDINGS

The City Council finds that Mitigation Measures 3.9-1 through 3.9-6 are hereby incorporated into the project which avoid or substantially lessen the significant effects to a less than significant level as identified in the environmental impact report.

5.2 PALEONTOLOGICAL RESOURCES

5.2.1 EFFECTS AND MITIGATION MEASURES

The Final EIR discussed the effects and mitigation measures related to Paleontological Resources in Section 3.10.

5.0 Less Than Significant Environmental Effects with Mitigation Incorporated

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the project's effects could result in potentially significant impacts related to **directly or indirectly destroying a unique paleontological resource or site or unique geological feature.**

Future development within the City pursuant to implementation of the General Plan will primarily take the form of redevelopment and infill development focused in the five commercial subareas. Site redevelopment could involve earthmoving and excavation activities. Because of the large number of fossils that have been recovered from alluvial fan deposits similar to those that underlie the City, these units are considered paleontologically sensitive rock units, suggesting that there is a potential for uncovering additional similar fossil remains during construction-related earthmoving activities in the City. This would result in a significant impact.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the following mitigation measure is feasible and will reduce potentially significant impacts related to **directly or indirectly destroying a unique paleontological resource or site or unique geological feature:**

- 3.10-1 If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

5.2.2 FINDINGS

The City Council finds that Mitigation Measure 3.10-1 is hereby incorporated into the project which avoids or substantially lessens the significant effects to a less than significant level as identified in the environmental impact report.

5.3 PUBLIC SERVICES AND UTILITIES

5.3.1 EFFECTS AND MITIGATION MEASURES

The Final EIR discussed the effects and mitigation measures related to Public Services and Utilities, police protection and fire protection, in Section 3.12.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the project's effects could result in potentially significant impacts related to **police protection or fire protection**.

Future development within the City pursuant to implementation of the General Plan will result in an increase in population and new development in West Hollywood. Additional police and fire protection personnel and facilities will be needed over the course of the General Plan buildout because increased development and associated population will lead to an increased demand for service.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the following mitigation measures are feasible and will reduce potentially significant impacts related to **police protection and fire protection** impacts pursuant to implementation of the General Plan:

- 3.12-1 Update the City's assessment of the impacts of new development on the level of police and fire services provided to the community following adoption of the General Plan.
- 3.12-2 During updates to the Capital Improvement Program process, coordinate with service providers to evaluate the level of fire and police service provided to the community. Continue to use state-of-the-art techniques and technology to enhance public safety and assess adequacy and plan for upgrades during updates to the Capital Improvement Program and updates to the City's Operating Budget.
- 3.12-3 Establish a public safety impact fee to fund capital facilities and operations for police and fire protection services.
- 3.12-4 Update the West Hollywood Emergency Management Plan as appropriate to reflect current conditions in the city and prepare for expected future growth. The Emergency Management Plan should include plans for police and fire services, vulnerable populations, and sensitive facilities as well as plans for the continuity of community following a disaster. The plan should also include potential impacts from global climate change.
- 3.12-5 Continue public education programs to enhance public safety about fire safety and crime prevention as well as emergency preparedness.

5.0 Less Than Significant Environmental Effects with Mitigation Incorporated

- 3.12-6 Establish communication forums between police and fire department staff and the community to obtain community feedback regarding service, service needs and, to engage the community in crime prevention.
- 3.12-7 Support existing and expand neighborhood watch programs for both residential and commercial areas.
- 3.12-8 Create design recommendations to minimize the risk of crime by facilitating “eyes on the street” and defensible space concepts, and utilizing best practices in lighting, vegetation, active public spaces, and visual transparency in the urban landscape.

5.3.2 FINDINGS

The City Council finds that Mitigation Measures 3.12-1 through 3.12-9 are hereby incorporated into the project which avoid or substantially lessen the significant effects to a less than significant level as identified in the environmental impact report.

5.4 RECREATION

5.4.1 EFFECTS AND MITIGATION MEASURES

The Final EIR discussed the effects and mitigation measures related to Recreation in Section 3.13.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the project’s effects could result in potentially significant impacts related to **increased use and physical deterioration of existing recreational facilities**.

Development of land uses by 2035 pursuant to the proposed General Plan would result in an increase in dwelling units, population, and nonresidential building floor area over existing conditions. Additional development and associated population resulting from implementation of General Plan policies may result in increased use of existing City parks and other recreational facilities, which may cause or accelerate substantial physical deterioration of these facilities. This would result in a significant impact.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the following mitigation measures are feasible and will reduce potentially significant impacts related to **increased use and physical deterioration of existing recreational facilities** pursuant to implementation of the General Plan:

- 3.13-1 Conduct a study to identify current, potential, and new parks and open space opportunities in the City, including both public land and private land that can be purchased for open space. As part of the study, prioritize open space opportunities based on community need. Modify the plan over time as conditions change.
- 3.13-2 Review existing and explore new funding mechanisms for acquiring additional park land and open space.
- 3.13-3 Improve Plummer Park and West Hollywood Park according to their master plans.
- 3.13-4 Study the feasibility of adopting a parkland dedication ordinance to exact and receive parkland fees from new development that does not include subdivision of land or airspace.
- 3.13-5 Implement a Parks Master Plan to guide operations, specific improvements, and expansion of parks and open spaces, including new pocket parks throughout the City.
- 3.13-6 Establish joint-use agreements with LAUSD to allow neighborhood use of playgrounds as open space.
- 3.13-7 Create an incentive program for developers that includes pocket parks, increased open space and other new open space as part of programming for new development.

5.3.2 FINDINGS

The City Council finds that Mitigation Measures 3.13-1 through 3.12-7 are hereby incorporated into the project which avoid or substantially lessen the significant effects to a less than significant level as identified in the environmental impact report.

CHAPTER 6

SIGNIFICANT ENVIRONMENTAL EFFECTS

The Final EIR determined that the proposed project would result in potentially significant environmental effects related to the issue areas of air quality, traffic, global climate change and public services and utilities. The Final EIR identified feasible mitigation measures for many of the issue areas that may reduce these impacts; however, even with implementation of mitigation measures, impacts would remain significant and unavoidable for the following:

- Air Quality – compliance with South Coast Air Quality Management District Air Quality Management Plan; violation of air quality standards – short-term (construction related emissions); violation of air quality standards – long-term impacts (operational emissions); Cumulatively considerable increase in criteria air pollutants
- Public Services and Utilities – water supply
- Transportation and Traffic – intersection level of service, congestion management program level of service
- Global Climate Change – construction related GHG emissions; operations related GHG emissions; conflicts with applicable plans, policies, or regulations

6.1 AIR QUALITY

6.1.1 EFFECTS AND MITIGATION MEASURES

The Final EIR discussed the effects and mitigation measures related to Air Quality in Section 3.2.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the project's effects on **conflicts with the SCAQMD Air Quality Management Plan, short-term (construction-related) impacts, long-term (operation-related) impacts, and increases in criteria air pollutants** are significant and unavoidable at the project and cumulative level.

The proposed General Plan would increase population (and thus VMT) beyond that anticipated by SCAG. Additionally, the proposed General Plan would result in emissions in excess of thresholds for criteria air pollutants and precursors for which the region is in nonattainment. This would conflict with SCAQMD air quality planning efforts. This is a significant impact.

Construction-related activities associated with implementation of the proposed General Plan would result in emissions of criteria air pollutants and precursors from site preparation (e.g., demolition, excavation, grading, and clearing); exhaust from off-road equipment, material delivery trucks, and worker commute

6.0 Significant Environmental Effects

vehicles; vehicle travel on roads; and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings, and trenching for utility installation). Because the proposed General Plan identifies future land uses and does not contain specific development proposals, construction-related emissions that may occur at any one time in the Planning Area are speculative and cannot be accurately determined at this stage of the planning process. Construction-related emissions could lead to the violation of an applicable air quality standard or contribute substantially to an existing or projected air quality violation. This is a significant impact.

Regional area- and mobile-source emissions of criteria air pollutants and ozone precursors were modeled using URBEMIS, which is designed to estimate emissions for land use development projects (SCAQMD 2008). Based on the modeling conducted, operational activities of future specific projects allowed pursuant to the General Plan could result in emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5} that exceed SCAQMD's applicable thresholds. Thus, operational emissions of these pollutants could violate or contribute substantially to an existing or projected air quality violation. This is a potentially significant impact.

Because construction-related criteria air pollutant and precursor emissions could exceed SCAQMD's significance thresholds with buildout of the proposed General Plan; implementation of the proposed General Plan would result in a net increase of long-term operation-related emissions from mobile, stationary, and area sources; and the proposed General Plan would increase population (and thus VMT) beyond that anticipated by SCAG project-generated emissions would potentially result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. As a result, this impact is considered potentially significant.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the following mitigation measures are feasible and will reduce the project's effects on **conflicts with the SCAQMD Air Quality Management Plan, short-term (construction-related) impacts, long-term (operation-related) impacts and increases in criteria air pollutants:**

- 3.2-1 The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from parking lots and construction sites.
- Require the following measures to be taken during the construction of all projects to reduce the amount of dust and other sources of PM₁₀, in accordance with SCAQMD Rule 403:
 - Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers

- Wheel washers for construction equipment
- Watering down of all construction areas
- Limit speeds at construction sites to 15 miles per hour
- Cover aggregate or similar material during transportation of material
- Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings.

3.2-2 The City shall require each project applicant, as a condition of project approval, to implement the following measures to reduce exhaust emissions from construction equipment.

- Commercial electric power shall be provided to the project site in adequate capacity to avoid or minimize the use of portable gas-powered electric generators and equipment.
- Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set).
- To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions.
- On-site equipment shall not be left idling when not in use.
- The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited.
- Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.
- Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is

6.0 Significant Environmental Effects

anticipated that in the near future, both NO_x and PM₁₀ control equipment will be available.

- 3.2-3 The City shall distribute public information regarding the polluting impacts of two-stroke engines and the common types of machinery with two-stroke engines.
- 3.2-4 The City shall work with SCAQMD and SCAG to implement the AQMP and meet all federal and state air quality standards for pollutants. The City shall participate in any future amendments and updates to the AQMP. The City shall also implement, review, and interpret the proposed General Plan and future discretionary projects in a manner consistent with the AQMP to meet standards and reduce overall emissions from mobile and stationary sources.
- 3.2-5 The City shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution.
- Encourage the applicants for sensitive land uses to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors.
 - Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors as feasible.
 - Strategies shall be incorporated to reduce the idling time of diesel engines through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off.

Implementation of Mitigation Measures 3.2-1 through 3.2-5 would substantially lessen impacts related to air quality. However, the project area lies in a nonattainment air basin and growth associated with proposed General Plan implementation will continue to contribute pollutant emissions in that nonattainment context. Construction-related emissions of criteria air pollutants and precursors would still exceed significance thresholds; for this reason, and because of the nonattainment status of the Basin, such emissions could violate or contribute substantially to an existing or projected air quality violation, lead to a cumulatively considerable net increase in nonattainment pollutants, and/or expose sensitive receptors to substantial pollutant concentrations. Operational emissions pursuant to implementation of the proposed General could violate or contribute substantially to an existing or projected air quality violation, lead to a cumulatively considerable net increase in nonattainment pollutants, conflict with the AQMP, and/or

expose sensitive receptors to substantial pollutant concentrations. For these reasons, implementation of the General Plan would not reduce project and cumulative level air quality effects to a less than significant level even with the incorporation of these mitigation measures.

6.1.2 FINDINGS

The City Council finds that Mitigation Measures 3.2-1 through 3.2-5 are hereby incorporated into the project. These mitigation measures will substantially lessen but not avoid the significant effects identified for these air quality issue areas in the environmental impact report.

Mitigation Measures 3.2-1 through 3.2-5 will not avoid the project's significant air quality impacts. The City is located in an existing nonattainment region (South Coast Air Basin) and development pursuant to the General Plan would continue to contribute to the larger regional air quality issue. Being that air quality is a regional issue, attainment would only be achieved through the implementation of a long-range air quality management plan at the regional level. While Mitigation Measures 3.2-1 through 3.2-5 will help to reduce the air quality impacts associated with implementation of the General Plan, they would not reduce impacts to a level less than significant. Therefore, conflicts with the SCAQMD Air Quality Management Plan, short-term (construction-related) impacts, long-term (operation-related) impacts, and increases in criteria air pollutants are significant and unavoidable at both the project and cumulative level. As set forth in the Statement of Overriding Considerations, these air quality effects are acceptable in light of the project's benefits.

6.3 PUBLIC SERVICES AND UTILITIES

6.3.1 EFFECTS AND MITIGATION MEASURES

The Final EIR discussed the effects and mitigation measures related to public services and utilities in Section 3.12.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the project's **water supply** effects are significant and unavoidable at the project and cumulative level.

Development of land uses by 2035 pursuant to the proposed General Plan would result in an increase in dwelling units, population, and nonresidential building floor area over existing conditions. The increase in residential and nonresidential development would result in an increase in the need for additional water supply and water pressure for fire flow (particularly for mixed-use and multi-story development), which could strain water supply sources. This is a potentially significant impact.

Adherence to and implementation of the proposed General Plan policies would reduce water consumption in the City of West Hollywood and would reduce the impact to water supply. Additionally, implementation of Mitigation Measures 3.12-10 through 3.12-14 would also reduce water consumption in

6.0 Significant Environmental Effects

West Hollywood and reduce the water supply impact. However, the long-term supply of water to the City of West Hollywood from the City of Beverly Hills and LADWP is uncertain. Although both agencies that supply water to West Hollywood indicate an adequate water supply as of 2005, both agencies are reliant on water from MWD. Water supply from MWD is more uncertain now than in 2005 given potential climate change impacts and variable hydrology and environmental issues in the Bay-Delta, among other factors. Therefore, implementation of the proposed General Plan would have a potentially significant and unavoidable water supply impact.

- 3.12-10 Create an enforcement plan to support the water conservation ordinance.
- 3.12-11 Create a master plan for retrofitting municipal facilities and public rights-of-way with fixtures and materials that reduce water consumption.
- 3.12-12 Update ordinances to achieve more stringent water reduction strategies.
- 3.12-13 Work with water providers to continue education efforts on water conservation.
- 3.12-14 Amend the Green Building Ordinance to promote reuse of sump pump water.

Mitigation Measure 3.12-10 through 3.12-14 will help to reduce water supply impacts pursuant to implementation of the General Plan but not to a less than significant level. Therefore, water supply impacts are significant and unavoidable at both the project and cumulative level.

6.3.2 FINDINGS

The City Council finds that Mitigation Measures 3.12-10 through 3.12-14 are hereby incorporated into the project. These mitigation measures will substantially lessen but not avoid the significant effects identified in the environmental impact report.

Mitigation Measures 3.12-10 through 3.12-14 will not avoid the project's significant water supply impacts. Water conservation efforts and water use reduction strategies pursuant to mitigation measures 3.12-10 through 3.12-14 would reduce the impacts to water supply. However, uncertainty exists in long-term water supply to the City of West Hollywood and impacts would remain significant and unavoidable. As set forth in the Statement of Overriding Considerations, water supply impacts are acceptable in light of the project's benefits.

6.3 TRANSPORTATION AND TRAFFIC

6.3.1 EFFECTS AND MITIGATION MEASURES

The Final EIR discussed the effects and mitigation measures related to transportation and traffic in Section 3.14.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the project's effects on **intersection level of service and congestion management program (CMP) level of service** are significant and unavoidable at the project and cumulative level.

Future development in the City of West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. These infill and redevelopment activities would result in increases to the resident population, number of employees, and number of visitors to the City, resulting in increases in traffic volumes. Implementation of the proposed General Plan would result in significant impacts at the following intersection intersections during the morning peak hour, the afternoon peak hour, or both morning and afternoon peaks:

- Doheny Drive & Sunset Boulevard (no feasible mitigation exists)
- San Vicente Boulevard & Sunset Boulevard (no feasible mitigation exists)
- La Cienega Boulevard/Miller Drive & Sunset Boulevard (no feasible mitigation exists)
- Crescent Heights Boulevard & Sunset Boulevard (outside of the jurisdiction of West Hollywood)
- La Cienega Boulevard & Fountain Avenue (no feasible mitigation exists)
- Crescent Heights Boulevard & Fountain Avenue (no feasible mitigation exists)
- Fountain Avenue & Fairfax Avenue (Mitigation Measure 3.14-1 would reduce impact but not to a level less than significant)
- Gardner Street & Fountain Avenue (no feasible mitigation exists)
- La Brea Avenue & Fountain Avenue (outside of the jurisdiction of West Hollywood)
- Holloway Drive/Horn Avenue & Sunset Boulevard (no feasible mitigation exists)
- La Cienega Boulevard & Holloway Drive (no feasible mitigation exists)
- Doheny Drive & Cynthia Street (traffic signal at this intersection is not warranted)

6.0 Significant Environmental Effects

- Doheny Drive & Santa Monica Boulevard & Melrose Avenue (no feasible mitigation exists)
- Robertson Boulevard & Santa Monica Boulevard (no feasible mitigation exists)
- San Vicente & Santa Monica Boulevard (no feasible mitigation exists)
- La Cienega Boulevard & Santa Monica Boulevard (Mitigation Measure 3.14-1 would reduce impact but not to a level less than significant)
- Croft Avenue/Holloway Drive & Santa Monica Boulevard (no feasible mitigation exists)
- Crescent Heights Boulevard & Santa Monica Boulevard (no feasible mitigation exists)
- Fairfax Avenue & Santa Monica Boulevard (Mitigation Measure 3.14-1 would reduce impact but not to a level less than significant)
- Gardner Street & Santa Monica Boulevard (Mitigation Measure 3.14-1 would reduce impact but not to a level less than significant)
- Formosa Avenue & Santa Monica Boulevard (no feasible mitigation exists)
- La Brea Avenue & Santa Monica Boulevard (no feasible mitigation exists)
- Doheny Drive & Beverly Boulevard ((no feasible mitigation exists)
- San Vicente Boulevard & Beverly Boulevard (Mitigation Measure 3.14-1 would reduce impact but not to a level less than significant)
- La Cienega Boulevard & Beverly Boulevard (outside of the jurisdiction of West Hollywood)

No feasible mitigation exists to reduce impacts at these intersections to below a level less than significant. Therefore, intersection level of service impacts will remain significant and unavoidable.

Implementation of the proposed General Plan would also result in an exceedence of LOS standards established by a CMP, resulting in a significant impact at Doheny Drive and Santa Monica Boulevard. There is no feasible mitigation for these intersection LOS impacts within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible. This impact would remain significant and unavoidable.

3.14-1 As increasing traffic volumes warrant, the City shall implement intersection improvements, including:

- Implementing protected-permissive left turn on Fountain Avenue at Fairfax Avenue and striping a right-turn lane on southbound Fairfax Avenue for vehicles turning onto Fountain Avenue.
- Providing an exclusive right-turn lane on southbound Fairfax Avenue for vehicles turning onto Santa Monica Boulevard.
- Providing protected-permissive phasing for the eastbound left-turn movement from Santa Monica Boulevard to Gardner Street.
- Providing protected-permissive phasing for left-turn movements on San Vicente Boulevard at Beverly Boulevard during the afternoon peak period.

Mitigation Measure 3.14-1 will help to reduce the intersection level of service impacts at some intersections associated with implementation of the General Plan, this mitigation measure would not reduce impacts to a level less than significant. Therefore, the intersection level of service effects pursuant to implementation of the General Plan are significant and unavoidable at both the project and cumulative level.

6.3.2 FINDINGS

The City Council finds that Mitigation Measure 3.14-1 is hereby incorporated into the project. This mitigation measure will substantially lessen but not avoid the significant effects identified in the environmental impact report.

With the implementation of Mitigation Measures 3.14-1, which requires intersection improvements, delays at these intersections would be reduced. However, the LOS at these intersections would still exceed acceptable levels and the intersection level of service impacts would still be significant and unavoidable. Therefore, the intersection level of service effects pursuant to implementation of the General Plan are significant and unavoidable at both the project and cumulative level. As set forth in the Statement of Overriding Considerations, the intersection level of service effects are acceptable in light of the project's benefits.

6.0 Significant Environmental Effects

6.4 GLOBAL CLIMATE CHANGE

6.4.1 EFFECTS AND MITIGATION MEASURES

The Final EIR discussed the effects and mitigation measures related to global climate change in Section 3.15.

Based on the information and analysis set forth in the Final EIR and the record of proceedings, the project's effects on **construction related greenhouse gas emissions (GHGs), operations related GHGs, and conflicts with applicable plans, policies and regulations** are significant and unavoidable at the project and cumulative level.

Heavy-duty off-road equipment, materials transport, and worker commutes during construction activities pursuant to implementation of the General Plan would result in exhaust emissions of GHGs. Due to the intensity and duration of construction activities, construction-generated GHG emission levels would make an incremental contribution to GHGs that cause climate change. Although the construction-generated emissions would be temporary and short term, and although a new regime of regulations is expected to come into place under AB 32 and existing regulatory efforts will help reduce GHG emissions generated by construction activity throughout the state, given the information available today, GHG emissions associated with construction of the proposed project would result in a cumulatively considerable incremental contribution to this significant cumulative impact.

GHG emissions would be generated throughout the operational life of the proposed project. Operational emissions would be generated by area, mobile, and stationary sources. Operational GHG emissions were estimated for buildout of the proposed General Plan, in the Year 2035. The annual operational emissions level under the proposed General Plan was estimated using the best available methodologies and emission factors available at the time of writing this EIR. Because the total GHG emissions associated with project operations under the proposed project would be considered substantial, the proposed project would result in a cumulatively considerable contribution to a significant cumulative impact related to long-term operational generation of GHGs.

Because the total GHG emissions associated with project operations under the proposed project would be considered substantial, and due to the uncertainty about whether the future regulations developed through implementation of AB 32 would cause operational emissions to be 15% lower than business-as-usual emission levels, the proposed project would result in a cumulatively considerable contribution to the significant cumulative impact related to long-term operational generation of GHGs. Therefore, implementation of the proposed project could hinder California's ability to attain the goals identified in AB 32.

3.15-1 To further reduce construction-generated GHG emissions, the project applicant(s) of all project phases shall implement all feasible measures for reducing GHG emissions

associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction.

Prior to releasing each request for bid to contractors for the construction of each development phase, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by the City and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor.

The project applicant(s) for any particular development phase may submit to the City a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development phase. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.

The City's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR are listed below. The list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following:

- Improve fuel efficiency of construction equipment:
 - reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);
 - perform equipment maintenance (inspections, detect failures early, corrections);
 - train equipment operators in proper use of equipment;
 - use the proper size of equipment for the job; and
 - use equipment with new technologies (repowered engines, electric drive trains).

6.0 Significant Environmental Effects

- Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.
- Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (emissions of oxides of nitrogen [NO_x] from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2010g).
- Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage nonhazardous construction and demolition debris (goal of at least 75% by weight).
- Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials).
- Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.
- Produce concrete on-site if determined to be less emissive than transporting ready mix.
- Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2010h) and EPA (EPA 2010f).
- Develop a plan to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.

Mitigation Measure 3.15-1 will help to reduce construction-related GHG emissions associated with implementation of the General Plan but not to a level less than significant. Therefore, construction-related GHG emissions are significant and unavoidable at both the project and cumulative level.

6.4.2 FINDINGS

The City Council finds that Mitigation Measure 3.15-1 is hereby incorporated into the project. This mitigation measure will substantially lessen but not avoid the significant effects identified in the environmental impact report.

Implementation of Mitigation Measure 3.15-1 would result in reductions in GHG emissions associated with construction activity. The measure is programmatic in that it recognizes that emission control technologies will continue to evolve and the feasibility of more GHG reductions will likely increase over the 25-year buildout period of the project. It is also recognized that a framework for understanding GHG emissions embodied in construction materials (e.g., concrete) may continue to evolve such that embodied emissions can be reduced through project-level mitigation. However, the extent to which feasible technologies and GHG reduction measures will continue to be developed is not known at the time of writing this EIR. Therefore, this analysis concludes that these reductions would not be sufficient to fully reduce the construction-generated GHGs to the extent that they would not be cumulatively considerable. The regulatory changes that are likely under AB 32 and other legislation may result in additional, more substantial reductions in emissions through the use of low carbon fuels or off-road engine standards. Because of the uncertainty with respect to GHG reductions from regulations that have not yet been developed, and because the GHGs generated by construction of land uses envisioned under the General Plan could be considerable, the incremental contribution of GHG emissions from project-related construction would be cumulatively considerable and significant and unavoidable.

Adherence to state regulations, proposed General Plan regulations and policies, and the CAP would reduce operations-related incremental GHG emissions associated with implementation of the proposed General Plan. In addition, mitigation measures outlined in Chapter 3.2, “Air Quality” of the Final EIR, that reduce construction and operational criteria air pollutant emissions would also reduce GHG emissions to some extent. The CAP includes measures intended to reduce GHG emissions within City operations and the community at large. Implementation of the CAP as proposed would reduce GHG

emissions approximately 16.9% below 2008 emission levels as measured from business-as-usual

conditions in 2020. Thus, the recommended CAP measures as proposed would enable the City to meet AB 32 goals by exceeding a 15% below current emissions level standard by 2020. Achievement of the AB 32 goal could potentially allow the City to conclude less than significant for operations-related GHG emissions due to implementation of the General Plan. However, uncertainty exists whether, when, and to what degree the emission reduction measures proposed in the CAP would be implemented, and if the City would be able to achieve AB 32 goals. The CAP is a new program for the City, containing non-standard programs, with which the City has limited or no experience with implementation. Although adherence to

6.0 Significant Environmental Effects

state regulations, proposed General Plan policies, and the CAP would reduce operations-related incremental GHG emissions associated with implementation of the proposed General Plan, due to uncertainty with the degree of CAP implementation, the cumulatively considerable incremental contribution to the worldwide increase in GHG emissions represented by implementation of the proposed General Plan is considered significant and unavoidable.

Because the total GHG emissions associated with project operations under the proposed project would be considered substantial, and due to the uncertainty about whether the future regulations developed through implementation of AB 32 would cause operational emissions to be 15% lower than business-as-usual emission levels, the proposed project would result in a cumulatively considerable contribution to the significant cumulative impact related to long-term operational generation of GHGs. Therefore, implementation of the proposed project could hinder California's ability to attain the goals identified in AB 32. Uncertainty exists whether, when, and to what degree the emission reduction measures proposed in the CAP would be implemented, and if the City would be able to achieve AB 32 goals. The CAP is a new program for the City, containing non-standard programs, with which the City has limited or no experience with implementation. Although adherence to state regulations, proposed General Plan policies, implementation of Mitigation Measure 3.15-1, and the CAP would reduce the incremental GHG emissions associated with implementation of the proposed General Plan, due to uncertainty with the degree of CAP implementation, impacts to conflicts with applicable plans would remain significant and unavoidable.

Therefore, the project's effects on construction related GHGs, operations related GHGs, and conflicts with applicable plans, policies and regulations are significant and unavoidable at the project and cumulative level. As set forth in the Statement of Overriding Considerations, these global climate change effects are acceptable in light of the project's benefits.

DRAFT

CHAPTER 7 FINDINGS REGARDING PROJECT ALTERNATIVES

Chapter 5, Project Alternatives, of the Final EIR discussed several alternatives to the proposed project in order to present a reasonable range of options. The alternatives evaluated included:

- Alternative 1: No Project/Existing General Plan
- Alternative 2: Growth Constrained to Two Transit Overlay Areas Only
- Alternative 3: Extensive Transportation Demand Management Program.

To facilitate this comparison, the objectives of the project contained in Section 2.2 of the EIR are re-stated here:

QUALITY OF LIFE: Maintain the high quality of life enjoyed by West Hollywood residents.

DIVERSITY: Value the social, economic and cultural diversity of our people, and work to protect people who are vulnerable.

HOUSING: Continuously protect and enhance affordable housing, and support Rent Stabilization laws. Recognize the need for preserving our housing stock as well as understand the need to positively shape new construction to meet our future housing needs. Support diverse income levels in new housing development.

NEIGHBORHOOD CHARACTER: Recognize the need to maintain and enhance the quality of life in our residential neighborhoods. Investigate standards to ensure buildings enhance the City's eclectic neighborhoods. Emphasize opportunities to meet housing needs and economic development goals along the commercial boulevards.

ECONOMIC DEVELOPMENT: Support an environment where our diverse and eclectic businesses can flourish. Recognize that economic development supports public services, provides benefits associated with the City's core values, and adds character to our community.

ENVIRONMENT: Support innovative programs and policies for environmental sustainability to ensure health, and proactively manage resources. Provide leadership to inspire others outside City limits.

TRAFFIC AND PARKING: Recognize that automobile traffic and parking are key concerns in our community. Strive to reduce our dependence on the automobile while increasing other options for movement such as walking, public transportation, shuttles, cars, and bicycles within our borders and beyond. Continue to investigate innovative shared parking solutions.

7.0 Findings Regarding Project Alternatives

GREENING: Seek new areas to increase park space and landscape areas in our streets, sidewalks, and open areas to create space for social interaction and public life.

ARTS AND CULTURE: Enhance the cultural and creative life of the community. Continue to expand cultural and arts programming including visual and performing arts, and cultural and special events.

SAFETY: Protect the personal safety of people who live, work and play in West Hollywood. Recognize the challenges of public safety within a vibrant and inclusive environment.

The project objectives for the CAP are:

- Adopt a Climate Action Plan that will comply with and implement State law, advance Citywide sustainability, and reflect community values.
- Place the City on a path to reduce annual community-wide GHG emissions by 20% to 25% below current emission levels by 2035.
- Provide clear guidance to City staff and decision makers regarding when and how to implement key actions to reduce GHG emissions.
- Inspire residents and businesses to participate in community efforts to reduce GHG emissions.

7.1 ALTERNATIVE 1: NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

The Final EIR discusses the Alternative 1, and compares this alternative with the project, in Section 5.0 and in the Responses to Comments.

Alternative 1 assumes that the proposed General Plan would not be adopted and implemented. Instead, the City of West Hollywood would be developed according to the existing General Plan's land use designations and circulation plan. The existing General Plan would not allow for changes in land use in the five commercial subareas pursuant to the proposed project. Additionally, under this alternative, the City of West Hollywood would be developed in accordance with existing General Plan goals and policies.

7.1.1 ENVIRONMENTAL EFFECTS

Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361 fewer people than would be forecast under the proposed project, a difference of about 1%. This alternative would result in similar environmental impacts to the proposed General Plan in the areas of aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, population and

housing, and recreation. This alternative would result in greater environmental impacts to air quality, hydrology and water quality, paleontological resources, public services and utilities, transportation and circulation, and global climate change. Lesser impacts can be expected to occur under this alternative for land use and planning. Therefore, Alternative 1 is not environmentally superior to the proposed project.

7.1.2 FINDINGS

Alternative 1 would not meet the updated goals and policies clearly expressed by the City of West Hollywood and set forth in the General Plan such as reducing dependence on the automobile, increasing other options for movement, and meeting GHG reduction targets. The City is committed to providing the community with a current, long-range planning document that is reflective of the changing conditions and new state requirements (i.e., AB 32 and SB 375), as well as consistent with current planning trends, as proposed in the General Plan update. The existing General Plan does not address current planning trends or new state requirements. Because of these factors, the existing General Plan would not adequately address the economic, environmental, and social needs of the community.

7.2 ALTERNATIVE 2: GROWTH CONSTRAINED TO TWO TRANSIT OVERLAY AREAS ONLY

The Final EIR discusses Alternative 2, and compares it with the project, in Section 5.3.2.

This alternative includes all development in the City's existing project pipeline as of November 2009, as well as new development allowed by the General Plan in two of the three areas identified as transit overlay zones. To achieve this alternative, the City would need to adopt a policy that would stop all growth in the City except for projects in the pipeline as of 2009 and projects in two of the three transit overlay areas of the City. New development in other areas would not be allowed.

Existing General Plan land use designations would be maintained in all areas of the City except for two of the three transit nodes. FAR and height development standards would be increased compared to the existing General Plan on some parcels in two of the three transit nodes. This alternative assumes that the new Redline subway extension would open toward the end of the General Plan time horizon and that development would be focused only in these two areas (except for projects already in the pipeline). Policies to encourage development in the two transit overlay areas—such as parking reductions, TDM, etc.—are included in the alternative. Policies would also be included to prohibit new development in areas outside of the two designated transit node, growth areas. All other policies in the proposed General Plan would be expected to remain the same.

7.0 Findings Regarding Project Alternatives

7.2.1 ENVIRONMENTAL EFFECTS

Alternative 2 would result in similar environmental impacts to the proposed General Plan in the areas of aesthetics, biological resources, cultural resources, hydrology and water quality, and land use and planning. Lesser impacts can be expected to occur under this alternative for air quality, geology and soils, hazards and hazardous materials, noise, paleontological resources, population and housing, public services and utilities, recreation, transportation and traffic, and global climate change. Some significant intersection LOS impacts of the proposed project would be avoided under this alternative, but no other impacts would be reduced to a less-than-significant level. Therefore, Alternative 2 is environmentally superior to the proposed project.

7.2.2 FINDINGS

Because Alternative 2 would restrict additional development in most areas of the City and keep the majority of existing General Plan policies in place, the alternative would not achieve most of the objectives of the proposed General Plan, such as emphasizing opportunities to meet housing needs and economic development goals along the commercial boulevards, providing economic development to support public services, supporting innovative programs and policies for environmental sustainability, or adopting strategies to reduce GHG emissions.

Alternative 2 would not meet the City's goals of improving the overall economic conditions and economic future of the community, furthering environmental sustainability, and addressing climate change because Alternative 2 would not propose such policies. Because Alternative 2 would stop all growth in the City except for projects in the pipeline as of 2009 and projects in two of the three transit overlay areas of the City, Alternative 2 would not allow for, nor successfully contribute to, economic development, housing and sustainability goals throughout the City. Therefore, Alternative 2 would not meet the economic, environmental, and social needs of the community to the degree of the policies proposed in the General Plan update.

7.3 ALTERNATIVE 3: EXTENSIVE TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The Final EIR discusses the Extensive Transportation Demand Management Program Alternative, and compares it with the project, in Section 5.3.3.

Alternative uses the same basic land use and policy assumptions as the project but includes more aggressive TDM policies. The additional TDM policies would shift a number of existing and new trips to transit, biking, and walking from private automobile use by increasing mobility options, providing incentives to use transit, and adjusting parking requirements and costs. Examples of TDM policies that would shift trips from private automobile use to other modes include elimination of minimum parking

requirements, unbundling parking, demand responsive parking costs, additional biking and pedestrian improvements, transit subsidies, and a fare free transit zone. The overall amount of development is expected to be the same as the proposed General Plan but traffic impacts could be reduced due to the TDM program.

7.3.1 ENVIRONMENTAL EFFECTS

Alternative 3 would result in similar environmental impacts to the proposed General Plan in the areas of aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, noise, paleontological resources, population and housing, public services and utilities, and recreation. No issue areas would have greater environmental impacts. Lesser impacts can be expected to occur under this alternative for air quality, hazards and hazardous materials, transportation and traffic, and global climate change. Therefore, Alternative 3 is environmentally superior to the proposed project.

7.3.2 FINDINGS

Alternative 3 would implement the proposed General Plan, with the addition of more stringent policies and programs managing transportation demand. Implementation of these more stringent policies and programs would potentially increase costs for the development of new residential and nonresidential uses. For example, under Alternative 3, all new residential and commercial development would be required to provide a 100 percent transit subsidy for all employees/residents for the lifetime of the building compared with a 50 percent transit subsidy for the proposed General Plan. In addition, Alternative 3 would create a fare-free transit zone with the City of West Hollywood so that all transit trips originating within City boundaries are fare free. This policy is not proposed in the proposed project. Although the City supports assertive transportation demand management strategies, stringent transportation demand management policies and programs would potentially increase development costs, potentially reducing the ability to meet the City's housing and economic development objectives.

7.0 Findings Regarding Project Alternatives

This page is intentionally left blank.

DRAFT

CHAPTER 8

STATEMENT OF OVERRIDING CONSIDERATIONS

The State CEQA Guidelines provide that:

“CEQA requires the decision-maker to balance the benefits of a proposed project against its unavoidable adverse risks in determining whether to approve a project. If the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse impacts may be considered acceptable. Where the decisions of the public agency allows the occurrence of significant effects which are identified in the Final Environmental Impact Report (EIR) but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(2) or (a)(3). If an agency makes a statement of overriding considerations, that statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.” (Section 15093 of the State CEQA Guidelines)

Pursuant to these Guidelines, and to the extent that any impacts from adoption of the General Plan and associated Climate Action Plan (the project) are significant and have not been mitigated to a level of insignificance, the City of West Hollywood adopts and makes the following Statement of Overriding Considerations regarding the potential unavoidable significant environmental impacts of the project and the anticipated economic, social, and other benefits or considerations of the project.

All of the project’s significant adverse impacts can be mitigated to a level of insignificance through implementation of feasible mitigation measures identified in the Final EIR, except for the following significant adverse impacts:

- Air Quality – compliance with South Coast Air Quality Management District Air Quality Management Plan; violation of air quality standards – short-term (construction related emissions); violation of air quality standards – long-term impacts (operational emissions); Cumulatively considerable increase in criteria air pollutants
- Public Services and Utilities – water supply
- Transportation and Traffic – intersection level of service, congestion management program level of service
- Global Climate Change – construction related GHG emissions; operations related GHG emissions; conflicts with applicable plans, policies, or regulations

8.0 Statement of Overriding Considerations

These significant adverse impacts would remain even after implementation of all feasible mitigation measures identified in the Final EIR. Thus, these significant adverse impacts are unavoidable.

The City Council has balanced the project's benefits against the project's significant and unavoidable impacts on air quality, transportation and traffic, water supply, and global climate change. The City Council finds that the project's benefits outweigh the project's significant unavoidable impacts, and the impacts are therefore considered acceptable in light of the project's benefits. The City Council finds that each of the following benefits is an overriding consideration, independent of the other benefits, that warrants approval of the project notwithstanding the project's significant unavoidable impact:

1. The General Plan and Climate Action Plan, as proposed, would provide a long-range planning document for the City, fulfilling the State laws requiring cities to maintain a General Plan, as the new requirements relating to General Plans set forth in AB 32 and SB 375. The proposed General Plan would replace a General Plan that is 25 years old with one that utilizes all the experience of 25 years of Cityhood to better articulate the City's vision for its future. The proposed General Plan is more focused and user-friendly, comprehensively addresses recent changing conditions in the City, and would implement smart growth principles, concepts of sustainable development and resource management, and environmental protection.
2. Pursuant to State law, the proposed General Plan identifies current and future housing needs and sets forth an integrated set of goals, policies, and programs to assist in the preservation, improvement, and development of housing to meet the needs of all income segments of the community.
3. Through the land use policy map and related policies and programs, the General Plan would promote economic development and a broad range of employment opportunities in West Hollywood by increasing opportunities for the development of commercial, office, and retail, primarily in five commercial subareas of the City.
4. The General Plan would encourage sustained economic growth recognizing the importance of economic generators, job generators and a balance between jobs and housing, as well as supporting a diverse economy and continued fiscal stability as well as supporting a diverse economy and continued fiscal stability.
5. The General Plan would promote a high quality of life for the community by ensuring that future development is provided with adequate public facilities and services when that development occurs. In addition, the General Plan would encourage integration of these services with the latest available advancements in technology to proactively manage growth and meet the needs of residents.

6. The circulation system of the proposed General Plan strategically links land use and transportation to make efficient use of the existing roadway capacity through the promotion of a multi-modal circulation system, including improvements to the pedestrian, transit, and bicycling environment in the City of West Hollywood.
7. Through its conservation policies and programs, the General Plan, and in particular the Climate Action Plan, would help promote energy efficiency, the conservation of water resources, and encourage the reduction of waste through recycling, providing a local, statewide, national and ultimately global benefit.
8. The General Plan, through the implementation of the Climate Action Plan, addresses expected impacts of global climate change through the implementation of policies and programs that facilitate sustainable development, including planning additional development around planned transit stations; facilitating a multi-modal transportation system; conserving energy; utilizing alternative energy sources; and promoting green buildings.

These policies place the City on a path to reducing annual community-wide GHG emissions by 20% to 25% below current emission levels by 2035; provide clear guidance to City staff and decision makers regarding when and how to implement key actions to reduce GHG emissions; and contribute to the reduction of greenhouse gas emissions within the City and the promotion of a more energy efficient built environment. These policies provide additional benefits to the community such as cleaner air, cost savings, energy savings, and a greener City.

Finally, the General Plan and Climate Action Plan fulfill the requirements set forth in AB 32 and SB 375 to support the state's efforts to address and mitigate the effects of climate change.

CHAPTER 9 FINDINGS ON CHANGES TO THE DRAFT EIR AND RECIRCULATION

9.1 CHANGES TO THE DRAFT EIR

In response to comments from the public and other public agencies, the project has incorporated changes subsequent to publication of the Draft EIR. All of the changes to the Draft EIR are described in Chapter 6 of the Final EIR.

9.2 FINDINGS REGARDING FINAL EIR

Pursuant to CEQA, on the basis of the review and consideration of the Final EIR, the City finds:

1. Factual corrections and minor changes have been set forth as clarifications and modifications to the Draft EIR;
2. The factual corrections and minor changes to the Draft EIR are not substantial changes in the Draft EIR that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Proposed Project, a feasible way to mitigate or avoid such an effect, or a feasible project alternative;
3. The factual corrections and minor changes to the Draft EIR will not result in new significant environmental effects or substantially increase the severity of the previously identified significant effects disclosed in the Draft EIR;
4. The factual corrections and minor changes in the Draft EIR will not involve mitigation measures or alternatives which are considerably different from those analyzed in the Draft EIR that would substantially reduce one or more significant effect on the environment; and
5. The factual corrections and minor changes to the Draft EIR do not render the Draft EIR so fundamentally inadequate and conclusory in nature that meaningful public review and comment would be precluded.

Thus, none of the conditions set forth in CEQA requiring recirculation of a Draft EIR have been met. Incorporation of the factual corrections and minor changes to the Draft EIR into the Final EIR does not require the Final EIR be circulated for public comment.

9.0 Findings on Changes to the Draft EIR and Recirculation

This page left intentionally blank.

DRAFT

This page intentionally left blank

EXHIBIT G

Proposed Changes to the Public Review Draft West Hollywood General Plan

Following is a list of changes to the Draft General Plan, including the Draft Housing Element and Housing Element Technical Appendix, proposed following the release of the public draft document. The list includes a description of the proposed change as well as where in the General Plan it can be found. In some instances, specific language changes are identified; in others, a general description of the change is included. Following the table below is a second matrix summarizing a proposed change to the structure of the policy language in the General Plan. This re-formatting would change the grammatical structure, but not change the intent or the meaning of the policies. It is intended to make the policies more consistent in format and thus easier to read. Finally, there is a third table in which any additional changes recommended by Planning Commission for City Council consideration can be included.

Public Draft GP Page # or Policy #	Proposed Change
p. 5	Fix the name of the chapter from “Parks and Community Facilities” to its correct name: “Parks and Recreation.”
p. 6, and all policies in the General Plan	Change the way policies are written to begin with a verb rather than the convention of “will”, “should”, “may” and policies in present tense. The description of the existing language convention found on p. 6 of the Draft General Plan will be updated to describe the new conventions. Conventions for how this language would be adapted as well as examples of how the new policies would be written are included in the following pages.
General Plan Introduction	Reference and describe the Climate Action Plan called for in General Plan policy. Proposed language to add is as follows: “The General Plan’s Relation to the Climate Action Plan: Policies to reduce greenhouse gas emissions and adapt to climate change are found throughout the West Hollywood General Plan. These include policies for more multi-modal transportation in the Mobility and Land Use Elements; for more energy efficiency, waste reduction, and water conservation in the Infrastructure, Resources, and Conservation Element; and for more trees and open space in the Parks and Recreation Element. In addition to these, the General Plan also commits the City to maintaining and regularly updating a greenhouse gas emissions inventory and Climate Action Plan (see Policy IRC-6.3). The Climate Action Plan, completed in 2010, adds implementation details to the supporting policies found throughout the General Plan. It also provides a timeline for achieving specific greenhouse gas emissions reduction targets. As an implementation measure for the General Plan, it is a separate document that may be updated numerous times throughout the life of the General Plan, as conditions change and different reduction strategies are implemented.”

Public Draft GP Page # or Policy #	Proposed Change
p. 35 and p. 116	The term “built-out” on pages 35 and 116 will be deleted from the General Plan in order to avoid confusion. The term was used to indicate that the City has no undeveloped land. It was not intended to mean that there is no further development capacity.
p. 48	Change the description on the R1B zone from “R1B allows for 2 dwelling units per lot on lots larger than 8,499 square feet with a maximum height of 25 feet and 2 stories” to the following: “R1B allows for: <ul style="list-style-type: none"> • 2 units per lot of less than 8,499 square feet • 3 units per lot between 8,500 and 11,999 square feet • Plus 1 additional unit per lot, for each 3,500 square feet or fraction thereof in excess of 11,999 square feet”
p. 52 and other locations	Change the name of the “Transit Overlay District (TOD)” to the “Transit Overlay Zone (TOZ)”
P. 55	Street names and General Plan Designation labels were added to Figure 3-4: General Plan Designations map.
p. 57 (Policy LU-1.2)	Rephrase the policy to: “Consider the scale of new development within its urban context to avoid abrupt changes in scale and massing.”
p. 58 (Policy LU-1.15)	Change the term “drive through land uses” to “drive through <u>commercial</u> land uses.”
p. 58 (Policy LU-1.19)	Rephrase the policy to: “Update the City’s CEQA thresholds of significance to ensure conformance with the vision identified in this General Plan.”
p. 59 (Policy LU-2.2)	Rephrase the policy to: “Consider the scale and character of existing neighborhoods when approving new infill development projects.”
p. 62 (Policy LU-4.1)	Rephrase the policy to: “Implement land use patterns that locate a wide range of destinations within a short walk of every West Hollywood resident in order to encourage walking as a desirable mode of transportation.”
p. 63 (Policies LU-5.2, 5.4 and 5.5)	Combine these three policies into a single policy as follows: “Review and evaluate development proposals during the design review process for the following: <ul style="list-style-type: none"> • The internal integrity of each proposed building or project and its relationship to adjacent properties. • The effects that the frontage design of each proposal for a new or renovated building will have upon the experience of the passing or approaching pedestrian. • How the landscaping is coordinated with and contributes to the overall design of the project and the public landscape.”
p. 64 (LU-6.4)	Rephrase the policy to: “Strive for all new street lights in commercial areas to be pedestrian-oriented, attractively designed, compatible in design with other street furniture, and to provide adequate visibility and security.”
p. 66 (Policy LU-8.1)	Delete LU-8.1
p. 66 (Policy LU-8.2)	Rephrase the policy to: “Consider the scale and character of existing residential neighborhoods during the approval of new development.”

Public Draft GP Page # or Policy #	Proposed Change
p. 67 (Policy LU-10.1)	Rephrase the policy to: "Consider the building scale, form, and setbacks within the block when approving new single-family dwellings and additions to existing housing."
p. 67 (Policies LU-10.2, 10.3 and 10.4)	Combine these policies into a single policy as follows: "Design new carports and garages to be subordinate in scale to the primary dwelling, to minimize views from the street, and to not occupy the majority of the street frontage of buildings."
p. 67	Add a policy (LU-10.6) to read: "Encourage new homes to be individually designed to integrate with the neighborhood."
p. 67	Add a policy (LU-10.7) to read: "Consider creating conservation overlay zones for the West Hollywood West, Norma Triangle, Laurel Park and Greenacre-Poinsettia neighborhoods."
p. 68 (Intent of Goal LU-11)	In the last sentence of the Intent paragraph change "street life" to "pedestrian activity."
p. 69 (Policy LU-11.7)	In the policy language, change "wide sidewalks" to "wider sidewalks" since sidewalks already exist.
p. 71 (Policy LU-12.7)	Rephrase the policy to: "Require that development projects adjacent to West Hollywood Park take into consideration the West Hollywood Park Master Plan and provide connectivity to the Park."
p. 77 (Goal LU-16)	Add a new policy (LU 16.10) as follows: "Consider impacts to surrounding neighborhoods when evaluating off-site signage."
pp. 82-84	<p>P. 82 refers to 'seven thematic districts.' This should be changed to "six historic districts and groups".</p> <p>A detailed description of Old Sherman should be added after the Lingenbrink Commercial Grouping that says:</p> <p>"The Old Sherman District contains some of the original residences of West Hollywood, then known as Sherman. Built between 1899 and 1907, these dwellings were homes for many of the workers at the Pacific Electric Railway. The buildings contain common architectural elements including hipped roofs, narrow wood clapboard sidings, simple endboards, and window trim, front porches and simple floor plans. Known as the "Plains Cottages," these homes pre-date the craftsman-style dwellings, which were built after 1910. They reflect the housing styles familiar to the Midwestern emigrant workers that settled in Sherman. The homes in this Old Sherman District are representative of West Hollywood's birth as a distinctive city and evoke its modest beginnings."</p>
p. 89 (Policy HP-3.5)	Rephrase the policy to: "Develop post-disaster policies and plans for designated cultural resources to encourage preservation of damaged cultural resources."
p. 93 and other locations in the Draft General Plan	Change the name of the "Avenues of Arts and Design" to "The Avenues – Art, Fashion & Design District"
p. 96 (Policy ED-3.6)	Delete this policy.
p. 111 (Figure 6-1)	Fairfax Avenue will be reclassified as an Arterial roadway.
p. 117 (Figure 6-3)	Fairfax Avenue will be reclassified as an Arterial roadway.

Public Draft GP Page # or Policy #	Proposed Change
p. 119	A sentence will be added that reads: "The Draft Hollywood General Plan for the City of Los Angeles shows provisions for a right-of-way along Santa Monica Boulevard that may ultimately allow for up to six lanes of traffic east of the West Hollywood border."
p. 119	The Ventura Freeway is mistakenly numbered the "134"; it will be revised to be "101". It will now read "Ventura Freeway (101)."
p. 122 (Policy M-1.3)	Rephrase the policy to: "Consider requiring development projects to include transit amenities and transit incentive programs."
p. 123 (Policy M-2.3)	A bullet will be added to the list in Policy M-2.3 to address the need to collaborate with adjacent jurisdictions on roadway improvements. The new bullet will read: "Planning for key roadways on streets that connect with adjacent jurisdictions."
p. 124 (Policy M-3.3)	Delete the phrase "and ADA Transition Plan" because this plan, which was created in 1992, was implemented.
p. 124 (Policy M-3.5)	Change the term "street" to "streetscape"
p. 125 (Policy M-3.12)	Delete this policy because it duplicates Policy M-3.4
p. 135 (Policy HS-1.5)	Rephrase the policy to: "Obtain community input on the planning, funding prioritization, implementation and evaluation of the City's social services."
p. 168 (Policy IRC-7.1)	Rephrase the policy to: "Seek to improve overall respiratory health for residents through regulation of stationary and mobile sources of air pollution as feasible."

Housing Element	
<p><i>Note: As part of the required review process, the City received comments on the Draft Housing Element from the State Department of Housing and Community Development (HCD) on July 1, 2010, requesting clarifications to the proposed Housing Element. The City has revised and clarified the Draft Housing Element in response to comments by HCD and submitted the revised Draft to HCD on August 11, 2010. The revisions to the Draft Housing Element are illustrated in the table below and the direct responses to HCD comments are set forth in Exhibit Q of the staff report.</i></p>	
Public Draft GP Page # or Policy #	Proposed Change
p. 213	<p>Two bullet points will be added to the Timeframe and Objectives for Program No. 1: Code Compliance:</p> <ul style="list-style-type: none"> • "Identify soft-story buildings in the redevelopment area by 2010-2011. • Revise pro-active inspection program to include identification of mechanical and electrical deficiencies (based on consultants' reports) by 2013."
p. 214	<p>Three bullet points will be added to the Timeframe and Objectives for Program No. 2: Housing Conditions Survey/Multi-Family Rehabilitation Study:</p> <ul style="list-style-type: none"> • "Identify soft story buildings in the redevelopment area by 2010-2011. • Hire structural engineer to develop options for seismic rehabilitation by 2010-2011. • Hire consultant to evaluate mechanical and electrical needs of

	<p>typical buildings built at different periods by 2010-2011.”</p> <p>Three bullet points will be modified to read:</p> <ul style="list-style-type: none"> • “Conduct a study to determine the feasibility of providing seismic upgrades to soft-story structures and making electrical and mechanical system improvements to deteriorating multi-family structures by 2012. The study will evaluate the cost-effectiveness of various prototypical ways to perform upgrades and identify potential funding sources, including 80 percent tax increment funds. • Establish a multi-family housing rehabilitation program by 2013 that incorporates green building standards and offers incentives and financial/technical assistance to encourage participation. • Provide financial assistance to nonprofit housing providers to upgrade the City’s affordable housing stock with green building improvements by 2010. (The City recently provided \$500,000 to the West Hollywood Community Housing Corporation (WHCHC) to make improvements to several WHCHC buildings.)”
p. 215	<p>The description of Program No. 3: Multi-Family Rehabilitation and Acquisition/Rehabilitation will be modified to read: “The acquisition and rehabilitation of deteriorated residential properties or properties at risk of being Ellised is a key program in West Hollywood’s overall strategy to provide long-term affordable housing for lower income families (particularly those of extremely low incomes) and/or special needs households, including seniors, disabled persons, persons with HIV/AIDS, single parents and large families.”</p>
p. 215	<p>One bullet point of the Timeframe and Objectives for Program No. 3: Multi-Family Rehabilitation and Acquisition/Rehabilitation will be modified to read:</p> <ul style="list-style-type: none"> • “Acquire approximately 50 units for rehabilitation, with a portion of the units targeted for extremely low income households and persons with special needs. Projects that provide the largest proportion of housing units for extremely and very low income households will receive priority for funding from the City.”
p. 218	<p>Two bullet points will be added to the Timeframe and Objectives for Program No. 8: Housing Choice Vouchers (Section 8):</p> <ul style="list-style-type: none"> • “Include information in annual mailings to property owners outlining the benefits of the Section 8 program. • Meet annually with the County Housing Authority to review analysis of market rents and Section 8 payment standards.”
p. 219	<p>One bullet point will be added to the Timeframe and Objectives for Program No. 9: Preservation of Publicly Assisted Housing:</p> <ul style="list-style-type: none"> • “Conduct Tenant Education: Educate the public regarding “at-risk” housing. It has been a long-established City strategy to create permanent affordable housing in the City. Virtually all affordable housing units in the City are available either in perpetuity or for a very long term. For the three projects that require short-term renewal of subsidy contracts, communicate to the public regarding the limited potential for and required

	<p>process of conversion and available tenant protection and assistance. In the unlikely event that the owners decide not to renew the Section 8 contracts, work with tenants of at-risk units and provide them with education regarding tenant rights and conversion procedures. Hold tenant meetings one year prior to expiration of any Section 8 contracts to educate tenants of their rights and options.”</p>
p. 220	<p>One bullet point of the Timeframe and Objectives for Program No. 10: Condominium Conversion Ordinance will be modified to read:</p> <ul style="list-style-type: none"> • “Monitor conversion activities annually to ensure the ordinance continues to work effectively in the protection of the City’s rental housing stock and tenant rights.”
p. 222	<p>One bullet point of the Timeframe and Objectives for Program No. 13: Inclusionary Housing Ordinance will be modified to read:</p> <ul style="list-style-type: none"> • “Monitor market conditions and development trends by 2012 to ensure that the Ordinance works effectively to provide affordable housing in the community but does not unduly constrain housing development in general. If constraints are identified, the City will make necessary improvements to the ordinance to enhance its effectiveness in facilitating the development of housing for all income groups.”
p. 223	<p>One bullet point of the Timeframe and Objectives for Program No. 14: Affordable Housing Development through Partnerships with Non-Profits. One bullet point will be modified to read:</p> <ul style="list-style-type: none"> • “Continue to support WHCHC and other non-profit organizations in the development of affordable and special needs housing through the provision of financial and regulatory incentives. Projects with the largest proportion of units set aside for extremely low and very low income households will receive priority for funding.”
p. 224	<p>Three bullet points of the Timeframe and Objectives for Program No. 15: Workforce Housing, Family Housing, and Ownership Housing Opportunities will be modified to read:</p> <ul style="list-style-type: none"> • “As appropriate and feasible, pursue a portion of the inclusionary housing units as affordable ownership units. The City Council will conduct a discussion and provide direction on affordable ownership units as part of the inclusionary housing program by 2012. • Encourage the use of Mortgage Credit Certificates (MCC) by including a presentation on MCCs in the first-time homebuyers educational program annually. This program is administered by the County Community Development Commission. The qualified homebuyer who is awarded an MCC may take an annual credit against their federal income taxes paid on the homebuyer's mortgage. The credit is subtracted dollar-for-dollar from his or her federal income taxes. The qualified buyer is awarded a tax credit of up to 15 percent with the remaining 85 percent taken as a deduction from the income in the usual manner. • Annually explore funding potential for homebuyer assistance

	from other State programs that can complement the City's Inclusionary Housing Ordinance."
p. 224	One bullet will be added to the Timeframe and Objectives for Program No. 16: Commercial Development Impact Fee: <ul style="list-style-type: none"> • "Study the effectiveness of the Commercial Impact Fee program by 2013."
p. 226	Modified the Timeframe and Objectives for Program No. 18: Potential Sites for RHNA. The following bullet point will be deleted: <ul style="list-style-type: none"> • "Annually evaluate the land availability to meet the remaining RHNA." <p>Five bullet points will be modified to read:</p> <ul style="list-style-type: none"> • "Conduct a public hearing and commit financial assistance (\$10.3 million in Affordable Housing Trust Funds and \$1.5 million in HOME funds) for the acquisition/rehabilitation of 1234 Hayworth Avenue by June 30, 2010. (The Council approved the project and its funding in 2009.) • Deed-restrict the project as affordable housing for at least 20 years. • Review status of the project by June 30, 2011. If project is not implemented by June 30, 2011, the City will ensure adequate sites are available by June 30, 2012 to make up the 48-unit capacity required for the RHNA. (At the writing of this Housing Element, the 1234 Hayworth Avenue project is scheduled to begin rehabilitation works in the fall of 2010.) • Document the implementation of the 1234 Hayworth Avenue project and its compliance with the requirements of State law (Government Code Section 65583.1c(7)) in the Annual Report to HCD on Housing Element Implementation by July 1, 2011. • Annually monitor the City's progress toward meeting the RHNA and evaluate the land availability to meet the remaining RHNA. If there is a shortfall in sites, the City will identify additional sites to replenish the sites inventory to fully accommodate the remaining RHNA."
p. 230	Two bullet points of the Timeframe and Objectives for Program No. 21: Streamlined Processing will be modified to read: <ul style="list-style-type: none"> • "Review the City's permit processing procedures to further streamline the review and approval process by 2012 in conjunction with the Zoning Code update. • Provide a development handbook to guide developers through City processes and requirements by 2013 upon completion of the Zoning Code update."
p. 230	Two bullet points of the Timeframe and Objectives for Program No. 21: Streamlined Processing will be modified to read: <ul style="list-style-type: none"> • "Review the City's permit processing procedures to further streamline the review and approval process by 2012 in conjunction with the Zoning Code update. • Provide a development handbook to guide developers through City processes and requirements by 2013 upon completion of the Zoning Code update."

p. 230	<p>One bullet point of the Timeframe and Objectives for Program No. 22: Fee Waivers for Affordable Housing will be modified to read:</p> <ul style="list-style-type: none"> • “Annually review the City’s various planning and development fees to ensure they are reasonable and do not unduly constrain housing development.”
p. 232	<p>One bullet point of the Timeframe and Objectives for Program No. 25: Tenant Eviction Protection Program will be modified to read:</p> <ul style="list-style-type: none"> • “Annually review current laws and recommend any needed modifications to ensure protection of tenants to the maximum extent legally possible.” <p>The following bullet point will be added:</p> <ul style="list-style-type: none"> • “Renew contracts with mediation service providers annually.”
p. 232	<p>Two bullet points will be added to the Timeframe and Objectives for Program No. 26: Services for Special Needs Populations:</p> <ul style="list-style-type: none"> • “Continue to provide financial support to non-profit services providers that help meet the supportive services needs of West Hollywood’s diverse community, especially those with extremely low incomes. • Annually update the social services directory, and make it available to residents at public counters and on City website.”

Housing Element Technical Appendix	
<p><i>Note: As part of the required review process, the City received comments on the Draft Housing Element Technical Appendix from the State Department of Housing and Community Development (HCD) on July 1, 2010, requesting clarifications to the proposed Housing Element. The City has revised and clarified the Housing Element Technical Appendix in response to comments by HCD and submitted the revised Draft to HCD on August 11, 2010. The revisions to the Draft Housing Element are illustrated in the table below and the direct responses to HCD comments are set forth in Exhibit Q of the staff report.</i></p>	
p. 66	<p>Additional information on the Emergency Shelter Overlay Zone will be added. The new information describes the characteristics of properties within the proposed Overlay Zone. The paragraph will read: “The overlay zone will encompass at least 100 underutilized properties with older one- and two-story structures that can easily be renovated and expanded to accommodate emergency shelter facilities in its upper levels. Nearly all of the properties along Santa Monica Boulevard in the potential area for the overlay zone are no taller than two stories, and a majority of the buildings are single-story, which offer opportunities for expansion by adding a second or third story. A map that illustrates the height characteristics of the structures in the potential overlay zone area can be found in Appendix D. In addition, approximately one-third of the structures in the potential area for the overlay zone are over 50 years old (built before 1960), making renovation feasible and desirable. According to a 2010 report, the Santa Monica Boulevard commercial property market had an overall vacancy rate of seven percent, with a number of properties directly along Santa Monica Boulevard currently listed as vacant and for sale.”</p>
p. 74	<p>New paragraphs providing information on neighborhood meetings will be added: “A neighborhood meeting is required for all projects that:</p>

	<ul style="list-style-type: none"> • Require development permit approval by the Commission; • Are located in the Sunset Specific Plan (SSP) zoning district with 10,000 square feet or more of total gross floor area; or, • Are residentially zoned with five or more units. <p>A neighborhood meeting consists of the applicant conducting a meeting with property owners and tenants located within a 500-foot radius of the subject site to present the project and discuss identified concerns prior to action by the reviewing body. The meeting must be held within 60 days of the application date and not less than 28 days before the public hearing date.</p> <p>Neighborhood meetings help to resolve many of the issues faced by developers prior to review by the Planning Commission. Often these neighborhood meetings help streamline the review/approval process. As these meetings are held after the application has been submitted but before the public hearing is held, they do not and are, therefore, not considered impact the timeframe of the review/approval process and therefore not considered a an additional constraint in the approval process.”</p>
p. 74	<p>Additional information on processing times will be added, and the paragraphs modified to read: “West Hollywood’s development approval process is designed to further housing development. The Planning Department has established a time table for processing applications. Often, processing time depends on CEQA requirements and the Permit Streamlining Act provides strict timelines that the City must abide by. To further streamline processing times, in 2010, the City eliminated the public hearing requirement for EIR comments.</p> <p>Given the City built out character and market conditions, new single-family subdivisions are rare in the community. A new single-family unit can be processed in six weeks after the application is deemed complete. A typical multi-family project requiring Planning Commission approval can be processed in two to three months from date when the application is deemed complete. These timeframes are typical and do not constrain housing development. As evidenced by the large number of approved projects and pending projects in the City that have already received Planning Commission approval (shown in Appendix A), the City review and approval process is not onerous and does not constrain housing development.”</p>
p. 76	<p>A new paragraph regarding the City’s planning and development impact fees will be added: “Based on a sample of recent projects, total planning and development impact fees average approximately \$51,332 for a single-family unit and \$33,751 per unit for a multi-family unit. These fees have minimal cost impacts to the overall development costs, given the high land costs in West Hollywood. As demonstrated by the numerous recently approved and pending projects in the City, planning and development impact fees do not constrain residential or mixed use developments in the City.”</p>

p. 78	A new paragraph regarding the Inclusionary Housing Ordinance will be added: “Beginning in December 2006 the City Council and Planning Commission began to explore methods to enhance the effectiveness of the Ordinance and to better respond to the housing need in the community by requiring more units to be built on-site rather than allowing in-lieu fee payments and by encouraging smaller units. Additionally SB1818 was passed, requiring the City to permit additional market-rate units (a density bonus), allow reduced requirements in the form of “concessions” or modifications to development standards (height, setbacks, open space), and permit lower minimum parking requirements for projects that include affordable housing. On July 18, 2007 the Council adopted changes to the Inclusionary Housing and Density Bonus Ordinance in order to comply with new requirements as well as encourage new affordable housing development. Additional changes to the Ordinance will also be made to ensure compliance with SB1818. The 2007 changes to the Ordinance include:”
p. 80	A new paragraph regarding the Inclusionary Housing Ordinance will be added: “The City undertook extensive outreach efforts to consult with the development community before making these changes to the Inclusionary Housing Program. The specific changes were made in response to comments from both for-profit and non-profit housing developers. A feasibility study was conducted to ensure that the changes to the Inclusionary Housing Ordinance do not unduly constrain housing development, and the flexibility offered by the Ordinance facilitates and encourages new residential development. As evidenced by the number of development applications that occurred since amendment of the Inclusionary Housing Program, the amendment has not constrained development applications. Despite a dampened housing market in the region since 2007, development activities in the City have not been affected significantly. Since amendment of the Inclusionary Housing Ordinance, the City received 33 development applications, compared to 47 applications received during the prior three years. However, the 33 applications received since 2007 totaled to 976 units compared to only 875 units from the 47 applications received prior to the Ordinance amendment. The increased number of housing units is a direct result of the amended Ordinance which encourages a mixture of unit sizes in a development. Specifically, the amended Ordinance encourages the inclusion of smaller units, increasing development densities and enhancing affordability. Overall, the Inclusionary Housing Ordinance has proven to be an effective tool in the community, creating permanently affordable units for lower and moderate income residents.”
p. 89	The title of Section V will be changed to “Projected Housing Needs.”
p. 91	Additional information on units constructed will be added. The paragraph will now read: “As of December 31, 2009, 352 housing units have been finalized in West Hollywood since January 1, 2006. Among these 352 units, seven are inclusionary units (four low income and three moderate income units, based on the City’s Inclusionary Housing Ordinance). These affordable units are deed-restricted as long-term affordable housing via development agreements pursuant to the City’s Inclusionary Housing Ordinance.

	<p>In addition to the affordable units discussed above, the 42-unit Sierra Bonita project celebrated its grand opening in April 2010. This affordable housing project by WHCDC provides 13 extremely low income units and 29 very low income units. The Sierra Bonita project was financed with a variety of funding sources, including County of Los Angeles HOME funds, Tax Credits, State HCD Multi-family Housing Program fund (Proposition 1C), Federal Home Loan Bank Affordable Housing Program, State Affordable Housing Trust Fund Grant (Proposition 46), City Commercial Loan, and City Residential Gap Loan and Grant. These units are deed-restricted as long-term affordable housing based according to the requirements of funding programs.”</p>
p. 91	<p>A new paragraph regarding units under construction will be added: “As of August 2010, three projects were under construction in the City with a total of 64 units. Among these 64 units, four low income units and four moderate income units are provided as inclusionary units for a 40-unit condominium development. The inclusionary units are deed-restricted as long-term affordable housing pursuant to the City’s Inclusionary Housing Ordinance.”</p>
p. 91	<p>A new paragraph regarding units approved will be added: “Several projects have been approved by the City to be developed on underutilized sites. These approved projects provide 828 condominium units and 160 apartment units. The largest of these projects is Movietown, a mixed use project 371 units, including 38 very low income and 38 low income inclusionary units. Overall, the approved projects include 165 affordable units are provided (38 very low income units, 83 low income units and 44 moderate income units). The number of affordable units is based on the development agreements and all affordable units will be deed-restricted as long-term affordable housing according to the development agreements.”</p>
p. 91	<p>A new paragraph regarding pending projects will be added: “Seventeen projects are pending, with several of these pending projects having already received Planning approval. These projects total 790 units, including 370 condominium units and 420 apartment units. A total of 70 low income units and 75 moderate income units are provided. The number of affordable units from pending projects is based on the requirements of the City’s Inclusionary Housing Ordinance or as negotiated with the developers; all affordable units will be deed-restricted for the life of the project via development agreements.”</p>
p. 91	<p>A new information on acquisition/rehabilitation will be added: “Pursuant to AB 438, the City may fulfill up to 25 percent of its very low and low income RHNA using existing units either through acquisition/rehabilitation, conversion from market-rate housing, or preservation of housing at risk of converting to market-rate. The City is partnering with WHCDC to acquire and rehabilitate a 48-unit existing building located at 1234 Hayworth Avenue. This building has been vacated and abandoned for several years and would be demolished if not rehabilitated. The City has committed \$10.3 million in Affordable Housing Trust Funds (AHTF) and \$1.5 million in HOME funds for this project. In addition, WHCDC is pursuing Section 202 funds and LIHTC</p>

	<p>as additional leverage. The project is recommended for \$7 million under the TCAC 9 percent tax credits. Furthermore, the City will work with WHCDC to identify other funding sources to implement the project if necessary. When completed, 47 units at this 48-unit project will be deed-restricted for at least 55 years as affordable housing (5 extremely low, 38 very low, and 4 low income units, with an additional unit being reserved as the manager’s unit).”</p>																																																																																				
<p>p. 92</p>	<p>Table 47 will be updated to reflect the current status of the City’s projects. The table will read as follows:</p> <table border="1" data-bbox="496 527 1433 1501"> <thead> <tr> <th colspan="6">Table 47: RHNA Status (as of December 31, 2009)</th> </tr> <tr> <th></th> <th>Extremely Low/ Very Low</th> <th>Low</th> <th>Moderate</th> <th>Above Moderate</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>2008-2014 RHNA</td> <td>142</td> <td>91</td> <td>99</td> <td>252</td> <td>584</td> </tr> <tr> <td>Units Constructed</td> <td>42</td> <td>4</td> <td>3</td> <td>303</td> <td>352</td> </tr> <tr> <td>Units Legalized</td> <td>0</td> <td>0</td> <td>0</td> <td>25</td> <td>25</td> </tr> <tr> <td>Units Under Construction</td> <td>0</td> <td>4</td> <td>4</td> <td>56</td> <td>64</td> </tr> <tr> <td>Units Approved</td> <td>38</td> <td>83</td> <td>44</td> <td>823</td> <td>988</td> </tr> <tr> <td>Units at Review/ Plan Check</td> <td>0</td> <td>0</td> <td>0</td> <td>52</td> <td>52</td> </tr> <tr> <td>Pending Projects</td> <td>0</td> <td>70</td> <td>75</td> <td>645</td> <td>790</td> </tr> <tr> <td>Acquisition/Rehab (1234 Hayworth)</td> <td>43</td> <td>4</td> <td>0</td> <td>0</td> <td>47</td> </tr> <tr> <td>Remaining RHNA</td> <td>19</td> <td>(74)</td> <td>(27)</td> <td>(1,644)</td> <td>19</td> </tr> <tr> <td>2000-2008 RHNA Penalty</td> <td>0</td> <td>0</td> <td>0</td> <td>40</td> <td>40</td> </tr> <tr> <td>Overall RHNA Obligation</td> <td>19</td> <td>(74)</td> <td>(27)</td> <td>(1,604)</td> <td>19</td> </tr> <tr> <td colspan="6"> <p>Note: Where there is a surplus of above moderate income units, these units cannot be used to fulfill the RHNA for lower or moderate income units.</p> </td> </tr> </tbody> </table>	Table 47: RHNA Status (as of December 31, 2009)							Extremely Low/ Very Low	Low	Moderate	Above Moderate	Total	2008-2014 RHNA	142	91	99	252	584	Units Constructed	42	4	3	303	352	Units Legalized	0	0	0	25	25	Units Under Construction	0	4	4	56	64	Units Approved	38	83	44	823	988	Units at Review/ Plan Check	0	0	0	52	52	Pending Projects	0	70	75	645	790	Acquisition/Rehab (1234 Hayworth)	43	4	0	0	47	Remaining RHNA	19	(74)	(27)	(1,644)	19	2000-2008 RHNA Penalty	0	0	0	40	40	Overall RHNA Obligation	19	(74)	(27)	(1,604)	19	<p>Note: Where there is a surplus of above moderate income units, these units cannot be used to fulfill the RHNA for lower or moderate income units.</p>					
Table 47: RHNA Status (as of December 31, 2009)																																																																																					
	Extremely Low/ Very Low	Low	Moderate	Above Moderate	Total																																																																																
2008-2014 RHNA	142	91	99	252	584																																																																																
Units Constructed	42	4	3	303	352																																																																																
Units Legalized	0	0	0	25	25																																																																																
Units Under Construction	0	4	4	56	64																																																																																
Units Approved	38	83	44	823	988																																																																																
Units at Review/ Plan Check	0	0	0	52	52																																																																																
Pending Projects	0	70	75	645	790																																																																																
Acquisition/Rehab (1234 Hayworth)	43	4	0	0	47																																																																																
Remaining RHNA	19	(74)	(27)	(1,644)	19																																																																																
2000-2008 RHNA Penalty	0	0	0	40	40																																																																																
Overall RHNA Obligation	19	(74)	(27)	(1,604)	19																																																																																
<p>Note: Where there is a surplus of above moderate income units, these units cannot be used to fulfill the RHNA for lower or moderate income units.</p>																																																																																					
<p>p. A-15</p>	<p>Table A-3 will be amended to include a “Status” and “Next Step” column for projects currently in the Plan Check stage.</p>																																																																																				
<p>p. A-17</p>	<p>Table A-4 will be amended to include a “Status” column for the City’s pending projects.</p>																																																																																				

West Hollywood General Plan Policy Language Re-Formatting

Re-Formatting “Rules”	
Convention:	Convention becomes:
“The City will [verb, clause]”	“[verb, clause]”
“The City [present tense verb, clause]”	“Continue to [verb, clause]”
“The City should [verb, clause]”	Options, in decreasing order of “optional” or “qualifier” strength: <ul style="list-style-type: none"> • “Seek to [verb, clause]” • “Seek opportunities to [verb, clause]” • “When possible, [verb, clause]” • “As feasible, [verb, clause]” • “The City should encourage [clause]” could simply become “Encourage [clause]” because “encourage” implies some level of qualification – i.e. it’s not a mandate for a particular action.
“The City may [verb clause].”	“Allow [clause].” When necessary, re-insert “City” or other subject to clarify.

Example Policy Language		
Policy Number	Existing Policy	Policy “Re-Format” Example
G-1.7	The City hosts periodic public forums on issues important to the community, facilitating these forums with the purpose of guiding City policy.	Continue to host periodic public forums on issues important to the community, facilitating these forums with the purpose of guiding City policy.
G-3.4	The City should establish a “virtual” public counter through an on-line permitting system.	As feasible, establish a “virtual” public counter through an on-line permitting system.
LU-1.3	New development will enhance the pedestrian experience.	Require new development to enhance the pedestrian experience.
LU-1.9	The City may manage land use designations through use of overlay districts.	Allow City management of land use designations through the use of overlay districts.
LU-2.3	The City allows mixed-use development in all commercial corridors, including as described in adopted specific plans.	Continue to allow mixed-use development in all commercial corridors, including as described in adopted specific plans.
LU-7.6	The City should encourage the use of permeable paving and reduce the use of impervious pavement.	Encourage the use of permeable paving and reduce the use of impervious pavement.
LU-14.5	The La Brea/Santa Monica intersection should be enhanced as a major gateway to West Hollywood. This should be achieved through building architecture, streetscape design, and signage.	As feasible, enhance the La Brea/Santa Monica intersection as a major gateway to West Hollywood. This should be achieved through building architecture, streetscape design, and signage.
LU-17.1	The City prohibits the use of roof	Prohibit the use of roof signs, pole

	signs, pole signs, and flashing and animated signs, except as part of a creative sign program.	signs, and flashing and animated signs, except as part of a creative sign program.
HP-2.1	The City should continue to revise and update the West Hollywood Historic Resources Survey.	As feasible, continue to revise and update the West Hollywood Historic Resources Survey.
HP-2.3	The City should provide assistance in applications for designated West Hollywood Cultural Resources to be nominated as properties in the California and National Registers.	When possible, provide assistance in applications for designated West Hollywood Cultural Resources to be nominated as properties in the California and National Registers.
HP-3.4	The City allows for the adaptive reuse of cultural resources.	Continue to allow for the adaptive reuse of cultural resources.
ED-8.2	The City should support educational institutions and career education programs such as job fairs, career academies, internships, job shadowing, career speaker programs, Career Day, and other programs.	When possible, support educational institutions and career education programs such as job fairs, career academies, internships, job shadowing, career speaker programs, Career Day, and other programs.
ED-9.3	The City will encourage mixed-use development at key intersections in the Eastside Redevelopment Area.	Encourage mixed-use development at key intersections in the Eastside Redevelopment Area.
M-1.7	The City should create incentives for discretionary transit riders, such as visitors to cultural and entertainment destinations and others.	Seek opportunities to create incentives for discretionary transit riders, such as visitors to cultural and entertainment destinations and others.
M-1.8	The City will engage in outreach and education to publicize transit options to City residents.	Engage in outreach and education to publicize transit options to City residents.
M-1.9	The City seeks to optimize its traffic infrastructure and works with transit agencies to make bus travel times more competitive with automobile travel times.	Continue to optimize the City's traffic infrastructure and work with transit agencies to make bus travel times more competitive with automobile travel times.
HS-1.6	The City supports innovative HIV prevention education strategies.	Continue to support innovative HIV prevention education strategies.
HS-2.3	The City should provide space in public facilities for use by local artists, cultural groups and institutions.	Seek opportunities to provide space in public facilities for use by local artists, cultural groups and institutions.
HS-2.5	The City may allow local artists, cultural groups and institutions to operate from residentially zoned areas where they do not unreasonably disrupt their neighbors.	Allow local artists, cultural groups and institutions to operate from residentially zoned areas where they do not unreasonably disrupt their neighbors.
PR-1.1	The City continues to enhance existing parks and recreational facilities.	Continue to enhance existing parks and recreational facilities.
PR-1.9	The City should develop methods to	Seek to develop methods for

	increase its supply of parks and open space.	increasing the City's supply of parks and open space.
PR-1.10	Creating new parks and open spaces should be a high priority for public funding.	As feasible, prioritize public funding for creating new parks and open spaces.
IRC-3.7	The City should encourage existing residential and non-residential buildings to pursue strategies for water conservation, including:	Encourage existing residential and non-residential buildings to pursue strategies for water conservation, including:
IRC-4.1	The City will promote building energy efficiency improvements through strategies that may include the following:	Promote building energy efficiency improvements through strategies that may include the following:
IRC-6.1	The City will proactively consult with the State and appropriate agencies to effectively implement climate change legislation, including . . .	Proactively consult with the State and appropriate agencies to effectively implement climate change legislation, including . . .
IRC-11.3	The City should utilize advanced technology and green building techniques to operate and maintain City buildings and facilities.	When possible, utilize advanced technology and green building techniques to operate and maintain City buildings and facilities.
SN-3.4	The City requires all proposed development within the 65 dB Ldn contour as shown on Figure 10-5 in the Safety and Noise Chapter of the General Plan to comply with Title 24, as amended.	Continue to require all proposed development within the 65 dB Ldn contour as shown on Figure 10-5 in the Safety and Noise Chapter of the General Plan to comply with Title 24, as amended.
SN-4.3	The City should establish and designate a system of truck routes on specified arterial streets to minimize the negative impacts of trucking through the City.	Seek to establish and designate a system of truck routes on specified arterial streets to minimize the negative impacts of trucking through the City.

Additional Changes Recommended by Planning Commission

Public Draft GP Page # or Policy #	Proposed Change
	<i>(to be determined during Planning Commission hearings)</i>

This page intentionally left blank

EXHIBIT H

Proposed Changes to the West Hollywood Draft Climate Action Plan

Following is a list of changes to the Draft Climate Action Plan proposed following the release of the public draft document, including a description of the proposed change as well as where in the Climate Action Plan it can be found. In some instances, specific language changes are identified; in others, a general description of the change is included.

Public Draft CAP Page # or Measure #	Proposed Change
p. 1-7	Include use of hybrid or electric cars in item 1. Include farmers markets as a source of locally-grown healthy food in item 9.
p. 2-2	In the first paragraph under “Greenhouse Gas Emissions Sources”, change 21% to 22%.
pages 2-3, 3-2, 3-3, 3-48, 3-49, A-3, A-5, B-2, B-1	<p>The traffic analysis for the Draft EIR undercounted 220 net additional PM peak hour trips and 2,620 net additional daily trips by allocating 400,000 square feet of office space at the PDC Red building as gallery space instead of office space. To correct the error, VMT was adjusted upwards, which increased the 2035 GHG projections from transportation sources (and the overall inventory) by approximately 4,000 MT CO₂e. This increase of 4,000 MT CO₂e will be addressed throughout the CAP as follows:</p> <ul style="list-style-type: none"> • Baseline 2035 transportation emissions are now 456,600 instead of 452,600 MT CO₂e. • Percentage reduction below 2008 emission levels as measured from 2035 business as usual conditions decreased from 25.9% to 25.2% (which still exceeds the City Council goal of 20 to 25%). <p>In addition, since office space has a higher job generation rate than gallery space, total jobs were undercounted by 1,243. Thus, the Draft EIR and CAP have been revised to indicate a 2035 jobs estimate of 28,705. This increase in jobs affects the CAP as follows:</p> <ul style="list-style-type: none"> • Baseline 2035 GHG emissions per service population decreases from 9.9 to 9.8 in 2035.
p. 3-1	The Energy Use and Efficiency Icon shown on this page is incorrect and will be replaced with the icon as shown on page 3-25.
p. 3-2, Figure 3-2	Add footnote to read: “Community Engagement and Leadership measures are key to successful implementation of the CAP. Many of these measures cannot be individually quantified for GHG reduction, but are necessary for the implementation of other programs in the CAP.”


Public Draft CAP Page # or Measure #	Proposed Change
p. 3-16, Measure T-2.1	Add a new Action F to read: "Review and implement recommendations from the City's Bicycle Task Force, as feasible."
p. 3-38, Measure W-1.1	Correct the target for Performance Indicator (i) to 30% by 2020 and 2035.
p. 3-42, Measure SW-1.2	Add a sentence to the Measure Description: "The City of West Hollywood is an active member of the California Product Stewardship Council, which advocates for shifting our state's product waste management system to a system that relies on producer responsibility in order to reduce public costs and drive further improvements in product design that will promote environmental sustainability."
4-2	Insert a sentence to read: "In addition to full evaluation reports every five years, the Community Development Department will submit annual reports to City Council summarizing progress and milestones in CAP implementation."

Changes Recommended by Planning Commission

Public Draft CAP Page # or Measure #	Proposed Change
	<i>(to be determined during Planning Commission hearings)</i>

AUGUST 16, 2010

SUBJECT: AGE FRIENDLY COMMUNITIES SYMPOSIUM - SUMMARY

INITIATED BY: COUNCILMEMBER LINDSEY HORVATH
(Ivor Pine, Council Deputy) 

STATEMENT OF SUBJECT:

The City Council will consider approving the attached, "Age Friendly Communities Symposium – Summary," to be included for consideration in the General Plan.

RECOMMENDATIONS:

- 1) Approve including 'Age Friendly Communities Symposium – Summary' for consideration in the General Plan.
- 2) Forward copies to appropriate staff and Planning Commissioners for review and a report back on what recommendations will be included.

BACKGROUND AND ANALYSIS:

On June 23, 2010, Councilmember Lindsey Horvath and Commissioner Barbara Meltzer of the LA County Commission for Older Adults and a West Hollywood resident convened the "Pathways to Positive Aging" symposium. This series of discussions focused on age-friendly communities with the overarching goal to provide a timely look at what communities can do in order to become good places in which residents can age.

This public symposium was approved by Council action on April 5, 2010. Recommendation #2 of the original report was to 'Incorporate into the General Plan items that, as a result of this conference, focus our commitment to age-friendly policies and practices.' Thus, this is that summary.

CONFORMANCE WITH VISION 2020:

This item is consistent with numerous core values of West Hollywood including Respect and Support for People, Responsiveness to the Public, Quality of Residential Life, Idealism, Creativity and Innovation, and Public Safety.

EVALUATION:

Consistent with past practices supporting older adults in our community.

ENVIRONMENTAL SUSTAINABILITY AND HEALTH:

Direct impact on the health and well-being of our residents by incorporation into the General Plan.

OFFICE OF PRIMARY RESPONSIBILITY:

Office of Councilmember Lindsey Horvath

FISCAL IMPACT:

None

Pathways to Positive Aging
Age Friendly Communities Symposium - Summary
West Hollywood General Plan
August 10, 2010

On June 23, 2010, Councilmember Lindsey Horvath and Commissioner Barbara Meltzer of the LA County Commission for Older Adults - and a West Hollywood resident - convened the “Pathways to Positive Aging” symposium. This series of discussions focused on age-friendly communities with the overarching goal to provide a timely look at what communities can do in order to become good places in which residents can age.

The keynote address was provided by Victor Regnier, Professor of Architecture and Gerontology at the University of Southern California and one of the world’s leading experts in the field of aging. Professor Regnier presented an overview of the key components of age-friendly communities.

Following the keynote address, there were three panel discussions that addressed several of the elements introduced by Prof. Regnier. These included Housing Factors, which looked at housing options that allow residents to age successfully in whatever type of home they choose; Civic Engagement and Lifelong Learning, about the importance of volunteerism, employment, ongoing learning and civic engagement opportunities for older adults; and It Takes a Village, addressing how diverse community stakeholders can work together in partnership to create a shared vision for the community.

According to AARP, age friendly communities are those in which older adults are valued by the community, involved in the community and receiving necessary support to accommodate their needs. The overall national demographics are startling:

- In the next 40 years, there will be a 2.5 increase in the number of people 65 and older;
- In the year 2030, one in 5 people will be 65 and older;
- Currently, every hour, 330 people turn 65; and
- In the next 25 years, there will be 10 times as many people over the age of 100

In West Hollywood, 19% of residents are 65 and older.

The City of West Hollywood is currently revising its General Plan. This document is essentially a road map for the next 25 years, setting the City's policy agenda for land-use development, transportation, energy conservation, parks and public services. Because the General Plan must be in sync with the current and future needs of our entire community, it is vital that several components of age-friendly communities be considered for incorporation into it as follows:

HOUSING

90% of people 65 and older want to stay in their home as long as possible. This requires care and repair, meaning in-home care and physical modifications to the home - when necessary - making it easier, and sometimes even possible, to live there.

In northern Europe, a leading hub for age-friendly communities, assisted living projects are based on a homecare service delivery model, rather than housing with services already integrated into it. Policymakers believe this saves as much as 25% of costs.

When taking into account home modifications, the two rooms that have the greatest safety hazards are the kitchen and bathroom. Suggested modifications for the entire home could include:

- Levers attached to doorknobs making them easier to turn;
- Extension seating for the toilet, which makes it easier to sit;
- Telephones with larger graphics and louder tones;
- Storage space that is horizontal instead of vertical;
- Grab bars for the toilet, bathtub and shower;
- Replacing hinges on doors so that they open out of the way to increase the width of the doorway and allow wheelchairs to get through;
- Installing ramp entry, which helps the resident and encourages visitors

For creating and managing Affordable Housing, the City of West Hollywood partners with the West Hollywood Community Housing Corporation. This nonprofit is charged with developing safe, decent and affordable housing for people with limited income and special needs. Prof. Regnier stressed that affordable housing projects should be part of mixed-use projects in order to

provide opportunities for on-site services and easily accessible transportation locations. He was enthusiastic about the recently opened Sierra Bonita project. Located along Santa Monica Boulevard, it features 42 one-bedroom apartments and provides services on the first floor. The City of West Hollywood should rely on this model as it continues looking at affordable housing options in the future.

Accessory dwellings, more commonly referred to as “granny flats,” were also discussed. These increase the density of housing by transforming garages into small homes for a parent or grandparent. The City of Santa Cruz has been a leader in the development of accessory dwellings and has been able to add 90 such units to their housing stock. Santa Cruz has also developed a system of conversion and has a guidebook which describes 45 different alternatives.

The City of West Hollywood is currently reviewing its accessory dwelling regulations and the Planning Commission will be bringing recommendations for revised rules to City Council. It would behoove the City’s Planning Department and Planning Commissioners to outreach to the City of Santa Cruz while still in the information gathering process.

NORC—Naturally Occurring Retirement Community—is a term used to describe neighborhoods or buildings in which a large segment of the population is comprised of residents who are 65 and older. In general, they were not designed as retirement communities nor intended to meet the health and social service needs of older adults. Rather, they typically are places where residents have aged in place. Interesting to note that over half the people 65 and older have lived in their housing for over 20 years.

The City of West Hollywood is officially considered a NORC. Additionally, a good nearby example of a NORC community within a larger City is Park LaBrea. With so many individuals living so close to each other, it is easier to provide services to them. In Europe, most of the home care service delivery is based on this idea.

In Denmark, co-housing is a common concept in which private housing is supplemented by extensive common facilities. A co-housing community is generally based on friendship and is planned, owned and managed by its residents. Through design and shared social and management activities, co-housing fosters intergenerational interaction among neighbors. With a

strong emphasis on creating community, co-housing encourages neighbors to help each other out. Thus, these communities are more self-sufficient. There are over 100 co-housing communities in the United States with dozens of others in the planning phase.

Intergenerational housing is common in Europe. In such communities, the social service agencies that service older adults and children work together directly and the housing projects are all connected.

The Dutch, also leaders in creating age-friendly communities, have developed condos and apartments for life. In this type of housing environment, a resident can move in and stay throughout her/his life. All of the services, across an entire lifespan, are provided to the residents in place. It is also interesting to note that in these types of communities, residents are challenged to do as much for themselves as they can. This lessens the burden on the support from social services.

Finally, the intentional community of Beacon Hill Village in Boston was discussed. Beacon Hill Village was created in 2001 by a group of residents who wanted to be able to stay in their homes as they age. By paying a membership fee, programs, social services, transportation and homecare are organized and delivered and this allows residents to lead safe, healthy productive lives while staying in their homes. Because of the scale of our community and due to our well-developed infrastructure, according to Prof. Regnier, a model like Beacon Hill Village would work well here. There are about 50 communities throughout the country based on Beacon Hill Village. Each is unique and based upon the number of older residents, socio-economic level, geography and defined needs.

TRANSPORATION

Beyond being able to stay in their own homes, a key desire that older people have is to be able to continue driving. On average, people 65 and older take 3.5 trips a day and of this number, 85% of them were as drivers. Getting in and out of cars, as well as complicated design of dashboards, are additional challenges cited by people who are 65 and older.

AARP provides support in this area via its Driver Safety Program, which helps older drivers maintain their mobility and promote their independence. Additionally, the CarFit program specifically addresses the targeted

concerns of older adults. The City of West Hollywood also offers a mature drivers program that can be adapted to meet the needs of all our older adults.

Public transportation, like buses and subways, was also discussed. Nationally, only 2% of trips taken by people 65 and older are taken via public transportation. One major reason is that public transit was designed for getting to and from work, which is not relevant for older people. For older adults who are interested in learning more about public transportation options available to them, the County of Los Angeles has a program called Seniors on the Move. However, taxis and para-transit options are often preferred means of getting around.

The Transportation Department in the City of West Hollywood manages the CityLine/DayLine, which operates Monday through Saturday, 9am to 6pm. The City of West Hollywood regularly conducts studies to learn if our older residents ride these buses, but also encourages riders to provide feedback on their experiences. We can also explore what else the City can do to encourage ridership.

Walking is also a very popular mode of getting around for people 65 and older. Nationally, 9% of trips taken by this age group are taken as walkers. This means it is very important to have a good system of sidewalks, ramps, stairs and benches in place. Additionally, the sidewalks must be wide to allow access by POV's—power-operated vehicles like electric wheelchairs and small scooters. West Hollywood has wide sidewalks throughout many of its busier corridors.

Also, this system must be continuously maintained, and people must feel safe walking throughout their community. 40% of Americans have identified safety issues and fear of crime (or the perception of crime) as the leading reason they do not walk more.

RECREATIONAL OPPORTUNITIES

In the United States, 60% of people 65 and older do not get regular exercise—a most important recreation for this demographic. An easily accessible, well-maintained, and secure park system is fundamental in this regard. Beyond the physical benefits, a good park system brings social and psychological advantages as well.

The City of West Hollywood highly values its park system and is currently finalizing major renovations and improvements to both Plummer Park and West Hollywood Park. The City is also engaged in conversations with the City of Los Angeles about a co-management agreement for Poinsettia Park. As renovation plans come together, and as programming continues at all of our parks, consideration must be given to the 65 and older population.

SOCIAL/CULTURAL/EDUCATIONAL OPPORTUNITIES

For those 65 and older, opportunities for social interaction and exchange are crucial. Hubs for such interaction include Senior Centers, libraries, continuing education classes, and houses of worship. Nationally, half of the people in this age group volunteer on an annual basis, so opportunities must be created or sought out to encourage volunteerism and to create opportunities for civic engagement, both paid and unpaid. This is also true for lifelong learning opportunities, as well as programs that encourage social interaction. Including special programs that promote intergenerational opportunities is also a key element of an age-friendly community.

After a 3-year study and over 30 town hall meetings, New York City is on the verge of creating two pilot aging-improvement districts in an effort to become age-friendly. The details of how these districts will function are still being worked out, but the goal is to create a public-private partnership to encourage businesses to voluntarily adopt amenities for those 65 and older. Examples could include window stickers that identify businesses as age-friendly, extra benches, adequate lighting, menus with larger type, and even happy hour for older residents. New York City has already increased the timing of its traffic signals at more than 400 intersections to make them easier for slower walkers to cross. The City has also used school buses to drive older residents to grocery stores and has allowed artists to use space and supplies in 10 senior centers in exchange for giving art lessons.

The components of age-friendly communities, and the innovative approaches taken by New York City and other cities, should be considered for inclusion in the final version of the City of West Hollywood's General Plan to enhance and complement the existing programs and services for our older adults.

EXHIBIT J

General Plan Community Meeting Comments Recorded by Participants July 10, 2010 West Hollywood Park Auditorium

Attendees of the July 10, 2010 General Plan Community Meeting heard a presentation from staff and members of the consultant team giving an overview of the process, purpose, and policy content of the Draft General Plan and Draft Climate Action Plan. Copies of the Draft General Plan and Draft Climate Action Plan were available for review at the Meeting. Participants were invited to record comments and questions regarding the Draft General Plan. Written comments from the participants are grouped by topic, below.

Governance

1. Publicize and encourage attendance at public meetings, both City-wide and regional (for example, eastside residents should be encouraged to attend Eastside PAC meetings).

Land Use and Urban Form

1. When talking about pedestrian use, it is important to be sure that sidewalks are conducive to a good walking experience – most sidewalks in pedestrian areas are too narrow. Others are encroached upon by sidewalk cafes that encroach on the walks.
2. Agreed. [arrow to above comment] Reduce the “lawn” aspect of sidewalks – allow 2 people to walk side-by-side – not possible now in many areas.
3. Narrow San Vicente between Melrose and Beverly to slow raceway aspect of the boulevard.
4. Encouraging small units in high-density (R3 & R4) zones means families will have no housing alternatives in condos/rentals. Families need 3 BR units. Don't limit R3 & R4 to single people
5. R3 → R2

Historic Preservation

1. We need more preservation.

Economic Development

1. Do we have a Chinese sister City?
2. Green Business Enterprise Zone: tax breaks for entrepreneurs, use distressed cities like Detroit as models
3. We need to support small businesses much more.

Mobility

1. Allow “hailing” of taxis.
2. Include “sharrows” in list of bicycle facilities as now done in nearby cities.
3. Actions taken to limit “cut-through” traffic should not limit bicycle and pedestrian access. Open up access to peds and bikes in existing areas where road access is blocked.

Human Services

1. Coordinate WeHo/PDC with MOCA – increase use and visibility of the “jewel” of Little MOCA.

Infrastructure, Resources, and Conservation

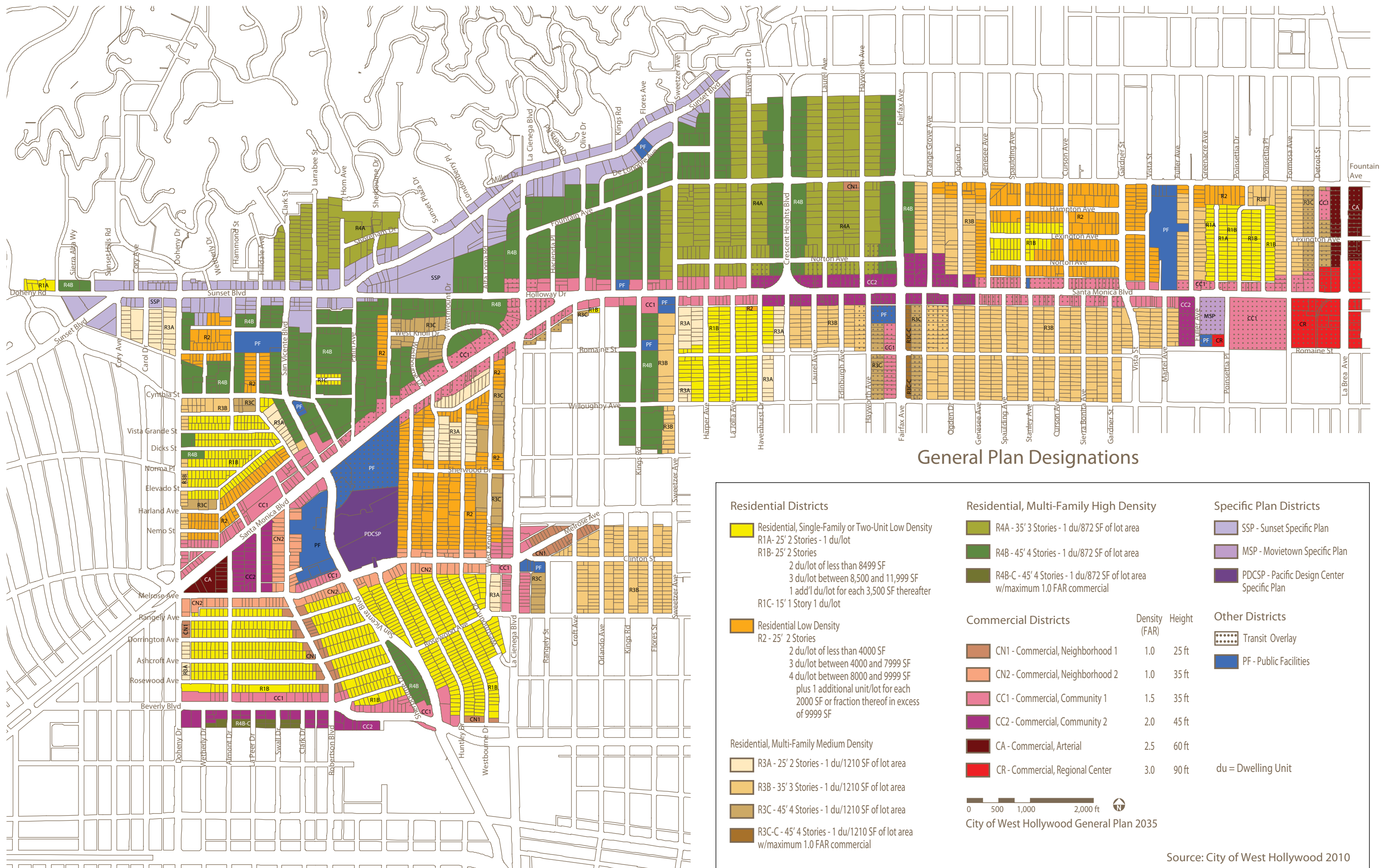
1. Need to facilitate upgrades that will increase energy efficiency.

Safety and Noise

1. Establish CERT (Community Emergency Response Team) districts within West Hollywood.
2. Place traffic lights at dangerous intersections such as Ashcroft/San Vicente!
3. Encourage noise reduction in emergency services (e.g., noise-cancellation systems for helicopters).

Housing

1. Encourage refurbishment of aging rental housing that will remain affordable.
2. Yes [supporting above comment]
3. As a long-term renter, City should encourage solar upgrades to rental units as facilities wear out.



General Plan Designations

<p>Residential Districts</p> <ul style="list-style-type: none"> Residential, Single-Family or Two-Unit Low Density R1A- 25' 2 Stories - 1 du/lot R1B- 25' 2 Stories 2 du/lot of less than 8499 SF 3 du/lot between 8,500 and 11,999 SF 1 add'l du/lot for each 3,500 SF thereafter R1C- 15' 1 Story 1 du/lot Residential Low Density R2 - 25' 2 Stories 2 du/lot of less than 4000 SF 3 du/lot between 4000 and 7999 SF 4 du/lot between 8000 and 9999 SF plus 1 additional unit/lot for each 2000 SF or fraction thereof in excess of 9999 SF Residential, Multi-Family Medium Density R3A - 25' 2 Stories - 1 du/1210 SF of lot area R3B - 35' 3 Stories - 1 du/1210 SF of lot area R3C - 45' 4 Stories - 1 du/1210 SF of lot area R3C-C - 45' 4 Stories - 1 du/1210 SF of lot area w/maximum 1.0 FAR commercial 	<ul style="list-style-type: none"> R4A - 35' 3 Stories - 1 du/872 SF of lot area R4B - 45' 4 Stories - 1 du/872 SF of lot area R4B-C - 45' 4 Stories - 1 du/872 SF of lot area w/maximum 1.0 FAR commercial 	<p>Residential, Multi-Family High Density</p> <ul style="list-style-type: none"> R4A - 35' 3 Stories - 1 du/872 SF of lot area R4B - 45' 4 Stories - 1 du/872 SF of lot area R4B-C - 45' 4 Stories - 1 du/872 SF of lot area w/maximum 1.0 FAR commercial 	<p>Commercial Districts</p> <table border="0"> <tr> <td> CN1 - Commercial, Neighborhood 1</td> <td>Density (FAR)</td> <td>Height</td> </tr> <tr> <td> CN2 - Commercial, Neighborhood 2</td> <td>1.0</td> <td>25 ft</td> </tr> <tr> <td> CC1 - Commercial, Community 1</td> <td>1.0</td> <td>35 ft</td> </tr> <tr> <td> CC2 - Commercial, Community 2</td> <td>1.5</td> <td>35 ft</td> </tr> <tr> <td> CA - Commercial, Arterial</td> <td>2.0</td> <td>45 ft</td> </tr> <tr> <td> CR - Commercial, Regional Center</td> <td>2.5</td> <td>60 ft</td> </tr> <tr> <td></td> <td>3.0</td> <td>90 ft</td> </tr> </table>	 CN1 - Commercial, Neighborhood 1	Density (FAR)	Height	 CN2 - Commercial, Neighborhood 2	1.0	25 ft	 CC1 - Commercial, Community 1	1.0	35 ft	 CC2 - Commercial, Community 2	1.5	35 ft	 CA - Commercial, Arterial	2.0	45 ft	 CR - Commercial, Regional Center	2.5	60 ft		3.0	90 ft	<p>Specific Plan Districts</p> <ul style="list-style-type: none"> SSP - Sunset Specific Plan MSP - Movietown Specific Plan PDCSP - Pacific Design Center Specific Plan 	<p>Other Districts</p> <ul style="list-style-type: none"> Transit Overlay PF - Public Facilities
 CN1 - Commercial, Neighborhood 1	Density (FAR)	Height																								
 CN2 - Commercial, Neighborhood 2	1.0	25 ft																								
 CC1 - Commercial, Community 1	1.0	35 ft																								
 CC2 - Commercial, Community 2	1.5	35 ft																								
 CA - Commercial, Arterial	2.0	45 ft																								
 CR - Commercial, Regional Center	2.5	60 ft																								
	3.0	90 ft																								

du = Dwelling Unit

0 500 1,000 2,000 ft

City of West Hollywood General Plan 2035

Source: City of West Hollywood 2010

ITEM 9.A. EXHIBIT K

Parcels with Proposed Land Use Designation Changes - Height

West Hollywood Public Review Draft General Plan

September 16, 2010



Changes to Allowable Height

Current Zoning vs. Proposed General Plan Height Changes (without applicable bonuses):

- 20'
- 10'
- +10'
- +20'
- +25'
- +30'
- +55'
- Change to PF (Public Facilities)
- Change to MSP (Movietown Specific Plan)

Parcels with Proposed Land Use Designation Changes - Density

West Hollywood Public Review Draft General Plan

September 16, 2010



Proposed Changes to Allowable Density

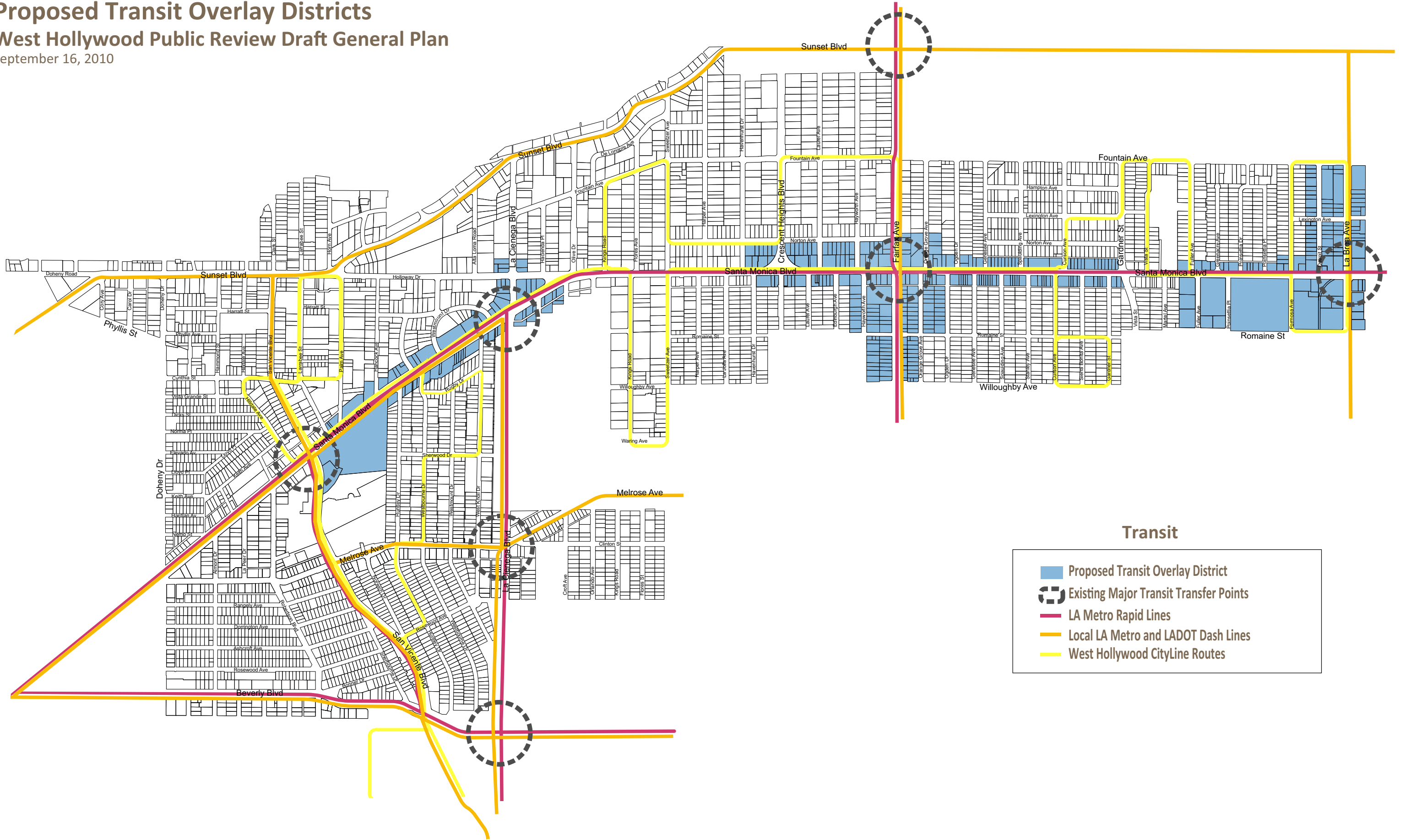
Current Zoning vs. Proposed General Plan Density Changes (without applicable bonuses):

- +0.5 FAR
- +1.0 FAR
- +1.5 FAR
- + 1.0 FAR and increased residential Density
- + 1 dwelling unit/1210 SF of lot area
- Change from residential to commercial
- Change to PF (Public Facilities)
- Change to MSP (Movietown Specific Plan)

Proposed Transit Overlay Districts

West Hollywood Public Review Draft General Plan

September 16, 2010



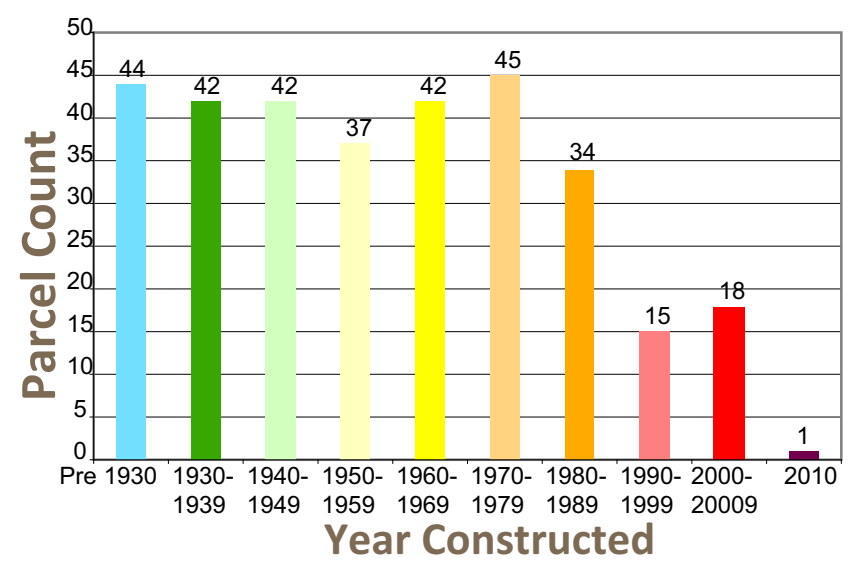
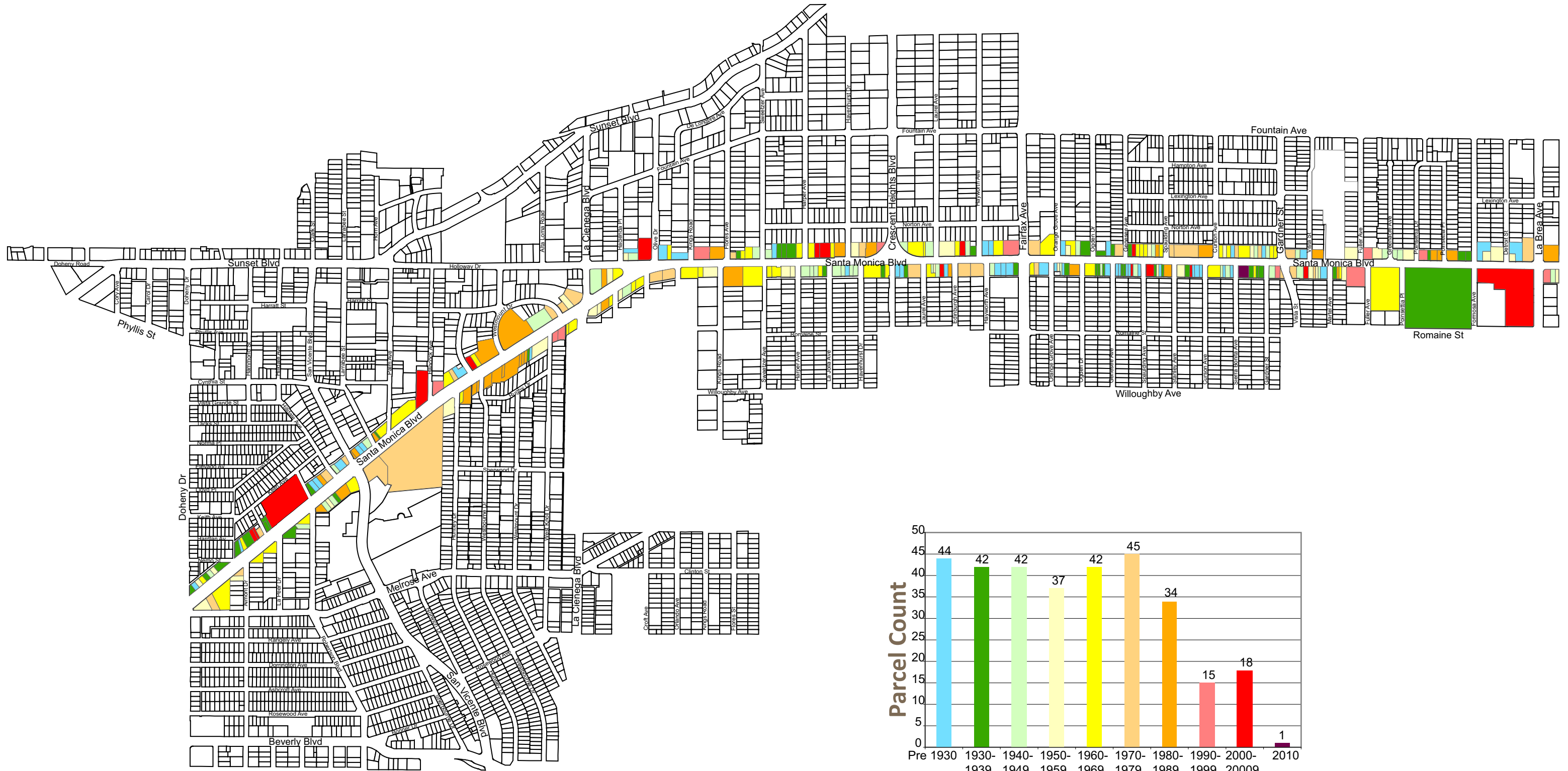
Transit

- Proposed Transit Overlay District
- Existing Major Transit Transfer Points
- LA Metro Rapid Lines
- Local LA Metro and LADOT Dash Lines
- West Hollywood CityLine Routes

Santa Monica Boulevard - Year Built

West Hollywood Public Review Draft General Plan

September 16, 2010



Year Constructed

Multi-Family Residential Development Trends (4 or More Units), 2000 - 2010

September 16, 2010



EXHIBIT L
Draft General Plan Parcels Proposed for Use, Height, or Density Changes,
and Parcels Included in the Transit Overlay

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
5529007037	1011	N	ALFRED ST	R3.3	no change	Y
5529007028	1020	N	ALFRED ST	R3.3	no change	Y
4335004027	145	N	ALMONT DR	R2	R4B-C	
4335003030	146	N	ALMONT DR	R2	R4B-C	
4335003002	152	N	ALMONT DR	C2.1	CC2	
4336025011	603	N	ALMONT DR	C2.1	CA	
4336011001	606	N	ALMONT DR	C2.1	CC2	
4336025010	607	N	ALMONT DR	C2.1	CA	
4336011003	612	N	ALMONT DR	C2.1	CC2	
4336011004	614	N	ALMONT DR	C2.1	CC2	
4336025009	617	N	ALMONT DR	C2.1	CA	
4336011005	620	N	ALMONT DR	C2.1	CC2	
4336025008	623	N	ALMONT DR	C2.1	CA	
4336011006	626	N	ALMONT DR	C2.1	CC2	
4336025007	629	N	ALMONT DR	C2.1	CA	
4336011007	632	N	ALMONT DR	C2.1	CC2	
4336025006	633	N	ALMONT DR	C2.1	CA	
4336011008	634	N	ALMONT DR	C2.1	CC2	
4336011009	642	N	ALMONT DR	C2.1	CC2	
4336011010	646	N	ALMONT DR	C2.1	CC2	
4336021001	9050		ASHCROFT AVE	R3.3	R3A	
4334002033	8750		BEVERLY BLVD	C2.1	CC2	
4334002021	8756		BEVERLY BLVD	C2.1	CC2	
4334002007	8764		BEVERLY BLVD	C2.1	CC2	
4334002006	8770		BEVERLY BLVD	C2.1	CC2	
4334002005	8772		BEVERLY BLVD	C2.1	CC2	
4334002004	8784		BEVERLY BLVD	C2.1	CC2	
4334001020	8800		BEVERLY BLVD	C2.1	CC2	
4334001001	8816		BEVERLY BLVD	C2.1	CC2	
4335001039	8840		BEVERLY BLVD	C2.1	CC2	
4335001001	8844		BEVERLY BLVD	C2.1	CC2	
4335001003	8850		BEVERLY BLVD	C2.1	CC2	
4335001030	8850		BEVERLY BLVD	C2.1	CC2	
4335002023	8900		BEVERLY BLVD	C2.1	CC2	
4335002001	8920		BEVERLY BLVD	C2.1	CC2	
4335003024	8936		BEVERLY BLVD	C2.1	CC2	
4335003027	8950		BEVERLY BLVD	C2.1	CC2	
4335004029	9000		BEVERLY BLVD	C2.1	CC2	
4335004001	9012		BEVERLY BLVD	C2.1	CC2	
4335004002	9018		BEVERLY BLVD	C2.1	CC2	

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
4335005025	9040		BEVERLY BLVD	C2.1	CC2	
4335001033	141	N	CLARK DR	R2	R4B-C	
4334001003	142	N	CLARK DR	C2.1	CC2	
4335001038	145	N	CLARK DR	R2	R4B-C	
4334001002	146	N	CLARK DR	C2.1	CC2	
5554014020	1111	N	CRESCENT HEIGHTS BLVD	C2.1	CC2	Y
5554014013	1114	N	CRESCENT HEIGHTS BLVD	C2.1	CC2	Y
5554014001	1122	N	CRESCENT HEIGHTS BLVD	R4	no change	Y
5529007021	1031	N	CROFT AVE	R3.3	no change	Y
5529007020	1035	N	CROFT AVE	R3.3	no change	Y
5531009001 and 5531009002	1107	N	DETROIT ST	C2.1	no change	Y
5531009003	1121	N	DETROIT ST	C2.1	no change	Y
5531010019	1122	N	DETROIT ST	R3.3	CR	Y
5531009004	1123	N	DETROIT ST	R3.3	R3C	Y
5531010018	1124	N	DETROIT ST	R3.3	CR	Y
5531009005	1127	N	DETROIT ST	R3.3	R3C	Y
5531010023	1130	N	DETROIT ST	R3.3	no change	Y
5531009006	1133	N	DETROIT ST	R3.3	R3C	Y
5531010015	1138	N	DETROIT ST	R3.3	no change	Y
5531009007	1139	N	DETROIT ST	R3.3	R3C	Y
5531009008	1141	N	DETROIT ST	R3.3	R3C	Y
5531010014	1144	N	DETROIT ST	R3.3	no change	Y
5531010013	1148	N	DETROIT ST	R3.3	no change	Y
5531009009	1151	N	DETROIT ST	R3.3	R3C	Y
5531009010	1155	N	DETROIT ST	R3.3	R3C	Y
5531008001	1201	N	DETROIT ST	R3.3	R3C	Y
5531011023	1202	N	DETROIT ST	R3.3	no change	Y
5531011022	1206	N	DETROIT ST	R3.3	no change	Y
5531008002	1207	N	DETROIT ST	R3.3	R3C	Y
5531008003	1211	N	DETROIT ST	R3.3	R3C	Y
5531011021	1212	N	DETROIT ST	R3.3	no change	Y
5531011020	1216	N	DETROIT ST	R3.3	no change	Y
5531008004	1221	N	DETROIT ST	R3.3	R3C	Y
5531011011	1222	N	DETROIT ST	R3.3	no change	Y
5531008005	1225	N	DETROIT ST	R3.3	R3C	Y
5531008006	1231	N	DETROIT ST	R3.3	R3C	Y
5531008007	1235	N	DETROIT ST	R3.3	R3C	Y
5531008008	1247	N	DETROIT ST	R3.3	R3C	Y
5531008009	1251	N	DETROIT ST	R3.3	R3C	Y
5531011011	1254	N	DETROIT ST	R3.3	no change	Y
5531008010	1257	N	DETROIT ST	R3.3	R3C	Y
4335005025	156	N	DOHENY DR	C2.1	CC2	
4336021023	350	N	DOHENY DR	R3.3	R3A	

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
4336021022	356	N	DOHENY DR	R3.3	R3A	
4336021002	360	N	DOHENY DR	R3.3	R3A	
4336022023	400	N	DOHENY DR	R3.3	R3A	
4336022022	408	N	DOHENY DR	R3.3	R3A	
4336022002	412	N	DOHENY DR	R3.3	R3A	
4336022001	416	N	DOHENY DR	R3.3	R3A	
4336012018	500	N	DOHENY DR	C1.1	CN2	
4336007904	8752	N	EL TOVAR PL	C1.1	PF	
5530027006	900	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529020047	901	N	FAIRFAX AVE	C2.1	no change	Y
5529020034	905	N	FAIRFAX AVE	C2.1	no change	Y
5530027025	908	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529020033	913	N	FAIRFAX AVE	C2.1	no change	Y
5530027005	914	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529020032	919	N	FAIRFAX AVE	C2.1	no change	Y
5530027021	920	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529020031	923	N	FAIRFAX AVE	C2.1	no change	Y
5529020030	927	N	FAIRFAX AVE	C2.1	no change	Y
5530027004	928	N	FAIRFAX AVE	C1.1	R3C-C	Y
5530027026	934	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529020029	935	N	FAIRFAX AVE	C2.1	no change	Y
5529020028	937	N	FAIRFAX AVE	C2.1	no change	Y
5530027003	940	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529020027	941	N	FAIRFAX AVE	C2.1	no change	Y
5529020026	945	N	FAIRFAX AVE	C2.1	no change	Y
5530027024	948	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529020025	949	N	FAIRFAX AVE	C2.1	no change	Y
5530012023	1000	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529009034	1001	N	FAIRFAX AVE	C2.1	no change	Y
5530012014	1006	N	FAIRFAX AVE	C1.1	R3C-C	Y
5530012026	1012	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529009033	1015	N	FAIRFAX AVE	C2.1	no change	Y
5529009032	1019	N	FAIRFAX AVE	C2.1	no change	Y
5530012011	1022	N	FAIRFAX AVE	C1.1	R3C-C	Y
5530012010	1026	N	FAIRFAX AVE	C1.1	R3C-C	Y
5530012009	1030	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529009031	1031	N	FAIRFAX AVE	C2.1	no change	Y
5530012008	1038	N	FAIRFAX AVE	C1.1	R3C-C	Y
5530012006 and 5530012007	1042	N	FAIRFAX AVE	C1.1	R3C-C	Y
5530012005	1054	N	FAIRFAX AVE	C1.1	R3C-C	Y
5529009900	1055	N	FAIRFAX AVE	P	no change	Y
5554013010	1111	N	FAIRFAX AVE	C2.1	CC2	Y
5530001017	1116	N	FAIRFAX AVE	C2.1	CC2	Y

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
5554013009	1121	N	FAIRFAX AVE	R4	no change	Y
5554013007	1125	N	FAIRFAX AVE	R4	no change	Y
5530001016	1130	S	FAIRFAX AVE	C2.1	CC2	Y
5530001015	1140	N	FAIRFAX AVE	C2.1	CC2	Y
5530001049	1200	N	FAIRFAX AVE	C2.1	CC2	Y
5554012014	1203	N	FAIRFAX AVE	R4	no change	Y
5531018001	1041	N	FORMOSA AVE	C2.1	no change	Y
5531007022	1111	N	FORMOSA AVE	C2.1	no change	Y
5531007023	1117	N	FORMOSA AVE	C2.1	no change	Y
5531012014	7070		FOUNTAIN AVE	C2.1	no change	Y
5531011029	7120		FOUNTAIN AVE	R3.3	no change	Y
5531021006	1011	N	FULLER AVE	C2.1	CC2	Y
5531021021	1023	N	FULLER AVE	C2.1	CC2	Y
5531021024	1049	N	FULLER AVE	C2.1	CC2	Y
4339010900	901		HANCOCK AVE	C2.1	no change	Y
5529020045	910	N	HAYWORTH AVE	R3.3	no change	Y
5529020044	914	N	HAYWORTH AVE	R3.3	no change	Y
5529020043	920	N	HAYWORTH AVE	R3.3	no change	Y
5529020042	924	N	HAYWORTH AVE	R3.3	no change	Y
5529020041	934	N	HAYWORTH AVE	R3.3	no change	Y
5529020040	940	N	HAYWORTH AVE	R3.3	no change	Y
5529020039	946	N	HAYWORTH AVE	R3.3	no change	Y
5529020038	954	N	HAYWORTH AVE	R3.3	no change	Y
5529009040	1000	N	HAYWORTH AVE	R3.3	no change	Y
5529014033	1009	N	HAYWORTH AVE	R3.3	no change	Y
5529009039	1014	N	HAYWORTH AVE	R3.3	no change	Y
5529009038	1018	N	HAYWORTH AVE	R3.3	no change	Y
5529014032	1019	N	HAYWORTH AVE	R3.3	no change	Y
5529009037	1022	N	HAYWORTH AVE	R3.3	no change	Y
5529014031	1023	N	HAYWORTH AVE	R3.3	no change	Y
5529009036	1028	N	HAYWORTH AVE	R3.3	no change	Y
5529014030	1029	N	HAYWORTH AVE	R3.3	no change	Y
5529009035	1032	N	HAYWORTH AVE	R3.3	no change	Y
5529014029	1035	N	HAYWORTH AVE	R3.3	no change	Y
5529014028	1043	N	HAYWORTH AVE	R3.3	no change	Y
5529014027	1049	N	HAYWORTH AVE	R3.3	no change	Y
5554013022	1105	N	HAYWORTH AVE	C2.1	CC2	Y
5554013021	1111	N	HAYWORTH AVE	C2.1	CC2	Y
5554013020	1119	N	HAYWORTH AVE	R4	no change	Y
5554013027	1122	N	HAYWORTH AVE	R4	no change	Y
5554012018	1206	N	HAYWORTH AVE	R4	no change	Y
4339003007	8500		HOLLOWAY DR	C2.1	no change	Y
5555005008	8505		HOLLOWAY DR	C2.1	no change	Y
4339003006	8508		HOLLOWAY DR	C2.1	no change	Y

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
4339003005	8510		HOLLOWAY DR	C2.1	no change	Y
5555005009	8517		HOLLOWAY DR	R4	CC	Y
4337016027	566		HUNTLEY DR	C1.1	CN2	
4337014056	607		HUNTLEY DR	C1.1	CN2	
4337013034	866		HUNTLEY DR	C2.1	no change	Y
5529008902	1000	N	KINGS RD	R4	PF	
5531014015	1000	N	LA BREA AVE	C2.1	CR	Y
5531017005	1001	N	LA BREA AVE	C2.1	no change	Y
5531014016	1014	N	LA BREA AVE	C2.1	CR	Y
5531014017	1020	N	LA BREA AVE	C2.1	CR	Y
5531017003	1025	N	LA BREA AVE	C2.1	no change	Y
5531017900	1033	N	LA BREA AVE	C2.1	no change	Y
5531017002	1037	N	LA BREA AVE	C2.1	no change	Y
5531014022	1040	N	LA BREA AVE	C2.1	CR	Y
5531010024	1111	N	LA BREA AVE	C3A	CR	Y
5531010025	1127	N	LA BREA AVE	C2.1	CR	Y
5531013024	1130	N	LA BREA AVE	C2.1	CR	Y
5531010022	1133	N	LA BREA AVE	C2.1	no change	Y
5531013006	1134	N	LA BREA AVE	C2.1	no change	Y
5531013005	1138	N	LA BREA AVE	C2.1	no change	Y
5531010009	1145	N	LA BREA AVE	C2.1	no change	Y
5531013002	1146	N	LA BREA AVE	C2.1	no change	Y
5531010010	1149	N	LA BREA AVE	C2.1	no change	Y
5531013001	1150	N	LA BREA AVE	C2.1	no change	Y
5531010011	1157	N	LA BREA AVE	C2.1	no change	Y
5531012020	1200	N	LA BREA AVE	C2.1	no change	Y
5531011001	1201	N	LA BREA AVE	C2.1	no change	Y
5531012019	1204	N	LA BREA AVE	C2.1	no change	Y
5531011002	1205	N	LA BREA AVE	C2.1	no change	Y
5531011003	1209	N	LA BREA AVE	C2.1	no change	Y
5531012018	1212	N	LA BREA AVE	C2.1	no change	Y
5531012017	1216	N	LA BREA AVE	C2.1	no change	Y
5531012016	1222	N	LA BREA AVE	C2.1	no change	Y
5531012015	1226	N	LA BREA AVE	C2.1	no change	Y
5531011029	1233	N	LA BREA AVE	C2.1	no change	Y
5531011009	1257	N	LA BREA AVE	C2.1	no change	Y
5531011010	1259	N	LA BREA AVE	C2.1	no change	Y
5528018043	500	N	LA CIENEGA BLVD	C1.1	CC	
4337009050	501	N	LA CIENEGA BLVD	C1.1	CC	
5528018042	505	N	LA CIENEGA BLVD	C1.1	CC	
4337009049	513	N	LA CIENEGA BLVD	C1.1	CC	
5528018041	514	N	LA CIENEGA BLVD	C1.1	CC	
5528018040	518	N	LA CIENEGA BLVD	C1.1	CC	
5528018039	522	N	LA CIENEGA BLVD	C1.1	CC	

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
4337009048	523	N	LA CIENEGA BLVD	C1.1	CC	
5528018038	526	N	LA CIENEGA BLVD	C1.1	CC	
5528018037	530	N	LA CIENEGA BLVD	C1.1	CC	
4337009047	531	N	LA CIENEGA BLVD	C1.1	CC	
4337009046	533	N	LA CIENEGA BLVD	C1.1	CC	
5528018036	534	N	LA CIENEGA BLVD	C1.1	CC	
4337009045	535	N	LA CIENEGA BLVD	C1.1	CC	
4337009044	537	N	LA CIENEGA BLVD	C1.1	CC	
5528018035	538	N	LA CIENEGA BLVD	C1.1	CC	
5528018034	542	N	LA CIENEGA BLVD	C1.1	CC	
5528018033	546	N	LA CIENEGA BLVD	C1.1	CC	
4337009065	547	N	LA CIENEGA BLVD	C1.1	CC	
4337003045	615	N	LA CIENEGA BLVD	C1.1	CC	
4337003046 and 4337003047	621	N	LA CIENEGA BLVD	C1.1	CC	
5528017070	624	N	LA CIENEGA BLVD	C1.1	CC	
4337003048	629	N	LA CIENEGA BLVD	C1.1	CC	
5528017071	630	N	LA CIENEGA BLVD	C1.1	CC	
4337003049	637	N	LA CIENEGA BLVD	C1.1	CC	
5529007040	980	N	LA CIENEGA BLVD	R3.3	no change	Y
4339003009	1005	N	LA CIENEGA BLVD	C2.1	no change	Y
4339003008	1017	N	LA CIENEGA BLVD	C2.1	no change	Y
5555004089	1112	N	LA CIENEGA BLVD	C2.1	no change	Y
5555004001	1100	S	LA CIENEGA BLVD	C2.1	no change	Y
5555005007	1107	S	LA CIENEGA BLVD	C2.1	no change	Y
5555005006	1111	S	LA CIENEGA BLVD	C2.1	no change	Y
4335002004	142	N	LA PEER DR	R2	R4B-C	
4335003021	145	N	LA PEER DR	R2	R4B-C	
4335002003	146	N	LA PEER DR	R2	R4B-C	
4335003022	147	N	LA PEER DR	R2	R4B-C	
4335002002	152	N	LA PEER DR	C2.1	CC2	
4335003023	155	N	LA PEER DR	C2.1	CC2	
4336010012	614	N	LA PEER DR	C2.1	CC2	
4336011027	623	N	LA PEER DR	C2.1	CC2	
4336011019	627	N	LA PEER DR	C2.1	CC2	
4336011018	633	N	LA PEER DR	C2.1	CC2	
4336010017	634	N	LA PEER DR	C2.1	CC2	
4336011017	637	N	LA PEER DR	C2.1	CC2	
4336010002	638	N	LA PEER DR	C2.1	CC2	
4336011016	641	N	LA PEER DR	C2.1	CC2	
4336010004	646	N	LA PEER DR	C2.1	CC2	
4336009007	648	N	LA PEER DR	C2.1	CC2	
4336011014	653	N	LA PEER DR	C2.1	CC2	
4336011013	657	N	LA PEER DR	C2.1	CC2	

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
4336011012	663	N	LA PEER DR	C2.1	CC2	
4336009010	672	N	LA PEER DR	C2.1	CC2	
5554014008	1105	N	LAUREL AVE	C2.1	CC2	Y
5554014007	1117	N	LAUREL AVE	R4	no change	Y
5554013014	1120	N	LAUREL AVE	R4	no change	Y
5531012021	7065		LEXINGTON AVE	C2.1	no change	Y
5531013026	7068		LEXINGTON AVE	C2.1	no change	Y
5531010012	7120		LEXINGTON AVE	R3.3	no change	Y
5531009011	7154		LEXINGTON AVE	R3.3	R3C	
4337009064	8516		MELROSE AVE	C1.1	CC	
4337003100	8525		MELROSE AVE	C1.1	CC	
4337009028	8532		MELROSE AVE	C1.1	CN2	
4337004072 and 4337004137	8533		MELROSE AVE	C1.1	CN2	
4337009027	8540		MELROSE AVE	C1.1	CN2	
4337009026	8546		MELROSE AVE	C1.1	CN2	
4337010020	8564		MELROSE AVE	C1.1	CN2	
4337008056	8565		MELROSE AVE	C1.1	CN2	
4337010019	8568		MELROSE AVE	C1.1	CN2	
4337008069	8573		MELROSE AVE	C1.1	CN2	
4337010033	8580		MELROSE AVE	C1.1	CN2	
4337008135	8581		MELROSE AVE	C1.1	CN2	
4337008157	8585		MELROSE AVE	C1.1	CN2	
4337010015	8586		MELROSE AVE	C1.1	CN2	
4337016036	8600		MELROSE AVE	C1.1	CN2	
4337011064	8607		MELROSE AVE	C1.1	CN2	
4337011068	8609		MELROSE AVE	C1.1	CN2	
4337011080	8611		MELROSE AVE	C1.1	CN2	
4337016028	8612		MELROSE AVE	C1.1	CN2	
4337014061	8623		MELROSE AVE	C1.1	CN2	
4337019045	8628		MELROSE AVE	C1.1	CN2	
4337019013	8632		MELROSE AVE	C1.1	CN2	
4337019012	8636		MELROSE AVE	C1.1	CN2	
4337019011	8642		MELROSE AVE	C1.1	CN2	
4337019010	8650		MELROSE AVE	C1.1	CN2	
4337018064	8670		MELROSE AVE	C1.1	CN2	
4337018063	8674		MELROSE AVE	C1.1	CN2	
4337018062	8680		MELROSE AVE	C1.1	CN2	
4337018061	8684		MELROSE AVE	C1.1	CN2	
4337018060	8686		MELROSE AVE	C1.1	CN2	
4336006015 and 4336006016	8710		MELROSE AVE	C1.1	CN2	
4336007020	8711		MELROSE AVE	C1.1	CC	
4336007021	8723		MELROSE AVE	C1.1	CC	

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
4336007029	8725		MELROSE AVE	C1.1	CC	
4336007022	8731		MELROSE AVE	C1.1	CC	
4336006042	8732		MELROSE AVE	C1.1	CN2	
4336006011	8734		MELROSE AVE	C1.1	CN2	
4336007023	8735		MELROSE AVE	C1.1	CC	
4336006010	8738		MELROSE AVE	C1.1	CN2	
4336007024	8739		MELROSE AVE	C1.1	CC	
4336006009	8742		MELROSE AVE	C1.1	CN2	
4336006008	8746		MELROSE AVE	C1.1	CN2	
4336007025	8747		MELROSE AVE	C1.1	CC	
4336006007	8750		MELROSE AVE	C1.1	CN2	
4336007026	8751		MELROSE AVE	C1.1	CC	
4336007027	8755		MELROSE AVE	C1.1	CC	
4336007903	8759		MELROSE AVE	C1.1	CC	
4336006041	8764		MELROSE AVE	C1.1	CN2	
4336024014	8800		MELROSE AVE	C1.1	CN2	
4336024013	8802		MELROSE AVE	C1.1	CN2	
4336010015	8807		MELROSE AVE	C1.1	CN2	
4336024012	8808		MELROSE AVE	C1.1	CN2	
4336024011	8810		MELROSE AVE	C1.1	CN2	
4336010014	8811		MELROSE AVE	C1.1	CN2	
4336024010	8816		MELROSE AVE	C1.1	CN2	
4336024009	8818		MELROSE AVE	C1.1	CN2	
4336024008	8822		MELROSE AVE	C1.1	CN2	
4336010013	8825		MELROSE AVE	C2.1	CC2	
4336024028	8900		MELROSE AVE	C1.1	CN2	
4336011023	8901		MELROSE AVE	C2.1	CC2	
4336024005	8906		MELROSE AVE	C1.1	CN2	
4336011021 and 4336011022	8907		MELROSE AVE	C2.1	CC2	
4336024004	8908		MELROSE AVE	C1.1	CN2	
4336024003	8914		MELROSE AVE	C1.1	CN2	
4336011026	8917		MELROSE AVE	C2.1	CC2	
4336024029	8920		MELROSE AVE	C1.1	CN2	
4336012019	9000		MELROSE AVE	C1.1	CN2	
4336012007	9006		MELROSE AVE	C1.1	CN2	
4336012006	9012		MELROSE AVE	C1.1	CN2	
4336012025	9014		MELROSE AVE	C1.1	CN2	
4336012023	9026		MELROSE AVE	C1.1	CN2	
4336012024	9038		MELROSE AVE	C1.1	CN2	
4336012020	9056		MELROSE AVE	C1.1	CN2	
5554012037	7911		NORTON AVE	R4	no change	Y
5554013006	7914		NORTON AVE	R4	no change	Y
5554013005	7918		NORTON AVE	R4	no change	Y

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
5554013004	7922		NORTON AVE	R4	no change	Y
5554012016	7925		NORTON AVE	R4	no change	Y
5554012017	7927		NORTON AVE	R4	no change	Y
5554013019	7956		NORTON AVE	R4	no change	Y
5554013018	7962		NORTON AVE	R4	no change	Y
5554013017	7964		NORTON AVE	R4	no change	Y
5554013016	7972		NORTON AVE	R4	no change	Y
5554013015	7976		NORTON AVE	R4	no change	Y
5554014006	8008		NORTON AVE	R4	no change	Y
5554014005	8010		NORTON AVE	R4	no change	Y
5554014004	8016		NORTON AVE	R4	no change	Y
5554014003	8022		NORTON AVE	R4	no change	Y
5554014002	8028		NORTON AVE	R4	no change	Y
5554014019	8102		NORTON AVE	R4	no change	Y
5554014018	8106		NORTON AVE	R4	no change	Y
5554014017	8110		NORTON AVE	R4	no change	Y
5554014016	8116		NORTON AVE	R4	no change	Y
5554014015	8120		NORTON AVE	R4	no change	Y
5554014014	8130		NORTON AVE	R4	no change	Y
5530013019	1001	N	OGDEN DR	R3.3	no change	Y
5530013020	1011	N	OGDEN DR	R3.3	no change	Y
5530013021	1017	N	OGDEN DR	R3.3	no change	Y
5530013022	1021	N	OGDEN DR	R3.3	no change	Y
5530013023	1027	N	OGDEN DR	R3.3	no change	Y
5530013024	1031	N	OGDEN DR	R3.3	no change	Y
5530013025	1037	N	OGDEN DR	R3.3	no change	Y
5530013026	1041	N	OGDEN DR	R3.3	no change	Y
5530013027	1047	N	OGDEN DR	R3.3	no change	Y
5530013028	1051	N	OGDEN DR	R3.3	no change	Y
5530003022	1102	N	OGDEN DR	C2.1	CC2	Y
5530027027	901	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027010	905	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027011	909	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027012	917	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027013	919	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027014	925	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027015	931	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027016	937	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027017	943	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027018	947	N	ORANGE GROVE AVE	R3.3	no change	Y
5530027028	953	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013018	1000	N	ORANGE GROVE AVE	R3.3	no change	Y
5530012016	1001	N	ORANGE GROVE AVE	R3.3	no change	Y
5530012017	1005	N	ORANGE GROVE AVE	R3.3	no change	Y

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
5530013017	1006	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013016	1010	N	ORANGE GROVE AVE	R3.3	no change	Y
5530012018	1011	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013015	1016	N	ORANGE GROVE AVE	R3.3	no change	Y
5530012019	1019	N	ORANGE GROVE AVE	R3.3	no change	Y
5530012020	1021	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013014	1022	N	ORANGE GROVE AVE	R3.3	no change	Y
5530012021	1029	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013013	1030	N	ORANGE GROVE AVE	R3.3	no change	Y
5530012022	1031	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013012	1036	N	ORANGE GROVE AVE	R3.3	no change	Y
5530012800	1037	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013011	1042	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013010	1044	N	ORANGE GROVE AVE	R3.3	no change	Y
5530012801	1045	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013009	1050	N	ORANGE GROVE AVE	R3.3	no change	Y
5530013002	1062	N	ORANGE GROVE AVE	C2.1	CC2	Y
5530002019	1114	N	ORANGE GROVE AVE	C2.1	CC2	Y
5530002018	1128	N	ORANGE GROVE AVE	C2.1	CC2	Y
5530001039	1129	N	ORANGE GROVE AVE	C2.1	CC2	Y
5530002017	1132	N	ORANGE GROVE AVE	C2.1	CC2	Y
4339012022	803		PALM AVE	C2.1	no change	Y
5531021002	1001	N	POINSETTIA PL	C2.1	CR	Y
4334002001	142	N	ROBERTSON BLVD	C2.1	CC2	
4334001018	145	N	ROBERTSON BLVD	C2.1	CC2	
4334001019	151	N	ROBERTSON BLVD	C2.1	CC2	
4334002023	158	N	ROBERTSON BLVD	C2.1	CC2	
4336007035	600	N	ROBERTSON BLVD	C1.1	CN2	
4336007002	610	N	ROBERTSON BLVD	C1.1	CN2	
4336007003	614	N	ROBERTSON BLVD	C1.1	CN2	
4336007033	616	N	ROBERTSON BLVD	C1.1	CN2	
4336010270 and 4336010271	623	N	ROBERTSON BLVD	C1.1	CN2	
4336008911	626	N	ROBERTSON BLVD	C1.1	CN2	
4336010008	627	N	ROBERTSON BLVD	C1.1	CN2	
4336010007	631	N	ROBERTSON BLVD	C1.1	CN2	
4336008002	634	N	ROBERTSON BLVD	C1.1	CN2	
4336010016	641	N	ROBERTSON BLVD	C1.1	CN2	
4336008003	642	N	ROBERTSON BLVD	C1.1	CN2	
4336010005	645	N	ROBERTSON BLVD	C1.1	CN2	
4336008028	646	N	ROBERTSON BLVD	C1.1	CN2	
4336008013	650	N	ROBERTSON BLVD	C1.1	CN2	
4336009006	653	N	ROBERTSON BLVD	C1.1	CN2	
4336008014	656	N	ROBERTSON BLVD	C1.1	CN2	

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
4336008015	662	N	ROBERTSON BLVD	C1.1	CN2	
4336009007	665	N	ROBERTSON BLVD	C1.1	CN2	
4336008016	666	N	ROBERTSON BLVD	C1.1	CN2	
4336009003 and 4336009004 and 4336009005	681	N	ROBERTSON BLVD	C1.1	CN2	
4336009002	685	N	ROBERTSON BLVD	C1.1	CN2	
4336008017	686	N	ROBERTSON BLVD	C1.1	CN2	
4336008018	694	N	ROBERTSON BLVD	C1.1	CN2	
5531021003	7317		ROMAINE ST	C2.1	PF	Y
5530027019	7860		ROMAINE ST	R3.3	no change	Y
5529020036	7920		ROMAINE ST	R3.3	no change	Y
5529020037	7924		ROMAINE ST	R3.3	no change	Y
5529014034	7949		ROMAINE ST	R3.3	no change	Y
4337006050	8583		RUGBY DR	R3.1	no change	Y
4337018026	540	N	SAN VICENTE BLVD	C1.1	CN2	
4336006038	555	N	SAN VICENTE BLVD	C1.1	CN2	
4337017900 and 4337017904	720	N	SAN VICENTE BLVD	P	no change	Y
5531014004	7066		SANTA MONICA BLVD	C3	CR	Y
5531014005	7070		SANTA MONICA BLVD	C3	CR	Y
5531013023	7073		SANTA MONICA BLVD	C3	CR	Y
5531014021	7080		SANTA MONICA BLVD	C3	CR	Y
5531017001	7102		SANTA MONICA BLVD	C3	no change	Y
5531010020	7113		SANTA MONICA BLVD	C3	CR	Y
5531017006	7116		SANTA MONICA BLVD	C3	no change	Y
5531017006	7118		SANTA MONICA BLVD	C2.1	no change	Y
5531010021	7125		SANTA MONICA BLVD	C3	CR	Y
5531009022	7141		SANTA MONICA BLVD	C2.1	no change	Y
5531009021	7155		SANTA MONICA BLVD	C2.1	no change	Y
5531017010	7174		SANTA MONICA BLVD	C2.1	no change	Y
5531007020	7201		SANTA MONICA BLVD	C2.1	no change	Y
5531007021	7207		SANTA MONICA BLVD	C2.1	no change	Y
5531007054	7215		SANTA MONICA BLVD	C2.1	no change	Y
5531006019	7231		SANTA MONICA BLVD	C2.1	no change	Y
5531006020	7235		SANTA MONICA BLVD	C2.1	no change	Y
5531006021	7243		SANTA MONICA BLVD	C2.1	no change	Y
5531006001 and 5531006022	7255		SANTA MONICA BLVD	C2.1	no change	Y
5531005027	7265		SANTA MONICA BLVD	C2.1	no change	Y
5531005028	7273		SANTA MONICA BLVD	C2.1	no change	Y
5531005029	7277		SANTA MONICA BLVD	C2.1	no change	Y
5531021001	7302		SANTA MONICA BLVD	C2.1	MSP	Y
5531004051	7317		SANTA MONICA BLVD	C2.1	no change	Y

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
5531004049	7321		SANTA MONICA BLVD	C2.1	no change	Y
5531004024	7335		SANTA MONICA BLVD	C2.1	no change	Y
5531003001	7347		SANTA MONICA BLVD	C2.1	no change	Y
5531023002	7494		SANTA MONICA BLVD	C2.1	no change	Y
5531023001	7496		SANTA MONICA BLVD	C2.1	no change	Y
5530010013	7501		SANTA MONICA BLVD	C2.1	no change	Y
5530010014	7503		SANTA MONICA BLVD	C2.1	no change	Y
5530019005	7504		SANTA MONICA BLVD	C2.1	no change	Y
5530019004	7506		SANTA MONICA BLVD	C2.1	no change	Y
5530019003	7508		SANTA MONICA BLVD	C2.1	no change	Y
5530010015	7509		SANTA MONICA BLVD	C2.1	no change	Y
5530019002	7512		SANTA MONICA BLVD	C2.1	no change	Y
5530010016	7513		SANTA MONICA BLVD	C2.1	no change	Y
5530010017	7517		SANTA MONICA BLVD	C2.1	no change	Y
5530010018	7521		SANTA MONICA BLVD	C2.1	no change	Y
5530010019	7525		SANTA MONICA BLVD	C2.1	no change	Y
5530019001	7530		SANTA MONICA BLVD	C2.1	no change	Y
5530010020	7531		SANTA MONICA BLVD	C2.1	no change	Y
5530010021	7541		SANTA MONICA BLVD	C2.1	no change	Y
5530018005	7542		SANTA MONICA BLVD	C2.1	no change	Y
5530010022	7545		SANTA MONICA BLVD	C2.1	no change	Y
5530018004	7546		SANTA MONICA BLVD	C2.1	no change	Y
5530018003	7548		SANTA MONICA BLVD	C2.1	no change	Y
5530010023	7549		SANTA MONICA BLVD	C2.1	no change	Y
5530018002	7550		SANTA MONICA BLVD	C2.1	no change	Y
5530010024	7555		SANTA MONICA BLVD	C2.1	no change	Y
5530010025	7557		SANTA MONICA BLVD	C2.1	no change	Y
5530018001	7564		SANTA MONICA BLVD	C2.1	no change	Y
5530017006	7600		SANTA MONICA BLVD	C2.1	no change	Y
5530011039	7603		SANTA MONICA BLVD	C2.1	no change	Y
5530017005	7604		SANTA MONICA BLVD	C2.1	no change	Y
5530017004	7612		SANTA MONICA BLVD	C2.1	no change	Y
5530017003	7616		SANTA MONICA BLVD	C2.1	no change	Y
5530011037	7617		SANTA MONICA BLVD	C2.1	no change	Y
5530017002	7624		SANTA MONICA BLVD	C2.1	no change	Y
5530017001	7630		SANTA MONICA BLVD	C2.1	no change	Y
5530011900	7643		SANTA MONICA BLVD	C2.1	PF	Y
5530016006	7700		SANTA MONICA BLVD	C2.1	no change	Y
5530011034	7701		SANTA MONICA BLVD	C2.1	no change	Y
5530016005	7702		SANTA MONICA BLVD	C2.1	no change	Y
5530011035	7705		SANTA MONICA BLVD	C2.1	no change	Y
5530016004	7706		SANTA MONICA BLVD	C2.1	no change	Y
5530016003	7708		SANTA MONICA BLVD	C2.1	no change	Y
5530011036	7711		SANTA MONICA BLVD	C2.1	no change	Y

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
5530016002	7712		SANTA MONICA BLVD	C2.1	no change	Y
5530011011	7715		SANTA MONICA BLVD	C2.1	no change	Y
5530016001	7718		SANTA MONICA BLVD	C2.1	no change	Y
5530011010	7721		SANTA MONICA BLVD	C2.1	no change	Y
5530015009	7722		SANTA MONICA BLVD	C2.1	no change	Y
5530011009	7725		SANTA MONICA BLVD	C2.1	no change	Y
5530015008	7728		SANTA MONICA BLVD	C2.1	no change	Y
5530011008	7731		SANTA MONICA BLVD	C2.1	no change	Y
5530011007	7735		SANTA MONICA BLVD	C2.1	no change	Y
5530015007	7738		SANTA MONICA BLVD	C2.1	no change	Y
5530011006	7739		SANTA MONICA BLVD	C2.1	no change	Y
5530015006	7740		SANTA MONICA BLVD	C2.1	no change	Y
5530015005	7742		SANTA MONICA BLVD	C2.1	no change	Y
5530015004	7744		SANTA MONICA BLVD	C2.1	no change	Y
5530015003	7746		SANTA MONICA BLVD	C2.1	no change	Y
5530015002	7748		SANTA MONICA BLVD	C2.1	no change	Y
5530015001	7750		SANTA MONICA BLVD	C2.1	no change	Y
5530003052	7755		SANTA MONICA BLVD	C2.1	no change	Y
5530014006	7756		SANTA MONICA BLVD	C2.1	CC2	Y
5530014005	7760		SANTA MONICA BLVD	C2.1	CC2	Y
5530003049	7761		SANTA MONICA BLVD	C2.1	no change	Y
5530014004	7764		SANTA MONICA BLVD	C2.1	CC2	Y
5530003024	7767		SANTA MONICA BLVD	C2.1	CC2	Y
5530014003	7768		SANTA MONICA BLVD	C2.1	CC2	Y
5530003023	7771		SANTA MONICA BLVD	C2.1	CC2	Y
5530014002	7772		SANTA MONICA BLVD	C2.1	CC2	Y
5530014001	7780		SANTA MONICA BLVD	C2.1	CC2	Y
5530013031	7800		SANTA MONICA BLVD	C2.1	CC2	Y
5530002025	7807		SANTA MONICA BLVD	C2.1	CC2	Y
5530013006	7814		SANTA MONICA BLVD	C2.1	CC2	Y
5530002067	7819		SANTA MONICA BLVD	C2.1	CC2	
5530013005	7820		SANTA MONICA BLVD	C2.1	CC2	Y
5530002022	7823		SANTA MONICA BLVD	C2.1	CC2	Y
5530002020	7827		SANTA MONICA BLVD	C2.1	CC2	Y
5530013004	7828		SANTA MONICA BLVD	C2.1	CC2	Y
5530013003	7832		SANTA MONICA BLVD	C2.1	CC2	Y
5530013001	7836		SANTA MONICA BLVD	C2.1	CC2	Y
5530012004	7854		SANTA MONICA BLVD	C2.1	CC2	Y
5530001038	7857		SANTA MONICA BLVD	C2.1	CC2	Y
5530012003	7868		SANTA MONICA BLVD	C2.1	CC2	Y
5530012025	7870		SANTA MONICA BLVD	C2.1	CC2	Y
5530001018	7881		SANTA MONICA BLVD	C2.1	CC2	Y
5529009030	7900		SANTA MONICA BLVD	C2.1	CC2	Y
5529009029	7906		SANTA MONICA BLVD	C2.1	CC2	Y

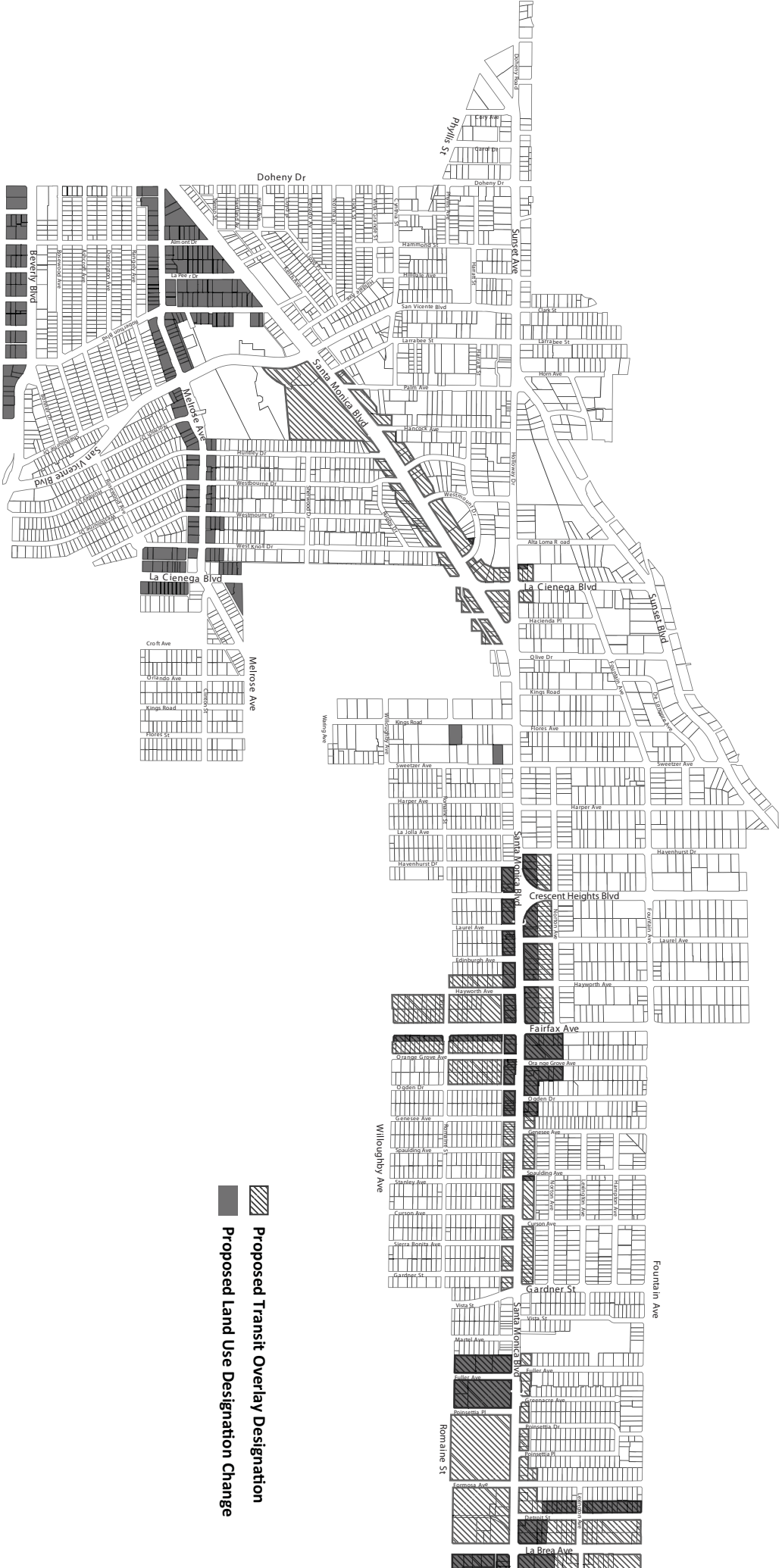
APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
5529009028	7916		SANTA MONICA BLVD	C2.1	CC2	Y
5529009027	7924		SANTA MONICA BLVD	C2.1	CC2	Y
5554013011	7925		SANTA MONICA BLVD	C2.1	CC2	Y
5554013012	7929		SANTA MONICA BLVD	C2.1	CC2	Y
5554013013	7935		SANTA MONICA BLVD	C2.1	CC2	Y
5529009026	7936		SANTA MONICA BLVD	C2.1	CC2	Y
5529014047	7950		SANTA MONICA BLVD	C2.1	CC2	Y
5529014035	7960		SANTA MONICA BLVD	C2.1	CC2	Y
5554013023	7961		SANTA MONICA BLVD	C2.1	CC2	Y
5554013024	7965		SANTA MONICA BLVD	C2.1	CC2	Y
5529015051	7970		SANTA MONICA BLVD	C2.1	CC2	Y
5529015050	7976		SANTA MONICA BLVD	C2.1	CC2	Y
5554013025	7977		SANTA MONICA BLVD	C2.1	CC2	Y
5529015049	7978		SANTA MONICA BLVD	C2.1	CC2	Y
5529015029	7982		SANTA MONICA BLVD	C2.1	CC2	Y
5554013026	7985		SANTA MONICA BLVD	C2.1	CC2	Y
5529015028	7990		SANTA MONICA BLVD	C2.1	CC2	Y
5529015027	7994		SANTA MONICA BLVD	C2.1	CC2	Y
5529015026	7998		SANTA MONICA BLVD	C2.1	CC2	Y
5554014009	8009		SANTA MONICA BLVD	C2.1	CC2	Y
5529024026	8020		SANTA MONICA BLVD	C2.1	CC2	Y
5554014011	8025		SANTA MONICA BLVD	C2.1	CC2	Y
5529024003	8032		SANTA MONICA BLVD	C2.1	CC2	Y
5529024002	8036		SANTA MONICA BLVD	C2.1	CC2	Y
5529024001	8042		SANTA MONICA BLVD	C2.1	CC2	Y
5529019030	8100		SANTA MONICA BLVD	C2.1	CC2	Y
5529019029	8104		SANTA MONICA BLVD	C2.1	CC2	Y
5529019033	8120		SANTA MONICA BLVD	C2.1	CC2	Y
5554014026	8151		SANTA MONICA BLVD	C2.1	CC2	Y
5554014023	8161		SANTA MONICA BLVD	C2.1	CC2	Y
5554014024	8171		SANTA MONICA BLVD	C2.1	CC2	Y
5529008901	8383		SANTA MONICA BLVD	R3.3	PF	
5529007016	8432		SANTA MONICA BLVD	C2.1	no change	Y
5529007017	8440		SANTA MONICA BLVD	C2.1	no change	Y
5529007019	8448		SANTA MONICA BLVD	C2.1	no change	Y
5529007018	8450		SANTA MONICA BLVD	C2.1	no change	Y
5529007033	8460		SANTA MONICA BLVD	C2.1	no change	Y
4339002001	8461		SANTA MONICA BLVD	C2.1	no change	Y
4339002002	8465		SANTA MONICA BLVD	C2.1	no change	Y
5529007034	8470		SANTA MONICA BLVD	C2.1	no change	Y
5529007035	8474		SANTA MONICA BLVD	C2.1	no change	Y
4339002003	8477		SANTA MONICA BLVD	C2.1	no change	Y
5529007036	8490		SANTA MONICA BLVD	C2.1	no change	Y
4339002004	8491		SANTA MONICA BLVD	C2.1	no change	Y



APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
4337001013	8500		SANTA MONICA BLVD	C2.1	no change	Y
4339003015	8505		SANTA MONICA BLVD	C2.1	no change	Y
4337001014 and 4337001033	8512		SANTA MONICA BLVD	C2.1	no change	Y
4339003011	8515		SANTA MONICA BLVD	C2.1	no change	Y
4337001016	8520		SANTA MONICA BLVD	C2.1	no change	Y
4339003012	8525		SANTA MONICA BLVD	C2.1	no change	Y
4337001015	8530		SANTA MONICA BLVD	C2.1	no change	Y
4339005013	8531		SANTA MONICA BLVD	C2.1	no change	Y
4339005025	8543		SANTA MONICA BLVD	C2.1	no change	Y
4337006029	8560		SANTA MONICA BLVD	C2.1	no change	Y
4337006030	8568		SANTA MONICA BLVD	C2.1	no change	Y
4337006031	8572		SANTA MONICA BLVD	C2.1	no change	Y
4337006051	8576		SANTA MONICA BLVD	C2.1	no change	Y
4337006052	8578		SANTA MONICA BLVD	C2.1	no change	Y
4337006053	8582		SANTA MONICA BLVD	C2.1	no change	Y
4339005040	8585		SANTA MONICA BLVD	C2.1	no change	Y
4337006049	8590		SANTA MONICA BLVD	C2.1	no change	Y
4339006029	8601		SANTA MONICA BLVD	C2.1	no change	Y
4337006054	8610		SANTA MONICA BLVD	C2.1	no change	Y
4337006046	8612		SANTA MONICA BLVD	C2.1	no change	Y
4339006022	8623		SANTA MONICA BLVD	C2.1	no change	Y
4339006027	8631		SANTA MONICA BLVD	C2.1	no change	Y
4337013016	8700		SANTA MONICA BLVD	C2.1	no change	Y
4339007012	8703		SANTA MONICA BLVD	C2.1	no change	Y
4337013017 and 4337013055	8704		SANTA MONICA BLVD	C2.1	no change	Y
4337013046	8714		SANTA MONICA BLVD	C2.1	no change	Y
4339007013	8715		SANTA MONICA BLVD	C2.1	no change	Y
4339007014	8719		SANTA MONICA BLVD	C2.1	no change	Y
4337014065	8730		SANTA MONICA BLVD	C2.1	no change	Y
4339007034	8741		SANTA MONICA BLVD	C2.1	no change	Y
4339010032	8787		SANTA MONICA BLVD	C2.1	no change	Y
4339012021	8809		SANTA MONICA BLVD	C2.1	no change	Y
4339012020	8811		SANTA MONICA BLVD	C2.1	no change	Y
4337017903	8872		SANTA MONICA BLVD	C2.1	no change	Y
4336009001	8954		SANTA MONICA BLVD	C1.1	CN2	
4336009011	8980		SANTA MONICA BLVD	C2.1	CC2	
4336011011	9016		SANTA MONICA BLVD	C2.1	CC2	
4336025005	9040		SANTA MONICA BLVD	C2.1	CA	
4336025004	9060		SANTA MONICA BLVD	C2.1	CA	
4336025003	9080		SANTA MONICA BLVD	C2.1	CA	
4336025012	9098		SANTA MONICA BLVD	C2.1	CA	
4335002021	141	N	SWALL DR	R2	R4B-C	

APN	Number	Direction	Street	Existing General Plan Designations	Proposed General Plan Designations	Property in Transit Overlay
4335002022	145	N	SWALL DR	R2	R4B-C	
4335001005	146	N	SWALL DR	R2	R4B-C	
4335001004	148	N	SWALL DR	R2	R4B-C	
5531023023	1055	N	VISTA ST	C2.1	no change	Y
4337009034	506		WEST KNOLL DR	R3.3	R3A	
4337009035	510		WEST KNOLL DR	R3.3	R3A	
4337009036	520		WEST KNOLL DR	R3.3	R3A	
4337009037	536		WEST KNOLL DR	R3.3	R3A	
4337009053	540		WEST KNOLL DR	R3.3	R3A	
4337003081	606		WEST KNOLL DR	C1.1	CC	
4337003080	612		WEST KNOLL DR	R2	CC	
4337003079	616		WEST KNOLL DR	R2	CC	
4339005012	8532	W	WEST KNOLL DR	R4	CC	Y
4337008156	606		WESTBOURNE DR	C1.1	CN2	
4337011045	607		WESTBOURNE DR	C1.1	CN2	
4339007011	903		WESTBOURNE DR	C2.1	no change	Y
4337009025	560		WESTMOUNT DR	C1.1	CN2	
4337004137	606		WESTMOUNT DR	C1.1	CN2	
4337008018	607		WESTMOUNT DR	C1.1	CN2	
4337004070	612		WESTMOUNT DR	R2	R2	
4337004080	616		WESTMOUNT DR	R2	R2	
4335004006	144	N	WETHERLY DR	R2	R4B-C	
4335004005	148	N	WETHERLY DR	R2	CC2	
4335004004	152	N	WETHERLY DR	C2.1	CC2	
5530027008	7863		WILLOUGHBY AVE	R3.3	no change	Y
5530027007	7865		WILLOUGHBY AVE	R3.3	no change	Y
5529020046	7917		WILLOUGHBY AVE	R3.3	no change	Y

Parcels with Proposed Land Use Designation Changes and Transit Overlay

West Hollywood Public Review Draft General Plan



-  Proposed Transit Overlay Designation
-  Proposed Land Use Designation Change

This page intentionally left blank



MEMORANDUM

Date: April 5, 2010

To: Bianca Siegl, City of West Hollywood

From: Sarah Graham, Strategic Economics
Tiffany Yang, Strategic Economics

Project: West Hollywood General Plan Update

Subject: Fiscal Impact Analysis Results

Strategic Economics was asked as part of the Raimi + Associates consulting team to conduct a fiscal impact analysis of the proposed West Hollywood General Plan Update. This memorandum summarizes the results of the fiscal impact analysis.

INTRODUCTION

Fiscal impact analysis is a method to estimate a local government's ability to afford services. For this fiscal impact analysis Strategic Economics estimated the annual General Fund expenses and revenues that could be generated by build-out of both the existing General Plan and the preferred alternative of the proposed General Plan Update. The analysis uses current General Fund revenue and cost data to calculate fiscal impacts and make projections of future revenues and expenses and compares the resulting impacts for the development programs under both plans.

As with all fiscal impact analyses, the assumptions drive the results. Strategic Economics created its assumptions based upon all available data, City input, previous fiscal and retail study, and appropriate standards. As explained in more detail in the following sections, the fiscal impact model uses a variety of projection methods depending on the particular revenue or cost line item. The analysis estimates annual revenues and cost impacts on the City's General Fund for fiscal years (FY) 2009-10 through 2034-35 based on existing development in West Hollywood and the preferred alternative of the General Plan Update. All revenue and cost estimates are in constant (2010) dollars.

This analysis evaluates only impacts to the City's General Fund, and not to other programs that are funded independently of the General Fund. Therefore, the analysis does not consider impacts to the Fire Department or the School Districts, which are funded separately and not operated by the City directly.

The following section summarizes the results of the analysis. The subsequent section describes the development programs under both plans and other assumptions used in the analysis, and the Appendix

Fiscal Impact Analysis Assumptions

West Hollywood General Plan Update

ITEM 9.A. EXHIBIT M

provides detailed tables illustrating the fiscal impacts of the preferred alternative of the General Plan Update.

FISCAL ANALYSIS RESULTS

Net Fiscal Impact

The net fiscal impact to the General Fund is the sum of total General Fund revenues less total General Fund costs associated with the preferred alternative of the General Plan Update. The fiscal impact analysis results indicate that on an annual and net basis the preferred alternative is fiscally neutral to positive. This means that the preferred alternative provides adequate revenue to fund operating expenditures to serve the growth under the General Plan Update. **Table 1** summarizes the results of the analysis for the General Plan Update for FY 2034-35.

Table 1: Net Fiscal Impact to the General Fund, General Plan Update, FY 2034-35 (2010 Constant Dollars)

FY 2034-35	
<i>Revenue</i>	
Property Tax	\$ 15,486,000
Property Transfer Tax	716,000
Sales Tax	13,809,000
Transient Occupancy Tax	23,007,000
Motor Vehicle In Lieu	4,472,000
Per Capita Revenue	28,300,000
Total Revenues	\$ 85,790,000
<i>Costs</i>	
Police Contract Costs	\$ 28,568,000
Facilities and Field Services	5,728,161
Per Capita Cost	49,452,000
Total Costs	\$ 83,748,161
Net Impact on General Fund	\$ 2,041,839
Net Revenue as % of Total Revenue	2.4%

Source: Strategic Economics, 2010.

The fiscal impact analysis also evaluated the existing General Plan and those results indicate that the existing General Plan is also fiscally neutral to positive. **Table 2** summarizes the results of the analysis for the existing General Plan for FY 2034-35.

Table 2: Net Fiscal Impact to the General Fund,
Existing General Plan, FY 2034-35 (2010 Constant Dollars)

FY 2034-35	
<i>Revenue</i>	
Property Tax	\$ 15,186,000
Property Transfer Tax	700,000
Sales Tax	13,809,000
Transient Occupancy Tax	22,861,000
Motor Vehicle In Lieu	4,388,000
Per Capita Revenue	27,996,000
Total Revenues	\$ 84,940,000
<i>Costs</i>	
Police Contract Costs	\$ 28,568,000
Facilities and Field Services	5,728,161
Per Capita Cost	48,978,000
Total Costs	\$ 83,274,161
Net Impact on General Fund	\$ 1,665,839
Net Revenue as % of Total Revenue	2.0%

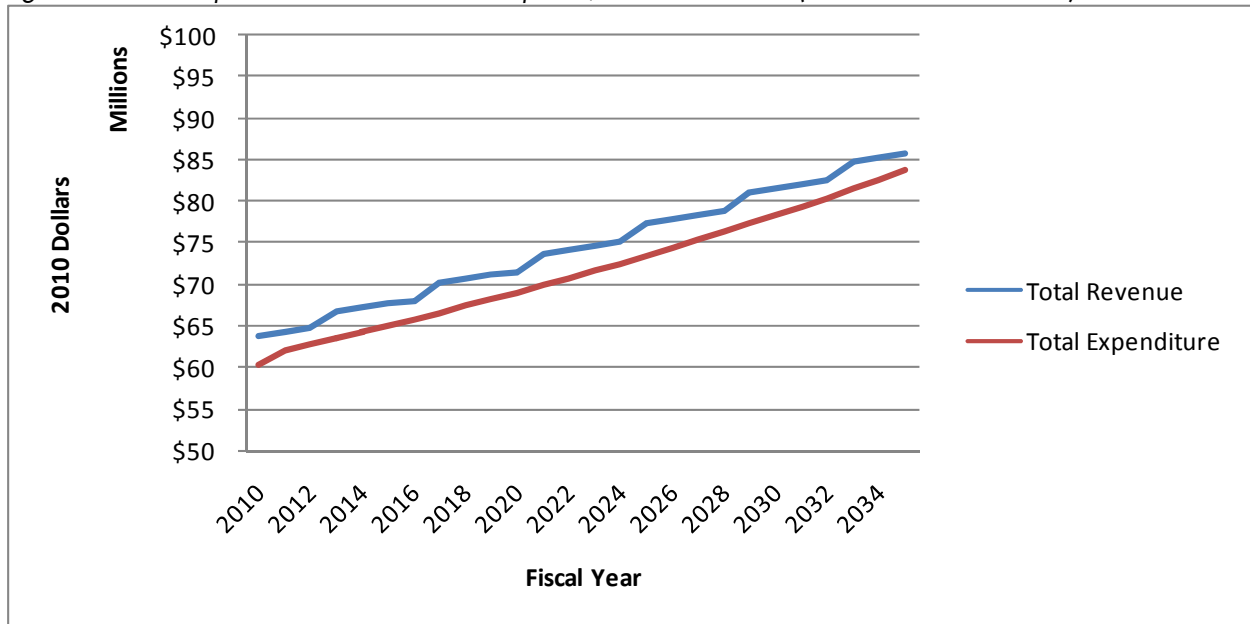
Source: Strategic Economics, 2010.

As shown in the above tables, the fiscal impacts resulting from the preferred alternative of the proposed General Plan Update are similar to those of the existing General Plan. Differences result from the additional multifamily dwelling units and hotel square footage included in the alternative of the proposed General Plan Update. The additional land uses result in slightly higher revenues and expenditures.

Dynamic Fiscal Model Results

The fiscal impact analysis included a dynamic model showing impacts over time. The dynamic model shown in **Figure 1** indicates surplus revenue to the City General Fund for each year modeled. Fluctuations in revenue are reflective of the years in which Strategic Economics has assumed that the hotels are built in the study area, as will be discussed in the following section.

Figure 1: Fiscal Impact of the General Plan Update, FYs 2010-2035 (2010 Constant Dollars)



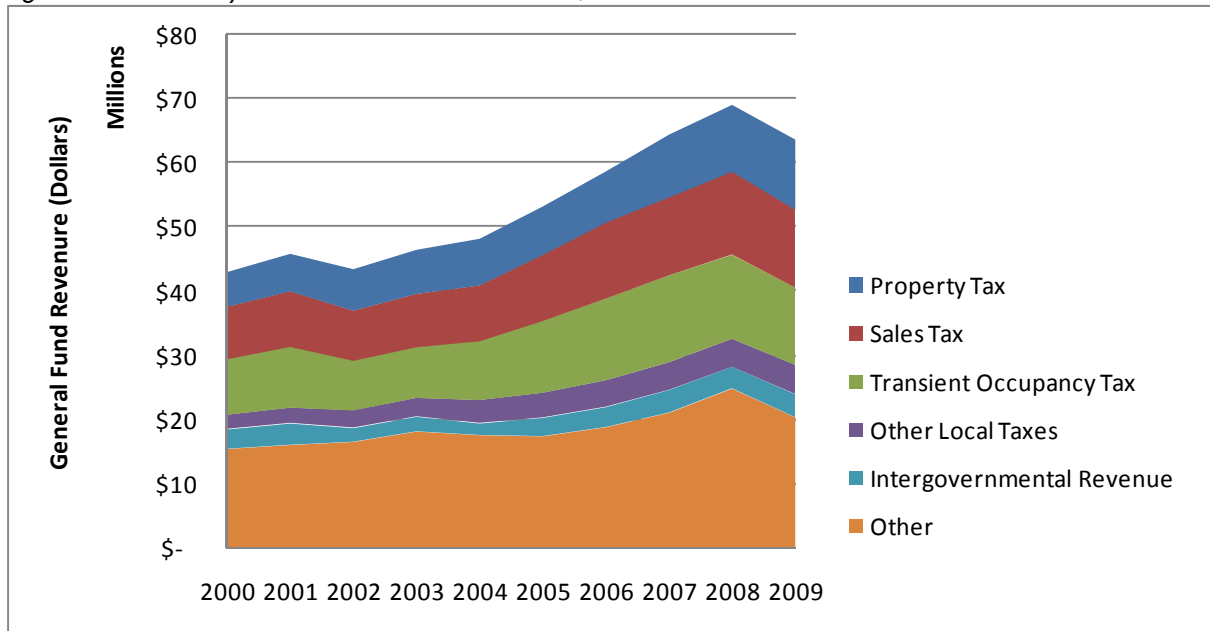
Source: Strategic Economics, 2010.

It is important to note that the fiscal impact model does not include existing fund balances nor account for increases (or decreases) to fund balances resulting from projected revenues and expenditures.

Sensitivity Analysis: Transient Occupancy Tax Revenue

Due to California Proposition 13 limits on property taxes, it is typical for California cities to heavily depend on sales tax, transient occupancy tax, and other sources for General Fund revenue. West Hollywood, in particular, has historically relied on transient occupancy tax as a significant revenue source. **Figure 2** shows that transient occupancy tax (TOT) revenue has historically provided about 20 percent of total General Fund revenues.

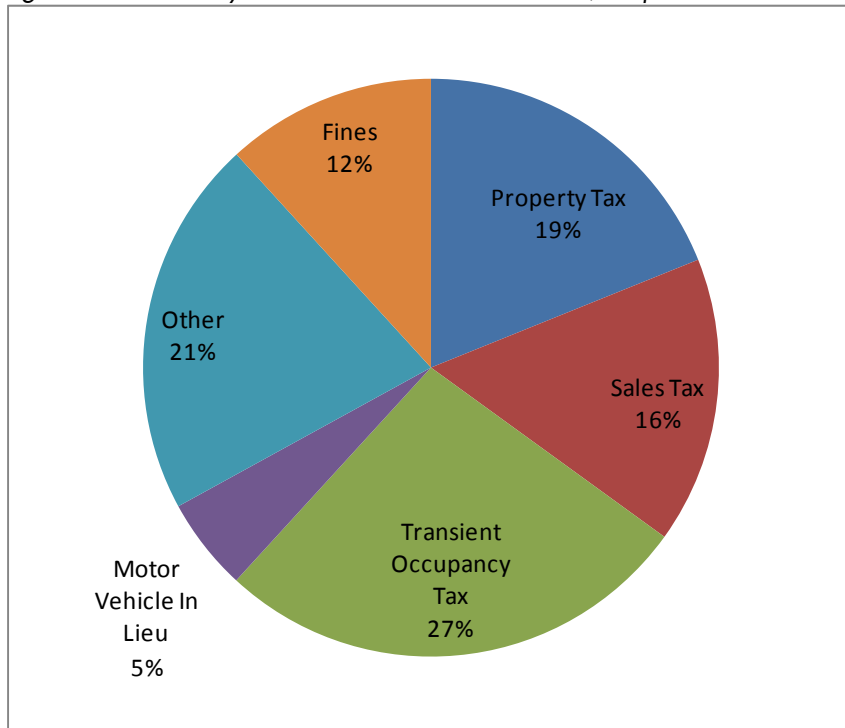
Figure 2: West Hollywood General Fund Revenue, Fiscal Years 2000-01 to 2008-09



Source: City of West Hollywood, 2010; Strategic Economics, 2010.

The preferred alternative of General Plan Update includes a total of 751,251 square feet of new hotels square footage. As Shown in **Figure 3**, this fiscal impact analysis estimates that at build out, the TOT's contribution would increase from 20 percent to 27 percent of total General Fund revenues. (Reliance on TOT is similar under the existing General Plan.)

Figure 3: West Hollywood General Fund Revenues, Proposed General Plan Update, FY 2034-35



Source: City of West Hollywood, 2010; Strategic Economics, 2010.

Given the importance of TOT revenue in the General Plan, Strategic Economics gauged the sensitivity of the land use plan for the General Plan Update to adjustments to the construction timing and inclusion/exclusion of the Plan's hotel square footage. This section describes the relevant assumptions and background, and the outcomes of the sensitivity analysis.

The sensitivity analysis modeled a 25 year revenue projection for four hotel build-out scenarios:

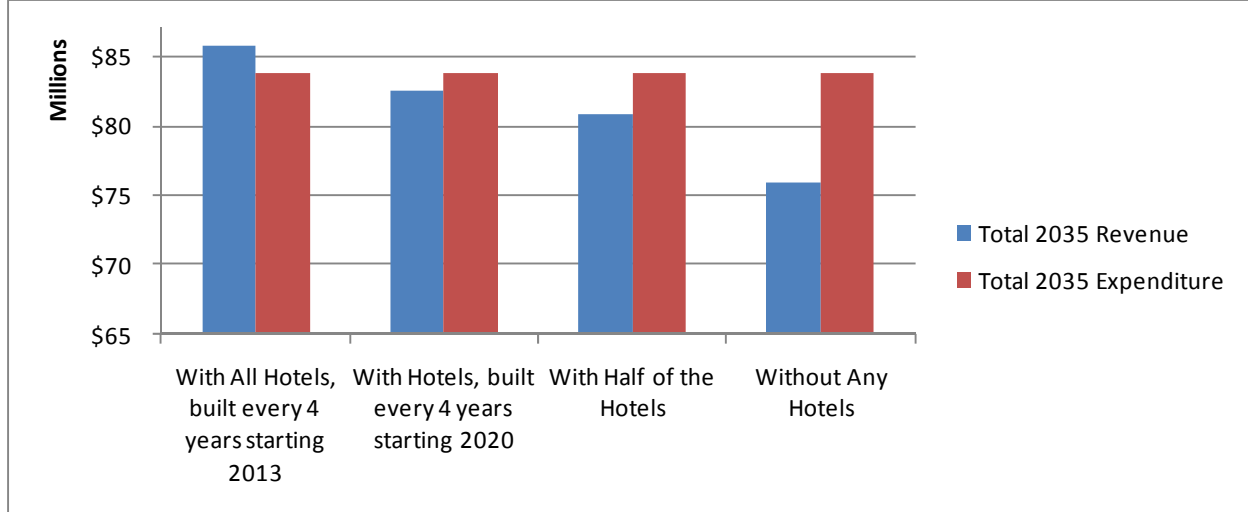
- Scenario 1: Hotel build-out as described in the General Plan Update (base case);
- Scenario 2: Hotel absorption is delayed by 10 years, resulting in 75 percent of hotel square footage included in the base case;
- Scenario 3: Build-out with half the hotel space as planned for in the General Plan Update; and
- Scenario 4: No new hotel square footage within the next 25 years.

The base case scenario modeled 751,251 square feet of additional hotel space, with one 125,000-square-foot hotel constructed every four years starting in 2013. The second scenario model accounts for a delay in hotel construction until fiscal year 2019-20 and also builds out at approximately 125,000 square feet every four years, totaling to 501,251 additional hotel square footage by year 2035. The third scenario plans for 375,636 square feet of additional hotel space, half the area as planned for in the General Plan Update, and builds a 125,000-square-foot hotel every 8 years. The fourth scenario shows the results if West Hollywood does not construct any new hotel space in the next 25 years.

The hotel sensitivity analysis also assumes the TOT rate will remain at 14%. The TOT rate is consistent with and currently equal to the tax rates in comparable major Californian cities, such as Los Angeles, Beverly Hills, Santa Monica and San Francisco.

Figure 3 shows total revenue and expenditures for fiscal year 2034-35 under the four scenarios. As shown in the figure, the analysis indicates that the land use plan is only fiscally positive under Scenario 1. If only 75 percent or less of the planned hotel square footage is included, expenditures exceed revenues at buildout.

Figure 3: Total Revenue and Expenditures Under Hotel Scenarios, at 2035 Buildout (2010 Constant Dollars)



Source: Strategic Economics, 2010

Table 3 shows total net revenue for the 25 year term of the General Plan Update. While **Figure 3** shows that only Scenario 1 has positive revenues in fiscal year 2034-35, **Table 3** indicates a net positive aggregate revenue for the 25 year term of the plan from fiscal year 2009-10 to 2034-35 for Scenarios 1, 2, and 3.

Table 3: Net 2035 Revenue and Total Net Revenue, 2010-2035, in Hotel Built-Out Scenarios

Scenario	Total Additional Hotel Built (sq. ft.)	Net 2035 Revenue	Total Net Revenue, 2010-2035
1: With All Hotels, built every 4 years starting 2013	751,251	\$ 2,042,142	\$ 76,895,702
2: With Hotels, built every 4 years starting 2020	501,251	\$ (1,237,155)	\$ 14,605,471
3: With Half of the Hotels	375,626	\$ (2,885,008)	\$ 3,086,908
4: Without Any Hotels	0	\$ (7,812,158)	\$ (51,046,105)

Source: Strategic Economics, 2010

DEVELOPMENT PROGRAM AND BASE ASSUMPTIONS

The fiscal impact model compares the development program proposed in the preferred alternative of the General Plan Update with that of the existing General Plan. **Table 4** summarizes the anticipated net gain in housing units, commercial square feet, population, and jobs in the City of West Hollywood at build-out of the preferred alternative of the General Plan Update.

Table 4: Net Additional Development Proposed in the Preferred Alternative at Build-Out, 2035

Land Uses	Estimated Net New Growth	Units
<i>Residential</i>		
Single-Family	-16	Dwelling Units
Multi-Family	4,290	Dwelling Units
<i>Non-Residential</i>		
Hotel	751,251	Sq. Ft.
Retail	223,382	Sq. Ft.
Other Commercial	721,334	Sq. Ft.
Office	877,990	Sq. Ft.
Industrial	-5,748	Sq. Ft.
Estimated Net New Population	6,432	
Estimated Net New Job Growth	4,221	

Source: Raimi+Associates, 2010; Strategic Economics, 2010.

Table 5 summarizes the anticipated net gain in housing units, commercial square feet, population, and jobs in the City of West Hollywood at build-out of the land use plan under the existing General Plan.

Table 5: Net Additional Development Under the Existing General Plan at Build-Out, 2035

Land Uses	Estimated Net New Growth	Units
<i>Residential</i>		
Single-Family	-16	Dwelling Units
Multi-Family	4,062	Dwelling Units
<i>Non-Residential</i>		
Hotel	740,093	Sq. Ft.
Retail	223,382	Sq. Ft.
Other Commercial	721,334	Sq. Ft.
Office	753,356	Sq. Ft.
Industrial	-5,748	Sq. Ft.
Estimated Net New Population	6,089	
Estimated Net New Job Growth	3,765	

Source: Raimi+Associates, 2010; Strategic Economics, 2010.

The development program under the preferred alternative of the General Plan Update is similar to that of the existing General Plan at build out, but includes an additional 228 multi-family dwelling units, an additional 11,158 square feet of hotel uses, and an additional 124,634 square feet of office uses.

Table 6 shows the current service population in West Hollywood, used to establish a base for understanding the per capita costs and revenues shown later in this memorandum. The service population refers to an equivalent population, incorporating residents and employees, for which a City provides

services. For analysis purposes, an employee is counted as about one-third of a resident for relevant calculations, as it is assumed that employees spend 8 of every 24 hours in a day within the city limits. Thus, West Hollywood presently has a “service base” of 45,220 residents and employees.

Table 6: Current Service Population, West Hollywood

Service Population	Population
Residents	37,580
Employees	22,911
<i>Total</i>	<i>60,491</i>
<i>Service Base</i>	<i>45,220</i>

Source: Raimi+Associates, 2010; Strategic Economics, 2010.

Table 7 shows the key land use assumptions, including factors for value, density, holding period (sales turnover), vacancy rates, and occupancy rates.

Table 7: Key Land Use Assumptions

Land Use Type	Value	Density	Holding Period (years)	Vacancy	Occupancy
<i>Residential (per unit)</i>					
Single Family	\$959,000	1.82	7	5%	95%
Multi-family	\$478,000	1.59	5	5%	95%
<i>Nonresidential (per sq. ft.)</i>					
Hotel	\$425	0.67	15	10%	90%
Industrial	\$80	2.31	15	10%	90%
Retail	\$425	2.47	15	10%	90%
Office	\$425	3.32	15	10%	90%
Other Commercial	\$350	0.31	15	10%	90%

Source: Raimi+Associates, 2010; Strategic Economics, 2010.

These assumptions were derived as follows:

Property Values

Residential Value Per Unit

The preferred alternative includes the addition of 4,290 multi-family residential units, and a net loss of 16 single-family homes. The value per multi-family unit is based on a weighted average of 80 percent market rate units and 20 percent affordable units, as required by the City. It is assumed, based on analysis of recent real estate transactions, that market rate units are valued at \$557,000, while City guidelines dictate an affordable unit value of \$161,590, resulting in a blended value for multi-family units of \$478,000. Because single-family units are not regulated by the City to produce inclusionary housing, their value is included at the market-rate value of \$959,000.

Retail and Commercial Value per Square Foot

Strategic Economics assumed a value of \$425 per square foot for hotel space, \$425 per square foot for retail and office space, \$350 per square foot for other commercial space, and \$80 for industrial space. The value of commercial space was estimated using the income capitalization approach, which is derived from assumptions about expected rent, operating expenses and vacancy, and a capitalization rate. These results were then compared with recent real estate transaction data.

Job and Population Estimates

Many of the costs and revenues in the fiscal analysis were calculated based on the net increase in population and jobs resulting from the preferred alternative. Therefore Strategic Economics applied the following assumptions to derive population and job estimates from the housing unit and square footage estimates provided by Raimi + Associates.

Residential Household Size

Multi-family housing is estimated to have 1.59 people per unit, while single-family housing will hold a projected 1.82 people per unit.

Non-Residential Density

The estimated density in non-residential space refers to a projected number of jobs per 1,000 square feet. These assumptions were provided with the preferred alternative's 2035 growth pattern. While the density of industrial, retail and office space are comparable at 2.31, 2.75, and 3.32 jobs per 1,000 square feet, respectively, hotel and other commercial spaces are estimated to have lower densities of 0.67 and 0.31 jobs per 1,000 square feet, respectively.

Other Land Use Assumptions

Holding Period

A holding period is the length of time between changes in ownership of property. The holding period is used to calculate property transfer taxes (i.e. property sales) and boosts in property values when Proposition 13-limited values increase upon property sale. Strategic Economics has assumed a seven-year holding period for single family units, a five-year holding period for multi-family units, and a 15 year period for commercial properties, respectively. To ensure a smooth adjustment throughout the 25-year fiscal model, Strategic Economics has assumed that 1/7 of the single family residential units, 1/5 of the multi-family residential units, and 1/15 of the commercial units proposed in the preferred alternative turn over annually.

Vacancy/Occupancy

Occupancy and vacancy rates are used to determine the actual revenue and costs generated by properties, assuming that buildings are not usually fully occupied. Unoccupied spaces would not generate workers or residents, nor, on the revenue side, retail sales or transient occupancy tax (as applicable). The analysis applies long-term vacancy rates typically assumed by developers.

Change Over Time Assumptions

Absorption and Phasing

The fiscal impact model assumes that development would be phased in over time, in order to create a dynamic, year-by-year picture of the net fiscal impact on the City's General Fund. Given the current weak state of the economy, high cost of capital, and the difficulty of producing infill development, it is assumed that no major development will occur under the preferred alternative until 2011.

Strategic Economics has assumed that residential development would commence in 2011. Unit absorption would occur at an annual growth rate in line with past population and housing growth in West Hollywood over the last 20 years. Per the California Department of Finance, this annual average rate has been less than one percent. The model shows an existing inventory of 24,573 units in 2010 with full build out of 28,887 units in 2035.

Retail and office space absorption is evenly distributed over the period between 2011 and 2035, resulting in 38,000 square feet of net new retail and 35,000 square feet of net new office space annually. It is likely that this space will actually be delivered in larger increments as new buildings are brought online, but

Strategic Economics assumed a smoother pace of development, to avoid major inaccurate fluctuations in the fiscal model.

As discussed in the previous section of this memorandum, for the base case Strategic Economics assumed that 125,000 square feet of new hotel space would open in 2013, 2017, 2021, 2025, 2029, and 2033, or approximately every four years.

Inflation, Appreciation, and Cost of Living Increases

A property appreciation rate was applied to property values in the year of sale or resale, while appreciation for non-sold property was assumed to be two percent, according to Proposition 13 restrictions.

Table 8 shows the inflation and appreciation assumptions.

Table 8: Inflation, Appreciation, Etc. Assumptions

<i>Key Assumptions</i>	
Start Year	2010
Term (buildout)	25
Inflation Rate	3.00%
Property Appreciation Rate (current)	4.00%
Constant Dollar Value	(2010 constant dollars)

Source: Strategic Economics, 2010.

Revenue Assumptions

This section summarizes assumptions for Property Tax, Property Transfer Tax, Sales Tax, Transient Occupancy Tax, Vehicle License Fees, and Other Taxes and Fees.

Property Tax

As described previously, new multi-family residential units were valued at a weighted average of \$478,000 each, new retail, hotel and office space at \$425 per square foot, and other commercial space at \$350 per square foot. These values were multiplied by the annual absorption of new units / square feet described in the Change Over Time Assumptions section, plus a three percent annual appreciation rate. The value of existing property value was increased at two percent annually, per Proposition 13 guidelines, with 1/7 of the single-family units, 1/5 of the multi-family units, and 1/15 of the non-residential properties assumed to be sold annually and therefore re-assessed at the new sales price, assuming a four percent appreciation rate. Taxable assessed value was determined by adding the value of new sales to the assessed value of properties assumed to have been built during the plan life in prior years.

Property taxes were applied to this assessed value. Per data provided by the City of West Hollywood for Tax Rate Area 01319, the City was assumed to receive 16.4 percent of the 1 percent annual property tax. This rate is net of the Educational Revenue Augmentation Fund shift, in which additional local property tax revenues are diverted to local K-12 education systems to cover reductions in state funding.

Property Transfer Tax

West Hollywood receives 0.055 percent of the sales price for properties that sell within the City. Based on the turnover rates described in Table 7 and above, this transfer tax was calculated for only the residential and commercial development that changes ownership in any given year.

Sales Tax

Taxable retail sales were assumed to be \$350 per square foot annually for neighborhood-serving retail and \$400 per square foot annually for regional retail based on previous sales results in West Hollywood. Total sales were generated in each year by multiplying this rate with the total developed square feet of retail space. Strategic Economics then applied a one percent sales tax allocation rate to calculate the sales tax revenue to the City General Fund.

Transient Occupancy Tax

As shown in **Table 9**, West Hollywood currently levies a 14 percent transient occupancy tax per room night on lodging in the City, with 1.5 percent designated for the West Hollywood Marketing and Visitors Bureau, and the remaining 12.5 percent going to the City’s General Fund.

Table 9: Transient Occupancy Tax Assumptions

Hotel Type	Number of Rooms	Rate per Room	TOT Tax*	Occupancy Rate	Daily Availability
Luxury	1,165	\$ 230	12.5%	75%	365
Mid-Rate	755	150	12.5%	75%	365
Value	53	60	12.5%	75%	365

* Transient Occupancy Tax rate is 14%, of which 12.5% goes to the General Fund.

Source: West Hollywood Visitor Profile and Economic and Fiscal Impacts of Tourism in West Hollywood in 2006; City of West Hollywood Comprehensive Annual Financial Report, 2009; Strategic Economics, 2010.

Motor Vehicle In Lieu

West Hollywood receives Motor Vehicle In Lieu or Vehicle License Fee (VLF) funds via two streams of revenue:

1. *City wide per capita revenue* based on a State derived, population-based allocation formula.
2. *Property tax in lieu of VLF*. In 2004 the State of California reduced VLF from two percent to 0.65 percent; the State offset the potential loss of city revenue by providing additional property tax revenue. Since the 2005-06 fiscal year, this revenue stream has grown proportionally with the City’s total assessed value.

Table 10 shows the VLF assumptions, including calculation of the citywide VLF revenue per capita and percent of property tax represented by the property tax in lieu of VLF. The model applies the former rate to projected population growth, and the latter share to projected property tax growth.

Table 10: Vehicle License Fee Assumptions

<i>Property Tax In-Lieu</i>	
Total Citywide Gross Assessed Value (FY 2008-09)	\$7,349,326,900
Citywide VLF Property Tax In-lieu Revenue (FY 2008-09)	3,307,058
VLF Property Tax In-lieu Per \$1000 Assessed Value	\$0.45
<i>Per Capita</i>	
Citywide VLF Per Capita Revenue (FY 2008-09)	\$109,311
Population (2009)	37,580
Per Capita VLF	\$2.91

Source: City of West Hollywood, 2010; Strategic Economics, 2010.

Fiscal Impact Analysis Assumptions

Other Taxes and Fees

Other General Fund revenue would experience a per capita increase as new residents and employees are added to the study area. Accordingly, Strategic Economics applied a “Service Population Factor” to each category, representing the relative proportion of revenues attributable to new residents, employees, or both. These revenue categories include franchise taxes, licenses and permits, fines and forfeitures, interest and rent income, intergovernmental revenue, and charges for services. **Table 11** shows the per capita revenue generated by residents and employees and “Service Population Factor” assumptions for these taxes and fees.

Table 11: Revenue Assumptions, Fiscal Year 2008-09

	FY 2008-09 Actuals	Service Pop. Factors		Revenue Per Capita	
		Resident	Employee	Resident	Employee
Taxes					
Property Tax	\$ 10,941,349			See Property Tax Analysis	
Sales Tax	12,112,024			See Sales Tax Analysis	
Transient Occupancy Tax	12,124,316			See Transient Occupancy Tax Analysis	
Business License tax	2,611,390	-	1.00	\$ -	\$ 113.98
Franchise Tax	1,940,165	1.00	2.00	\$ 23.26	\$ 46.53
Taxes - Total	\$ 39,729,244				
Licenses & Permits					
Construction Permits Total	2,160,903	1.00	0.31	\$ 48.36	\$ 14.99
Planning Revenue Total	644,220	1.00	0.31	\$ 14.42	\$ 4.47
Other Permits Total	1,166,299	1.00	0.31	\$ 26.10	\$ 8.09
Licenses & Permits - Total	\$ 3,971,422				
Intergovernmental					
County Grants	12,282	1.00	-	\$ 0.33	\$ -
Motor Vehicle In Lieu and MVIL	3,416,369			See Vehicle License Fee Analysis	
Other	104,103	1.00	0.31	\$ 2.33	\$ 0.72
Intergovernmental - Total	\$ 3,532,754				
Charges for Services	\$ 2,435,728	1.00	0.31	\$ 54.51	\$ 16.90
Use of Money & Other					
Use of Money and Property	4,741,700	1.00	0.31	\$ 106.12	\$ 32.90
Misc	470,179	1.00	0.31	\$ 10.52	\$ 3.26
Use of Money & Other - Total	\$ 5,211,879				
Fines, Forfeitures & Penalties	8,845,928	1.00	0.31	\$ 197.97	\$ 61.37
Total Revenues	\$ 63,726,955	1.00	0.63	\$ 483.93	\$ 303.21

Source: City of West Hollywood Operating Budget, 2009-10; City of West Hollywood Comprehensive Annual Financial Report, 2009.

Expenditure Assumptions

Strategic Economics contacted departmental staff to estimate the annual service impact of new development in the preferred alternative under the General Plan Update. "Case Study" analysis of Police Services and Facilities & Field Services was required since these services are directly affected by population growth (or in the case of Facilities & Field Services, provision of additional public infrastructure).

Other departments may be somewhat affected, but do not experience the same significant impact as a result of new development and growth. Therefore for those other departments, Strategic Economics

Fiscal Impact Analysis Assumptions

West Hollywood General Plan Update

estimated the annual impact using a per capita methodology. The “per capita” method determines the cost per additional resident or employee by dividing relevant total costs by the previously-described service population, resulting in a cost per capita for each cost item. These costs per capita are then multiplied by the number of new residents and employees to determine the total new costs incurred by the growing service population.

Police Department

The City of West Hollywood contracts for police services with the Los Angeles Sheriff’s Department. The fiscal impact model uses an annual increase of 3 percent based on discussion with staff. Historically, contract costs have increased between three and six percent annually, however the population of West Hollywood has been growing at a rate less than one percent.

Facilities and Field Maintenance

The City of West Hollywood anticipates increased Facilities and Field Maintenance costs associated with a planned additional 3.5 acres of park space and one library facility. Plummer Park and West Hollywood Park will expand 1.0 and 2.5 acres respectively.

Although these facilities are not a direct result of the proposed General Plan Update, they are included in the model because they are not reflected in the budget actuals (FY 2008-09) used to calculate expenditures.

As shown in **Table 12**, Strategic Economics modeled a \$12,000 per additional acre of land per year, starting year 2010. Per West Hollywood’s estimate, Strategic Economics also modeled an additional \$1 million per year in expenditures to cover library staff and maintenance costs.

Table 12: Facilities and Field Services Expenditures, 2010-2035

Facilities and Field Services		Maintenance Cost
Park Services		
Parks or City Grounds	\$12,000	per acre per year
Library Services		
Library Staff and Maintenance	\$1,000,000	per year

Source: West Hollywood, 2010. Strategic Economics, 2010.

Legislative/Executive Services, Public Services, Housing and Rent Stabilization, Community Development and Public Works

Strategic Economics applied a per capita model to estimate other departmental costs in the Legislative/Executive Services, Public Services, Housing and Rent Stabilization, Community Development and Public Works departments. The service population growth – while small- is the main contributor to a demand increase in the above City services. Therefore, a per capita method –as opposed to a case study analysis or inflator model - more accurately captures the expenditure increase proportionate to the City’s anticipated growth.

In the model, the expenses incurred by each department were multiplied by a service factor representing the share of the expense generated by a resident versus an employee. **Table 13** shows the results. These per capita cost factors were then applied to the projected growth of employees, residents, or both, as appropriate.

Table 13: Expenditure Assumptions, Fiscal Year 2008-09

	FY 2008-09 Actuals	Service Pop. Factors		Expenditures Per Capita	
		Resident	Employee	Resident	Employee
City Council	\$ 1,109,534	1.00	0.31	\$ 24.83	\$ 7.70
City Manager	875,799	1.00	0.31	\$ 19.60	\$ 6.08
Economic Development Department	1,037,642	1.00	0.31	\$ 23.22	\$ 7.20
Public Safety Administration	1,224,751	1.00	0.31	\$ 27.41	\$ 8.50
City Attorney	642,289	1.00	0.31	\$ 14.37	\$ 4.46
Assistant City Manager	502,006	1.00	0.31	\$ 11.23	\$ 3.48
Legislative and Executive	\$ 5,392,021			\$ 120.67	\$ 37.41
Administrative Services	\$ 1,034,512	1.00	0.31	\$ 23.15	\$ 7.18
Legal Services	1,155,781	1.00	0.31	\$ 25.87	\$ 8.02
City Clerk	1,146,704	1.00	0.31	\$ 25.66	\$ 7.96
Human Resources	1,370,182	1.00	0.31	\$ 30.66	\$ 9.51
Finance Administration	2,062,836	1.00	0.31	\$ 46.17	\$ 14.31
Revenue Management	3,012,903	1.00	0.31	\$ 67.43	\$ 20.90
General Accounting	574,413	1.00	0.31	\$ 12.86	\$ 3.99
Budget & Compensation	447,646	1.00	0.31	\$ 10.02	\$ 3.11
Organizational Services	822,718	1.00	0.31	\$ 18.41	\$ 5.71
Information Technology	1,574,290	1.00	0.31	\$ 35.23	\$ 10.92
Public Information & Prosecution Services	1,551,555	1.00	0.31	\$ 34.72	\$ 10.76
Administrative and Financial	\$ 14,753,540			\$ 330.19	\$ 102.36
City Police/Protective Services	\$ 13,246,687			See Police Services Analysis	
Public Services					
Human Services Administration	\$ 508,451	1.00	0.31	\$ 11.38	\$ 3.53
Recreation Services	3,785,447	1.00	-	\$ 100.73	\$ -
Social Services	4,821,686	1.00	0.31	\$ 107.91	\$ 33.45
Facilities & Field Services	<u>4,686,161</u>			See Facilities Services Analysis	
Human Services - Total	\$ 13,801,745			\$ 220.02	\$ 36.98
Housing and Rent Stabilization					
Housing and Rent Stabilization Administration	\$ 538,220	1.00	0.31	\$ 12.05	\$ 3.73
Rent Information and Records	1,203,117	1.00	0.31	\$ 26.93	\$ 8.35
Housing and Residential Code Compliance	658,108	1.00	0.31	\$ 14.73	\$ 4.57
Housing and Rent Stabilization - Total	\$ 2,399,445			\$ 53.70	\$ 16.65
Community Development					
Community Development Administration	\$ 577,032	1.00	0.31	\$ 12.91	\$ 4.00
Planning	2,878,151	1.00	0.31	\$ 64.41	\$ 19.97
Building and Safety	1,281,240	1.00	0.31	\$ 28.67	\$ 8.89
Community Development - Total	\$ 4,736,423			\$ 106.00	\$ 33
Public Works					
Transportation and Public Works Administration	\$ 643,754	1.00	0.31	\$ 14.41	\$ 4.47
Commercial Code Compliance	1,112,857	-	1.00	\$ -	\$ 48.57
Parking	3,690,445	1.00	0.31	\$ 82.59	\$ 25.60
City Engineering	<u>1,525,819</u>	1.00	0.31	\$ 34.15	\$ 10.59
Public Works - Total	\$ 6,972,875			\$ 131.15	\$ 89.23
Total Expenditures	\$ 61,302,736	1.00	0.33	\$ 961.73	\$ 315.48

Source: City of West Hollywood Operating Budget, 2009-10; City of West Hollywood Comprehensive Annual Financial Report, 2009.

Fiscal Impact Analysis Assumptions

West Hollywood General Plan Update

APPENDIX: DETAILED TABLES

This Appendix provides more detailed tables on assumptions and the fiscal impact results.

Table A-1: Cumulative Absorption, General Plan Update

FY Ending	Existing	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<i>Residential (dwelling units)</i>														
Single Family	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,019
Multi-family	23,554	23,554	23,724	23,894	24,064	24,234	24,404	24,574	24,744	24,914	25,084	25,254	25,424	25,594
Total	24,573	24,573	24,743	24,913	25,083	25,253	25,423	25,593	25,763	25,933	26,103	26,273	26,443	26,613
<i>Nonresidential (sq. ft.)</i>														
Hotel	1,506,422	1,506,422	1,506,422	1,506,422	1,631,422	1,631,422	1,631,422	1,631,422	1,756,422	1,756,422	1,756,422	1,756,422	1,881,422	1,881,422
Industrial	68,746	68,746	68,746	68,746	68,746	68,746	68,746	68,746	68,746	68,746	68,746	68,746	62,998	62,998
Neighborhood Serving Retail	2,223,940	2,223,940	2,233,206	2,242,471	2,251,737	2,261,002	2,270,268	2,279,533	2,288,799	2,298,064	2,307,330	2,316,595	2,325,861	2,335,126
Regional Retail	1,086,742	1,086,742	1,095,422	1,104,101	1,112,781	1,121,461	1,130,140	1,138,820	1,147,500	1,156,179	1,164,859	1,173,539	1,182,218	1,190,898
Office	3,549,278	3,549,278	3,584,397	3,619,516	3,654,635	3,689,754	3,724,873	3,759,992	3,795,111	3,830,230	3,865,349	3,900,468	3,935,587	3,970,706
Other Commercial	1,634,507	1,634,507	1,654,350	1,674,194	1,694,037	1,713,881	1,733,724	1,753,568	1,773,411	1,793,254	1,813,098	1,832,941	1,852,785	1,872,628
Total	10,069,635	10,069,635	10,142,543	10,215,450	10,413,358	10,486,266	10,559,173	10,632,081	10,829,988	10,902,896	10,975,804	11,042,963	11,240,871	11,313,779
FY Ending	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
<i>Residential (dwelling units)</i>														
Single Family	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,019	1,014	1,008	1,003	1,003	
Multi-family	25,764	25,934	26,104	26,274	26,444	26,614	26,784	26,954	27,124	27,304	27,484	27,664	27,844	
Total	26,783	26,953	27,123	27,293	27,463	27,633	27,803	27,973	28,143	28,318	28,492	28,667	28,847	
<i>Nonresidential (sq. ft.)</i>														
Hotel	1,881,422	1,881,422	2,006,422	2,006,422	2,006,422	2,006,422	2,131,422	2,131,422	2,131,422	2,131,422	2,257,673	2,257,673	2,257,673	
Industrial	62,998	62,998	62,998	62,998	62,998	62,998	62,998	62,998	62,998	62,998	62,998	62,998	62,998	
Neighborhood Serving Retail	2,344,392	2,353,657	2,362,923	2,372,188	2,381,454	2,390,719	2,399,985	2,409,250	2,418,516	2,427,781	2,437,047	2,446,312	2,455,578	
Regional Retail	1,199,578	1,208,257	1,216,937	1,225,617	1,234,296	1,242,976	1,251,656	1,260,335	1,269,015	1,277,695	1,286,374	1,295,054	1,303,734	
Office	4,005,825	4,040,944	4,076,063	4,111,182	4,146,301	4,181,420	4,216,539	4,251,658	4,286,777	4,321,896	4,357,015	4,392,134	4,427,268	
Other Commercial	1,892,472	1,912,315	1,932,159	1,952,002	1,971,845	1,991,689	2,011,532	2,031,376	2,051,219	2,071,063	2,090,906	2,110,749	2,130,593	
Total	11,386,686	11,459,594	11,657,501	11,730,409	11,803,317	11,876,224	12,074,132	12,147,040	12,219,947	12,292,855	12,492,013	12,564,921	12,637,844	

Source: West Hollywood, 2010. Strategic Economics, 2010.

Table A-2: Net Fiscal Impact Summary, General Plan Update (2010 Constant Dollars)

FY Ending	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Revenue														
Property Tax	\$ 11,137,000	\$ 11,220,000	\$ 11,313,000	\$ 11,505,000	\$ 11,614,000	\$ 11,732,000	\$ 11,857,000	\$ 12,081,000	\$ 12,216,000	\$ 12,358,000	\$ 12,503,000	\$ 12,750,000	\$ 12,904,000	\$ 13,062,000
Property Transfer Tax	428,000	438,000	447,000	459,000	469,000	480,000	490,000	502,000	513,000	523,000	534,000	546,000	557,000	568,000
Sales Tax	12,131,000	12,198,000	12,265,000	12,332,000	12,399,000	12,466,000	12,534,000	12,601,000	12,668,000	12,735,000	12,802,000	12,869,000	12,937,000	13,004,000
Transient Occupancy Tax	13,153,000	13,153,000	13,153,000	14,793,000	14,793,000	14,793,000	14,793,000	16,432,000	16,432,000	16,432,000	16,432,000	18,072,000	18,072,000	18,072,000
Vehicle License Fee	2,990,000	3,193,000	3,222,000	3,279,000	3,313,000	3,349,000	3,387,000	3,453,000	3,494,000	3,537,000	3,581,000	3,653,000	3,698,000	3,746,000
Per Capita Revenue	<u>23,908,000</u>	<u>24,077,000</u>	<u>24,246,000</u>	<u>24,441,000</u>	<u>24,610,000</u>	<u>24,779,000</u>	<u>24,948,000</u>	<u>25,143,000</u>	<u>25,312,000</u>	<u>25,482,000</u>	<u>25,646,000</u>	<u>25,840,000</u>	<u>26,010,000</u>	<u>26,179,000</u>
Subtotal	\$ 63,747,000	\$ 64,279,000	\$ 64,646,000	\$ 66,809,000	\$ 67,198,000	\$ 67,599,000	\$ 68,009,000	\$ 70,212,000	\$ 70,635,000	\$ 71,067,000	\$ 71,498,000	\$ 73,730,000	\$ 74,178,000	\$ 74,631,000
Costs														
Police Contract Costs	\$ 13,644,000	\$ 14,053,000	\$ 14,475,000	\$ 14,909,000	\$ 15,356,000	\$ 15,817,000	\$ 16,292,000	\$ 16,780,000	\$ 17,284,000	\$ 17,802,000	\$ 18,336,000	\$ 18,886,000	\$ 19,453,000	\$ 20,037,000
Facilities and Field Services	\$ 4,686,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161
Per Capita Cost	<u>\$ 41,934,000</u>	<u>\$ 42,228,000</u>	<u>\$ 42,521,000</u>	<u>\$ 42,841,000</u>	<u>\$ 43,134,000</u>	<u>\$ 43,427,000</u>	<u>\$ 43,721,000</u>	<u>\$ 44,041,000</u>	<u>\$ 44,334,000</u>	<u>\$ 44,627,000</u>	<u>\$ 44,916,000</u>	<u>\$ 45,235,000</u>	<u>\$ 45,529,000</u>	<u>\$ 45,822,000</u>
Subtotal	\$ 60,264,161	\$ 62,009,161	\$ 62,724,161	\$ 63,478,161	\$ 64,218,161	\$ 64,972,161	\$ 65,741,161	\$ 66,549,161	\$ 67,346,161	\$ 68,157,161	\$ 68,980,161	\$ 69,849,161	\$ 70,710,161	\$ 71,587,161
Net Revenue	\$ 3,482,839	\$ 2,269,839	\$ 1,921,839	\$ 3,330,839	\$ 2,979,839	\$ 2,626,839	\$ 2,267,839	\$ 3,662,839	\$ 3,288,839	\$ 2,909,839	\$ 2,517,839	\$ 3,880,839	\$ 3,467,839	\$ 3,043,839
Net Revenue as % of Total Revenue	5%	4%	3%	5%	4%	4%	3%	5%	5%	4%	4%	5%	5%	4%
FY Ending														
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
Revenue														
Property Tax	\$ 13,062,000	\$ 13,224,000	\$ 13,490,000	\$ 13,658,000	\$ 13,829,000	\$ 14,003,000	\$ 14,285,000	\$ 14,465,000	\$ 14,647,000	\$ 14,832,000	\$ 15,128,000	\$ 15,317,000	\$ 15,486,000	
Property Transfer Tax	568,000	579,000	593,000	604,000	615,000	627,000	641,000	652,000	664,000	676,000	691,000	703,000	716,000	
Sales Tax	13,004,000	13,071,000	13,138,000	13,205,000	13,272,000	13,339,000	13,407,000	13,474,000	13,541,000	13,608,000	13,675,000	13,742,000	13,809,000	
Transient Occupancy Tax	18,072,000	18,072,000	19,712,000	19,712,000	19,712,000	19,712,000	21,351,000	21,351,000	21,351,000	21,351,000	23,007,000	23,007,000	23,007,000	
Vehicle License Fee	3,746,000	3,795,000	3,872,000	3,922,000	3,973,000	4,025,000	4,106,000	4,160,000	4,215,000	4,270,000	4,355,000	4,411,000	4,472,000	
Per Capita Revenue	<u>26,179,000</u>	<u>26,348,000</u>	<u>26,543,000</u>	<u>26,712,000</u>	<u>26,881,000</u>	<u>27,050,000</u>	<u>27,245,000</u>	<u>27,414,000</u>	<u>27,583,000</u>	<u>27,755,000</u>	<u>27,952,000</u>	<u>28,124,000</u>	<u>28,300,000</u>	
Subtotal	\$ 74,631,000	\$ 75,089,000	\$ 77,348,000	\$ 77,813,000	\$ 78,282,000	\$ 78,756,000	\$ 81,035,000	\$ 81,516,000	\$ 82,001,000	\$ 82,492,000	\$ 84,808,000	\$ 85,304,000	\$ 85,790,000	
Costs														
Police Contract Costs	\$ 20,037,000	\$ 20,638,000	\$ 21,257,000	\$ 21,895,000	\$ 22,551,000	\$ 23,228,000	\$ 23,925,000	\$ 24,643,000	\$ 25,382,000	\$ 26,143,000	\$ 26,928,000	\$ 27,735,000	\$ 28,568,000	
Facilities and Field Services	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	
Per Capita Cost	<u>\$ 45,822,000</u>	<u>\$ 46,115,000</u>	<u>\$ 46,435,000</u>	<u>\$ 46,728,000</u>	<u>\$ 47,022,000</u>	<u>\$ 47,315,000</u>	<u>\$ 47,634,000</u>	<u>\$ 47,928,000</u>	<u>\$ 48,221,000</u>	<u>\$ 48,520,000</u>	<u>\$ 48,845,000</u>	<u>\$ 49,144,000</u>	<u>\$ 49,452,000</u>	
Subtotal	\$ 71,587,161	\$ 72,481,161	\$ 73,420,161	\$ 74,351,161	\$ 75,301,161	\$ 76,271,161	\$ 77,287,161	\$ 78,299,161	\$ 79,331,161	\$ 80,391,161	\$ 81,501,161	\$ 82,607,161	\$ 83,748,161	
Net Revenue	\$ 3,043,839	\$ 2,607,839	\$ 3,927,839	\$ 3,461,839	\$ 2,980,839	\$ 2,484,839	\$ 3,747,839	\$ 3,216,839	\$ 2,669,839	\$ 2,100,839	\$ 3,306,839	\$ 2,696,839	\$ 2,041,839	
Net Revenue as % of Total Revenue	4%	3%	5%	4%	4%	3%	5%	4%	3%	3%	4%	3%	2%	

Table A-3: Net Fiscal Impact Summary, Existing General Plan (2010 Constant Dollars)

FY Ending	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Revenue														
Property Tax	\$ 11,137,000	\$ 11,208,000	\$ 11,290,000	\$ 11,467,000	\$ 11,565,000	\$ 11,671,000	\$ 11,784,000	\$ 11,992,000	\$ 12,116,000	\$ 12,246,000	\$ 12,379,000	\$ 12,614,000	\$ 12,756,000	\$ 12,902,000
Property Transfer Tax	428,000	437,000	446,000	457,000	467,000	476,000	486,000	498,000	507,000	517,000	527,000	539,000	549,000	560,000
Sales Tax	12,131,000	12,198,000	12,265,000	12,332,000	12,399,000	12,466,000	12,534,000	12,601,000	12,668,000	12,735,000	12,802,000	12,869,000	12,937,000	13,004,000
Transient Occupancy Tax	13,153,000	13,153,000	13,153,000	14,727,000	14,727,000	14,727,000	14,727,000	16,301,000	16,301,000	16,301,000	16,301,000	17,941,000	17,941,000	17,941,000
Vehicle License Fee	2,990,000	3,189,000	3,216,000	3,268,000	3,299,000	3,332,000	3,367,000	3,428,000	3,466,000	3,506,000	3,546,000	3,615,000	3,658,000	3,701,000
Per Capita Revenue	<u>23,908,000</u>	<u>24,064,000</u>	<u>24,221,000</u>	<u>24,402,000</u>	<u>24,559,000</u>	<u>24,715,000</u>	<u>24,872,000</u>	<u>25,052,000</u>	<u>25,209,000</u>	<u>25,365,000</u>	<u>25,517,000</u>	<u>25,699,000</u>	<u>25,855,000</u>	<u>26,011,000</u>
Subtotal	\$ 63,747,000	\$ 64,249,000	\$ 64,591,000	\$ 66,653,000	\$ 67,016,000	\$ 67,387,000	\$ 67,770,000	\$ 69,872,000	\$ 70,267,000	\$ 70,670,000	\$ 71,072,000	\$ 73,277,000	\$ 73,696,000	\$ 74,119,000
Costs														
Police Contract Costs	\$ 13,644,000	\$ 14,053,000	\$ 14,475,000	\$ 14,909,000	\$ 15,356,000	\$ 15,817,000	\$ 16,292,000	\$ 16,780,000	\$ 17,284,000	\$ 17,802,000	\$ 18,336,000	\$ 18,886,000	\$ 19,453,000	\$ 20,037,000
Facilities and Field Services	\$ 4,686,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161
Per Capita Cost	<u>\$ 41,934,000</u>	<u>\$ 42,207,000</u>	<u>\$ 42,481,000</u>	<u>\$ 42,779,000</u>	<u>\$ 43,053,000</u>	<u>\$ 43,326,000</u>	<u>\$ 43,599,000</u>	<u>\$ 43,898,000</u>	<u>\$ 44,171,000</u>	<u>\$ 44,444,000</u>	<u>\$ 44,713,000</u>	<u>\$ 45,012,000</u>	<u>\$ 45,285,000</u>	<u>\$ 45,558,000</u>
Subtotal	\$ 60,264,161	\$ 61,988,161	\$ 62,684,161	\$ 63,416,161	\$ 64,137,161	\$ 64,871,161	\$ 65,619,161	\$ 66,406,161	\$ 67,183,161	\$ 67,974,161	\$ 68,777,161	\$ 69,626,161	\$ 70,466,161	\$ 71,323,161
Net Revenue	\$ 3,482,839	\$ 2,260,839	\$ 1,906,839	\$ 3,236,839	\$ 2,878,839	\$ 2,515,839	\$ 2,150,839	\$ 3,465,839	\$ 3,083,839	\$ 2,695,839	\$ 2,294,839	\$ 3,650,839	\$ 3,229,839	\$ 2,795,839
Net Revenue as % of Total Revenue	5%	4%	3%	5%	4%	4%	3%	5%	4%	4%	3%	5%	4%	4%
FY Ending														
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
Revenue														
Property Tax	\$ 12,902,000	\$ 13,055,000	\$ 13,313,000	\$ 13,473,000	\$ 13,636,000	\$ 13,802,000	\$ 14,076,000	\$ 14,247,000	\$ 14,420,000	\$ 14,587,000	\$ 14,863,000	\$ 15,034,000	\$ 15,186,000	
Property Transfer Tax	560,000	570,000	583,000	594,000	605,000	616,000	630,000	641,000	652,000	663,000	677,000	688,000	700,000	
Sales Tax	13,004,000	13,071,000	13,138,000	13,205,000	13,272,000	13,339,000	13,407,000	13,474,000	13,541,000	13,608,000	13,675,000	13,742,000	13,809,000	
Transient Occupancy Tax	17,941,000	17,941,000	19,580,000	19,580,000	19,580,000	19,580,000	21,220,000	21,220,000	21,220,000	21,220,000	22,861,000	22,861,000	22,861,000	
Vehicle License Fee	3,701,000	3,748,000	3,823,000	3,871,000	3,919,000	3,969,000	4,049,000	4,100,000	4,151,000	4,202,000	4,282,000	4,333,000	4,388,000	
Per Capita Revenue	<u>26,011,000</u>	<u>26,172,000</u>	<u>26,357,000</u>	<u>26,517,000</u>	<u>26,677,000</u>	<u>26,837,000</u>	<u>27,023,000</u>	<u>27,183,000</u>	<u>27,343,000</u>	<u>27,498,000</u>	<u>27,679,000</u>	<u>27,835,000</u>	<u>27,996,000</u>	
Subtotal	\$ 74,119,000	\$ 74,557,000	\$ 76,794,000	\$ 77,240,000	\$ 77,689,000	\$ 78,143,000	\$ 80,405,000	\$ 80,865,000	\$ 81,327,000	\$ 81,778,000	\$ 84,037,000	\$ 84,493,000	\$ 84,940,000	
Costs														
Police Contract Costs	\$ 20,037,000	\$ 20,638,000	\$ 21,257,000	\$ 21,895,000	\$ 22,551,000	\$ 23,228,000	\$ 23,925,000	\$ 24,643,000	\$ 25,382,000	\$ 26,143,000	\$ 26,928,000	\$ 27,735,000	\$ 28,568,000	
Facilities and Field Services	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	\$ 5,728,161	
Per Capita Cost	<u>\$ 45,558,000</u>	<u>\$ 45,838,000</u>	<u>\$ 46,145,000</u>	<u>\$ 46,426,000</u>	<u>\$ 46,706,000</u>	<u>\$ 46,987,000</u>	<u>\$ 47,293,000</u>	<u>\$ 47,574,000</u>	<u>\$ 47,854,000</u>	<u>\$ 48,125,000</u>	<u>\$ 48,423,000</u>	<u>\$ 48,694,000</u>	<u>\$ 48,978,000</u>	
Subtotal	\$ 71,323,161	\$ 72,204,161	\$ 73,130,161	\$ 74,049,161	\$ 74,985,161	\$ 75,943,161	\$ 76,946,161	\$ 77,945,161	\$ 78,964,161	\$ 79,996,161	\$ 81,079,161	\$ 82,157,161	\$ 83,274,161	
Net Revenue	\$ 2,795,839	\$ 2,352,839	\$ 3,663,839	\$ 3,190,839	\$ 2,703,839	\$ 2,199,839	\$ 3,458,839	\$ 2,919,839	\$ 2,362,839	\$ 1,781,839	\$ 2,957,839	\$ 2,335,839	\$ 1,665,839	
Net Revenue as % of Total Revenue	4%	3%	5%	4%	3%	3%	4%	4%	3%	2%	4%	3%	2%	



MEMORANDUM

Date: 05/13/2010

To: Bianca Siegel, West Hollywood

From: Melissa Edwards, Strategic Economics

Project: West Hollywood General Plan

Subject: Financial Feasibility Analysis

Introduction

A financial feasibility analysis was completed to examine the relative feasibility of various mixed-use development scenarios, measure the impact of key variables and to evaluate the tradeoffs between each scenario.

Three representative opportunity sites were chosen to test the feasibility of three mixed-use buildings of varying density. The three sites tested were 1.39, 0.56 and 0.48 acres in size. The feasibility of each building type tested two to three variables. It is important to note that given the recent drop in housing prices, very few developments are financially feasible, so the analysis focused on the relative feasibility of each scenario. In addition the analysis examined which scenarios would most likely be developed first when prices recover and what percentage price increase would be necessary to achieve feasibility.

Methodology

Financial feasibility analysis estimates whether a particular development scenario will be profitable for a developer. There are a number of ways to measure financial feasibility including measuring the return on cost and residual land value. This analysis used a residual land value analysis to determine feasibility. The residual land value analysis requires estimating project revenues, subtracting the estimated development costs from the revenues, and dividing the remainder, which is profit, by the lot size. The result is a per square foot land value which is then compared against average land values in the study area. In West Hollywood average land values are \$100 per square foot. If the residual land value is less than \$100 per square foot, the developer would either have to be willing to accept a lower return on her investment or purchase land that is less than \$100 per square foot in order to make a particular development feasible. However, developers are generally unwilling to accept a return on investment of less than 12 percent.

Development Scenarios

Key Facts and Assumptions

The analysis looked at three mixed-use scenarios, and tested two to three variables for each scenario. Table 1 below illustrates the details of each scenario. Key variables that changed among scenarios include:

Scenario 1:

- FAR
- Residential parking ratios

Scenario 2:

- FAR
- Residential parking ratios

Scenario 3:

- FAR
- Residential parking ratios
- Commercial parking requirements

Table 1: Development Scenario Summary

	1A	1B	2A	2B	3A	3B
Parcels	NE Corner of Santa Monica and La Brea	NE Corner of Santa Monica and La Brea w/Bonus	SE Corner of Santa Monica and Fairfax	SE Corner of Santa Monica and Fairfax w/ Bonus	West Frontage at Almont Drive	West Frontage at Almont Drive w/ Bonus
Land Area SF	60,420	60,420	24,350	24,350	21,000	21,000
Acres	1.39	1.39	0.56	0.56	0.48	0.48
Existing FAR Area	151,050	151,050	36,525	36,525	31,500	31,500
Proposed FAR Area	181,260	274,911	48,700	77,920	42,000	67,200
Commercial Gross SF	40,000	40,000	12,000	12,000	9,500	9,500
Commercial Net SF	34,000	34,000	10,200	10,200	8,075	8,075
Residential Gross SF	136,700	239,400	32,970	61,950	30,120	54,560
Residential Net SF	116,197	203,493	28,025	52,658	25,602	46,376
Residential Units	130	228	31	59	29	53
Parking Spaces	419	597	105	161	91	139
SF of Parking	146,390	208,560	36,600	56,005	31,850	48,650
SF/Space	350	350	350	350	350	350

The analysis made the following assumptions:

- All scenarios include structured, underground parking.
- All scenarios feature for-sale residential units.
- The analysis is static, reflecting today's values.
- See Appendix A for more detailed assumptions.

Findings

- Current sales prices are insufficient to cover the costs of construction.'
- Sales prices would have to increase by at least 19 percent in order for any of the scenarios to be feasible.
- In the case of Scenarios 2 and 3, sales prices would have to increase by 35 percent and 45 percent respectively.
- The proposed density bonus has a positive effect on two out of three scenarios.
- In Scenario 1, the density bonus has a negative effect on feasibility because in order to build the additional stories, a more expensive construction type must be used.
- In Scenarios 2 and 3, the density bonus reduces required price increases to 27 and 34 percent respectively.
- Reducing residential parking ratios and eliminating on-site parking requirements for commercial space have a significant effect on feasibility.
- With reduced residential parking ratios, Scenarios 1 and 2 would become feasible with 19 and 22 percent increases in residential sales prices, respectively.
- With reduced residential parking ratios and no on-site commercial parking requirements, Scenario 3 would become feasible with a 21 percent increase in residential sales prices.
- The scenarios with medium density (Scenario 1 with proposed zoning) and low parking requirements (Scenarios 3 with a density bonus and reduced residential and commercial parking requirements) are most likely to become feasible in the next 5 years.
- See Appendix A for detailed results.

Recommendations

The following recommendations will facilitate the feasibility of mixed-use buildings in West Hollywood.

- Density bonuses should be set to the maximum height achievable for Type V construction. Type I construction is not generally financially feasible until a height of 12 or more stories is reached.
- Where possible, residential parking ratios should be reduced.
- Where possible, on-site commercial parking requirements should be reduced or eliminated.
- Public improvements such as district-wide, shared parking and access to transit will encourage developers to provide buildings with reduced parking ratios and allow them to obtain financing for product types with low parking requirements which are less common in the LA Region.

APPENDIX A: ASSUMPTIONS AND DETAILED RESULTS

	1A	1B	2A	2B	3A	3B
Parcels	NE Corner of Santa Monica and La Brea	NE Corner of Santa Monica and La Brea w/Bonus	SE Corner of Santa Monica and Fairfax	SE Corner of Santa Monica and Fairfax w/Bonus	West Frontage at Almont Drive	West Frontage at Almont Drive w/Bonus
Land Area SF	60,420	60,420	24,350		21,000	21,000
Acres	1.39	1.39	0.56	0.00	0.48	0.48
Existing FAR Area	151,050	151,050	36,525	36,525	31,500	31,500
Proposed FAR Area	181,260	274,911	48,700	77,920	42,000	67,200
Commercial Gross SF	40,000	40,000	12,000	12,000	9,500	9,500
Commercial Net SF	34,000	34,000	10,200	10,200	8,075	8,075
Residential Gross SF	136,700	239,400	32,970	61,950	30,120	54,560
Residential Net SF	116,197	203,493	28,025	52,658	25,602	46,376
Residential Units	130	228	31	59	29	53
Parking Spaces	419	597	105	161	91	139
SF of Parking	146,390	208,560	36,600	56,005	31,850	48,650
SF/Space	350	350	350	350	350	350

WEST HOLLYWOOD FEASIBILITY ANALYSIS

CASE STUDY 1: NE Corner of Santa Monica Blvd and La Brea Ave

			On-Site Parking 1A - Proposed Zoning	On-Site Parking 1B - with Density Bonus	Reduced Residential Parking Ratios 1A - Proposed Zoning
	Unit	Amt	Total	Total	Total
Project Revenues					
Retail	Per Net SF	\$566.67	\$23,611,300	\$23,611,300	\$23,611,300
Residential - Market Rate	Per Net SF	\$570.00	\$52,985,832	\$92,792,808	\$52,985,832
Residential - Affordable Housing	Per Net SF	\$115.16	\$2,676,304	\$4,686,947	\$2,676,304
Subtotal Revenues			\$79,273,436	\$121,091,055	\$79,273,436
Development Costs					
<u>Hard Costs</u>					
Construction					
Retail Construction	Per Bldg SF	\$225	\$ 9,000,000	\$9,000,000	\$ 9,000,000
Retail Common Area	Per Bldg SF	\$10	\$ 90,200	\$90,200	\$ 90,200
Retail TI	Per NSF	\$25	\$850,000	\$850,000	\$850,000
Residential Lobby	Per GSF	\$200	\$1,000,000	\$1,125,000	\$1,000,000
Residential Construction	Per GSF	\$200	\$27,340,000	\$53,865,000	\$27,340,000
Parking Garage	Per SF	\$100	\$14,639,000	\$20,856,000	\$11,445,000
Parking (Grade/Service)	Per SF	\$150	\$960,000	\$960,000	\$960,000
Contingency	% Hard Costs	10.0%	\$5,387,920	\$8,674,620	\$5,068,520
Subtotal Hard Costs			\$ 59,267,120.00	\$95,420,820	\$ 55,753,720.00
<u>Soft Costs</u>					
Soft Costs (1)	% Hard Costs	35.0%	\$20,743,492	\$33,397,287	\$19,513,802
Subtotal Soft Costs			\$20,743,492	\$33,397,287	\$19,513,802
<u>Financing Costs</u>					
Construction Loan Fee	% of Loan	1.0%	\$640,085	\$1,030,545	\$602,140
Construction Interest	Rate	6.0%	\$3,168,420	\$5,101,197	\$2,980,594
Subtotal Financing Costs			\$3,808,505	\$6,131,742	\$3,582,734
<u>Developer Profit</u>	% of Costs	12.0%	\$10,058,294	\$16,193,982	\$9,462,031
Total Costs			\$93,877,411	\$151,143,831	\$88,312,287
Total Revenue		\$	79,273,436	\$ 121,091,055	\$ 79,273,436
Less Costs			(\$93,877,411)	(\$151,143,831)	(\$88,312,287)
Residual Land Value		\$	(14,603,975)	(30,052,775)	(9,038,850)
RLV Per SF		\$	(241.71)	(497.40)	(149.60)
Minimum Revenue Increase Required for Feasibility (2)		\$	99,919,411	\$ 157,185,831	\$ 94,354,287
			26%	30%	19%

(1) Includes insurance, taxes, legal, accounting, marketing, permits & fees, architecture & engineering and developer overhead.

(2) Assumes land values of \$100/SF

Source: Strategic Economics, Urban Studio, City of West Hollywood

WEST HOLLYWOOD FEASIBILITY ANALYSIS

CASE STUDY 2: SE Corner of Santa Monica Blvd and Fairfax Avenue

			On-Site Parking 2A - Proposed Zoning	On-Site Parking 2B - with Density Bonus	Reduced Residential Parking Ratios 2A - Proposed Zoning	Reduced Residential Parking Ratios 2B - with Density Bonus
	Unit	Amt	Total	Total	Total	Total
Project Revenues						
Retail	Per Net SF	\$566.67	\$7,201,200	\$7,201,200	\$7,201,200	\$7,201,200
Residential - Market Rate	Per Net SF	\$570.00	\$12,779,400	\$24,012,048	\$12,779,400	\$24,012,048
Residential - Affordable Housing	Per Net SF	\$115.16	\$645,485	\$1,212,844	\$645,485	\$1,212,844
Subtotal Revenues			\$20,626,085	\$32,426,092	\$20,626,085	\$32,426,092
Development Costs						
<u>Hard Costs</u>						
Construction						
Retail Construction	Per Bldg SF	\$200	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000
Retail Common Area	Per Bldg SF	\$10	\$29,500	\$29,500	\$29,500	\$29,500
Retail TI	Per NSF	\$25	\$255,000	\$255,000	\$255,000	\$255,000
Residential Lobby	Per GSF	\$200	\$740,000	\$740,000	\$740,000	\$740,000
Residential Construction	Per GSF	\$200	\$6,594,000	\$12,390,000	\$6,594,000	\$12,390,000
Parking Garage	Per SF	\$100	\$3,660,000	\$5,600,500	\$2,975,000	\$4,550,000
Parking (Grade/Service)	Per SF	\$150	\$855,000	\$855,000	\$855,000	\$855,000
Contingency	% Hard Costs	10.0%	\$1,453,350	\$2,227,000	\$1,384,850	\$2,121,950
Subtotal Hard Costs			\$ 15,986,850.00	\$24,497,000	\$ 15,233,350.00	\$23,341,450
<u>Soft Costs</u>						
Soft Costs (1)	% Hard Costs	35.0%	\$5,595,398	\$8,573,950	\$5,331,673	\$8,169,508
Subtotal Soft Costs			\$5,595,398	\$8,573,950	\$5,331,673	\$8,169,508
<u>Financing Costs</u>						
Construction Loan Fee	% of Loan	1.0%	\$172,658	\$264,568	\$164,520	\$252,088
Construction Interest	Rate	6.0%	\$854,657	\$1,309,610	\$814,375	\$1,247,834
Subtotal Financing Costs			\$1,027,315	\$1,574,177	\$978,895	\$1,499,922
<u>Developer Profit</u>	% of Costs	12.0%	\$2,713,147	\$4,157,415	\$2,585,270	\$3,961,305
Total Costs			\$25,322,710	\$38,802,542	\$24,129,188	\$36,972,185
Total Revenue		\$	20,626,085	\$ 32,426,092	\$ 20,626,085	\$ 32,426,092
Less Costs			(\$25,322,710)	(\$38,802,542)	(\$24,129,188)	(\$36,972,185)
Residual Land Value		\$	(4,696,625)	(6,376,450)	(3,503,103)	(4,546,093)
RLV Per SF		\$	(192.88)	(261.87)	(143.86)	(186.70)
Minimum Revenue Increase Required for Feasibility (2)		\$	27,757,710	\$ 41,237,542	\$ 26,564,188	\$ 39,407,185
			35%	27%	29%	22%

(1) Includes insurance, taxes, legal, accounting, marketing, permits & fees, architecture & engineering and developer overhead.

(2) Assumes land values of \$100/SF

Source: Strategic Economics, Urban Studio, City of West Hollywood

WEST HOLLYWOOD FEASIBILITY ANALYSIS

CASE STUDY 3: West Frontage at Almont Drive

			On-Site Parking 3A - Proposed Zoning	On-Site Parking 3B - with Density Bonus	Off-Site Commercial Parking 3B - with Density Bonus	Reduced Residential Parking Ratios 3B - with Density Bonus	Off-Site Commercial Parking + Reduced Residential Parking Ratios 3B - with Density Bonus
	Unit	Amt	Total	Total			
Project Revenues							
Retail	Per Net SF	\$566.67	\$4,898,833	\$4,898,833	\$4,898,833	\$4,898,833	\$4,898,833
Residential - Market Rate	Per Net SF	\$570.00	\$11,674,512	\$21,147,456	\$21,147,456	\$21,147,456	\$21,147,456
Residential - Affordable Housing	Per Net SF	\$115.16	\$589,677	\$1,068,154	\$1,068,154	\$1,068,154	\$1,068,154
Subtotal Revenues			\$17,163,023	\$27,114,443	\$27,114,443	\$27,114,443	\$27,114,443
Development Costs							
<u>Hard Costs</u>							
Construction							
Retail Construction	Per Bldg SF	\$200	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000
Retail Common Area	Per Bldg SF	\$10	\$6,700	\$6,700	\$6,700	\$6,700	\$6,700
Retail TI	Per NSF	\$25	\$201,875	\$201,875	\$201,875	\$201,875	\$201,875
Residential Lobby	Per GSF	\$200	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000
Residential Construction	Per GSF	\$200	\$6,024,000	\$10,912,000	\$10,912,000	\$10,912,000	\$10,912,000
Parking Garage	Per SF	\$100	\$3,185,000	\$4,865,000	\$3,885,000	\$3,920,000	\$2,940,000
Parking (Grade/Service)	Per SF	\$150	\$1,309,500	\$1,309,500	\$1,309,500	\$1,309,500	\$1,309,500
Contingency	% Hard Costs	10.0%	\$1,304,708	\$1,961,508	\$1,863,508	\$1,867,008	\$1,769,008
Subtotal Hard Costs			\$ 14,351,782.50	\$21,576,583	\$20,498,583	\$ 20,537,082.50	\$19,459,083
<u>Soft Costs</u>							
Soft Costs (1)	% Hard Costs	35.0%	\$5,023,124	\$7,551,804	\$7,174,504	\$7,187,979	\$6,810,679
Subtotal Soft Costs			\$5,023,124	\$7,551,804	\$7,174,504	\$7,187,979	\$6,810,679
<u>Financing Costs</u>							
Construction Loan Fee	% of Loan	1.0%	\$154,999	\$233,027	\$221,385	\$221,800	\$210,158
Construction Interest	Rate	6.0%	\$767,246	\$1,153,484	\$1,095,854	\$1,097,912	\$1,040,283
Subtotal Financing Costs			\$922,246	\$1,386,511	\$1,317,239	\$1,319,713	\$1,250,441
<u>Developer Profit</u>	% of Costs	12.0%	\$2,435,658	\$3,661,788	\$3,478,839	\$3,485,373	\$3,302,424
Total Costs			\$22,732,810	\$34,176,685	\$32,469,164	\$32,530,147	\$30,822,626
Total Revenue		\$	17,163,023	\$ 27,114,443	\$ 27,114,443	\$ 27,114,443	\$ 27,114,443
Less Costs			(\$22,732,810)	(\$34,176,685)	(\$32,469,164)	(\$32,530,147)	(\$30,822,626)
Residual Land Value		\$	(5,569,787)	(7,062,242)	(5,354,721)	(5,415,704)	(3,708,183)
RLV Per SF		\$	(265.23)	(336.30)	(254.99)	(257.89)	(176.58)
Minimum Revenue Increase Required for Feasibility (2)		\$	24,832,810	36,276,685	34,569,164	34,630,147	32,922,626
			45%	34%	27%	28%	21%

(1) Includes insurance, taxes, legal, accounting, marketing, permits & fees, architecture & engineering and developer overhead.

(2) Assumes land values of \$100/SF

Source: Strategic Economics, Urban Studio, City of West Hollywood

WEST HOLLYWOOD FEASIBILITY ANALYSIS

FINANCING ASSUMPTIONS

Amount Financed Excluding Land	% Other Costs	80.0%
Construction Loan Rate	Percent	6.0%
Construction Loan Term	Months	18
Avg. Outstanding Balance	Percent	55%
Construction Loan Fee	Percent	1%

WEST HOLLYWOOD FEASIBILITY ANALYSIS

OPERATING AND VALUATION ASSUMPTIONS

			Future Values
Retail			
<u>Assumptions</u>			
Monthly Rent (NNN)	Per SF	\$	3.50
Vacancy	Percent		5.0%
Non-Reimbursable Expenses	Percent		10.0%
Capitalization Rate	Percent		6.3%
 <u>Estimated Value</u>			
Gross Annual Retail Income	Per SF	\$	42.00
Less Retail Vacancy	Per SF	\$	(2.10)
Less Non-Reimbursable Exp	Per SF	\$	(4.20)
Net Operating Income	Per SF	\$	35.70
Capitalized Value	Per SF	\$	566.67
 Tenant Improvements	 Per SF	 \$	 25.00

PRICING ASSUMPTIONS FOR FOR-SALE UNITS

Unit Type	Avg. Price/SF (Net)	Avg. Gross SF	Avg. Net SF	Avg. Price
Low to Mid-Rise Condominium	\$ 570.00	1,050	893 \$	509,010

Affordable Housing	Average Unit Price	Avg. Gross SF	Avg. Net SF
1	\$ 87,061		
2	\$ 103,384		
3	\$ 118,076		
	\$ 102,840	\$ 98	\$ 115.16

Environmental Task Force Report Recommendations Contained in the Draft CAP

On July 20, 2009, City Council approved a list of recommendations from the Environmental Task Force Report for highest consideration for budget priority. The table below illustrates in which measures these recommendations were included in the proposed Draft Climate Action Plan.

Draft CAP		ETF Recommendations
No.	Measure	
N/A	N/A	Hire a consultant to develop sustainability indicators and Climate Action Plan
Community Engagement and Leadership		
CL-1.1	Create a position for a City Sustainability Manager/Coordinator and support staff to oversee implementation of the CAP and sustainability programs.	Position to coordinate the City's sustainability programs
CL-1.2	Reduce energy use in City facilities and operations.	Achieve "Fossil Free by '23" goal
CL-1.3	Reduce water use in City facilities and operations.	Mandate minimum water-saving techniques in City regulations
Land Use and Community Design		
LU-1.1	Facilitate the establishment of mixed-use, pedestrian- and transit-oriented development along the commercial corridors and in Transit Overlay Districts.	Implement plans identified to meet long-term transportation needs
LU-1.2	Encourage the preservation and reuse of existing buildings.	
Transportation and Mobility		
T-1.1	Increase the pedestrian mode share in West Hollywood with convenient and attractive pedestrian infrastructure and facilities.	Develop a Green Link System; Implement weekly "pedestrians only street"; Implement plans identified to meet long-term transportation needs; Advance infrastructure for non-motorized and mass-transit options
T-2.1	Increase the bicycle mode share by providing accessible, convenient, and attractive bicycle infrastructure.	Study the feasibility of "bicycle priority streets"; Implement plans identified to meet long-term transportation needs; Advance infrastructure for non-motorized and mass-transit options
T-2.2	Install bike racks and bike parking in the City where bike parking infrastructure currently does not exist.	Implement plans identified to meet long-term transportation needs; Advance infrastructure for non-motorized and mass-transit options
T-3.1	Support efforts to build the Metro Westside subway extension and lobby for a West Hollywood alignment.	Direct the City's lobbyists to continue lobbying for the inclusion of West Hollywood in the Metro Westside subway extension; Implement plans identified to meet long-term transportation needs
T-3.2	Expand locally-managed transportation services and provide education on public transportation options.	Educate the public on and expand CityLine services; Implement plans identified to meet long-term transportation needs; Advance infrastructure for non-motorized and mass-transit options
T-3.3	Conduct a public transit gap study that analyzes strategies to increase transit use within the City and identify funding sources for transit improvements.	Implement plans identified to meet long-term transportation needs
T-3.4	Consult with Metro to provide bus stops with convenient bicycle and pedestrian access and essential improvements such as shelters, route information, benches, and lighting.	Implement plans identified to meet long-term transportation needs; Advance infrastructure for non-motorized and mass-transit options
T-4.1	Enhance ride-share infrastructure to facilitate community participation.	Advance infrastructure for non-motorized and mass-transit options

Draft CAP		ETF Recommendations
No.	Measure	
T-4.2	Pursue a car sharing program with car-share providers and regional partners including the City of Los Angeles, SCAG, and the Westside COG.	Implement plans identified to meet long-term transportation needs
T-4.3	Assessment and implement parking strategies in commercial corridors and in Transit Overlay Districts.	Maximize the City's parking infrastructure
Energy Use and Efficiency		
E-1.1	Develop a comprehensive outreach program to facilitate voluntary residential and commercial building energy efficiency improvements.	Centralize photovoltaic system information
E-1.2	Develop a comprehensive residential renewable energy program that provides incentives, outreach, financing, and other forms of assistance.	Incentivize solar power
E-1.3	Work with Southern California Edison to accelerate smart grid integration into the community.	
E-1.4	Develop and implement a point-of-sale residential energy conservation ordinance (RECO) and commercial energy conservation ordinance (CECO).	Develop a public energy audit/rating program
E-1.5	Develop an energy efficient appliance upgrade program for residents and business owners to promote upgrades from inefficient appliances to new Energy Star appliances.	
E-2.1	Continue to fund and operate the Green Building Resource Center.	Continue funding the Green Building Resource Center; Centralize photovoltaic system information
E-2.2	Require all new construction to achieve California Building Code Tier II Energy Efficiency Standards.	
E-3.1	Require that all new construction and condominium conversions be sub-metered to allow each tenant the ability to monitor their own energy and water use.	
E-3.2	Require the use of recycled materials for 20% of construction materials in all new construction.	
E-3.3	Facilitate installation of solar hot water heating systems on commercial and multi-family buildings.	Incentivize solar power
E-3.4	Facilitate the installation of solar photovoltaic systems on multi-family residential, commercial, and industrial buildings and parking lots.	Incentivize solar power; lobby for net metering changes
Water Use and Efficiency		
W-1.1	Reduce per capita water consumption by 30% by 2035.	Provide in-person resources for landscaping information; Create "Sustainable Landscape Professional" list; Establish water-efficient landscape demonstration sites; Create a detailed water use enforcement plan; Mandate minimum water saving techniques in City regulations
W-1.2	Encourage all automated irrigation systems installed in the City to include a weather-based control system..	Mandate minimum water saving techniques in City regulations

Draft CAP		ETF Recommendations
No.	Measure	
Waste Reduction and Recycling		
SW-1.1	Establish a waste reduction target not to exceed 4.0 lbs per person per day.	Add more recycling bins to community spaces; Strengthen recycling education; Mandate recycling in multifamily buildings; Become a "zero waste city"
SW-1.2	Work with LA County cities and other organizations to urge adoption of State and federal legislation that requires extended producer responsibility and improves the recyclability of products and packaging.	Become a "zero waste city"
SW-1.3	Encourage the use of reusable and biodegradable materials in retail and commercial establishments.	Enforce the City's polystyrene and plastic bag bans
Green Space		
G-1.1	Increase and enhance the City's urban forest to capture and store carbon and reduce building energy consumption.	Implement policies requiring green/open spaces
G-1.2	Establish a green roof and roof garden program to standardize, promote, and incentivize green roofs and roof gardens throughout the City.	Implement policies requiring green/open spaces
G-1.3	Establish an innovative program to increase green space throughout the City.	Establish green/open space requirements; Implement policies requiring green/open spaces; strengthen "Greening West Hollywood" program

This page intentionally left blank

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3177 / FAX (916) 327-2643
www.hcd.ca.gov



July 1, 2010

Ms. Anne McIntosh
Community Development Director
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

Dear Ms. McIntosh:

RE: Review of the City of West Hollywood's Draft Housing Element

Thank you for submitting West Hollywood's draft housing element received for review on May 6, 2010. The Department is required to review draft housing elements and report the findings to the locality pursuant to Government Code Section 65585(b). A telephone conversation on June 14, 2010 with Messrs. John Keho, Planning Manager, Jeff Skorneck, Housing Manager, Ms. Bianca Siegl, Associate Planner, Ms. Allyne Winderman, Director of Rent Stabilization and Housing, Ms. Veronica Tam, the City's consultant, facilitated the review.

The Department applauds West Hollywood's success in assisting in the development of 182 units affordable to very low- and low-income households and facilitating the acquisition and rehabilitation of 47 permanently affordable units in the previous planning period. The draft element addresses many statutory requirements; however, revisions will be necessary to comply with State housing element law (Article 10.6 of the Government Code). In particular, the element must include a complete analysis of identified sites and governmental constraints. The enclosed Appendix describes these and other revisions needed to comply with State housing element law.

The Department is committed to assist West Hollywood in addressing all statutory requirements of housing element law. If you have any questions or need additional technical assistance, please contact Melinda Benson, of our staff, at (916) 445-5307.

Sincerely,

Cathy E. Creswell
Deputy Director

Enclosure

ITEM 9.A. EXHIBIT P

APPENDIX
CITY OF WEST HOLLYWOOD

The following changes would bring West Hollywood's housing element into compliance with Article 10.6 of the Government Code. Accompanying each recommended change, we cite the supporting section of the Government Code.

Housing element technical assistance information is available on the Department's website at www.hcd.ca.gov/hpd. Refer to the Division of Housing Policy Development and the section pertaining to State Housing Planning. Among other resources, the Housing Element section contains the Department's latest technical assistance tool *Building Blocks for Effective Housing Elements (Building Blocks)* available at www.hcd.ca.gov/hpd/housing_element2/index.php, the Government Code addressing State housing element law and other resources.

A. Housing Needs, Resources, and Constraints

1. *Include an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites (Section 65583(a)(3)). The inventory of land suitable for residential development shall be used to identify sites that can be developed for housing within the planning period (Section 65583.2).*

West Hollywood has a regional housing needs allocation (RHNA) of 584 housing units, of which 233 are for lower-income households. In addition, as acknowledged in the element, the City must address a shortfall of sites from the prior planning period to accommodate 40 units pursuant to Chapter 614, Statutes of 2005 (AB 1233). To address the current housing need and the remaining need from the previous planning period, the element relies on built, approved, and pending projects, units which will be substantially rehabilitated pursuant to Government Code Section 65583.1(c), and vacant sites. To demonstrate the adequacy of these sites and strategies to accommodate the City's RHNA, the element must include complete analyses, as follows:

Progress in Meeting the RHNA: The element indicates that 80 units affordable to very low-income households and 91 units affordable to low-income household have been built, are under construction, and approved, but only provides information documenting the affordability of some of these units. As you know, the City's RHNA may be reduced by the number of new units built since January 1, 2006. However, the element must describe the City's methodology for assigning these units to the various income groups based on actual or anticipated rent and sale prices, information on financing, or other mechanisms establishing affordability.

Pending Projects: Tables A-3 and A-4 identify several proposed and anticipated projects with the potential of 1,001 units of which 79 units are anticipated to be affordable to lower-income households. The element should indicate the status of these projects, identify any necessary approvals, and provide information regarding how the anticipated affordability was established.

Adequate Sites Alternative: To credit the 48 units currently being rehabilitated by West Hollywood Community Development Corporation toward the City's share of the regional housing need (page 93), the element must address all the specific requirements outlined in Government Code Section 65583.1(c). For example, among other requirements, the element must demonstrate how the units were determined to be at imminent risk of loss

to the housing stock, indicate when the committed assistance was provided to the project, and document how the units were found to be unfit for human habitation pursuant to Government Code Section 65583.1(c)(2)(A)(i) (IV). For further information, refer to the *Building Blocks'* website at http://www.hcd.ca.gov/hpd/housing_element2/SIA_adeqsites.php.

Housing for a Variety of Housing Types

Emergency Shelters: Program 20 proposes to create an overlay zone in the City's Community Commercial district to allow emergency shelters with a ministerial permit. The element should describe the overlay and the total available capacity within the area. To demonstrate sufficient capacity within the overlay, the element should also include a brief description of the overlay area (e.g., vacant, re-use potential, etc.).

2. *Analyze potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities, supportive housing, transitional housing, and emergency shelters identified pursuant to paragraph (7) (Section 65583(a)(5)).*

Fees and Exaction: While the element lists typical planning fees and includes a description of the City's efforts to mitigate fee impacts on the cost of housing, it did not include a complete description of impact fees or analyze the cumulative impact of planning and impact fees on the cost and supply of housing. For example, the element should list the actual fees assessed for public art, parks and recreation, public schools, traffic mitigation, etc. (page 77). In addition, the element should also include an analysis of total planning and impact fees for typical single- and multi-family developments and the total effect or proportion of these fees and exactions on development costs. For further information and sample analyses, refer to the *Building Blocks'* website at http://www.hcd.ca.gov/hpd/housing_element2/CON_fees.php.

Local Processing and Permit Procedures: While the element identifies how various residential uses are permitted by zone, and processing times for some planning entitlements, it must include a description and analysis of the total typical review process for both single- and multi-family units and evaluate potential impacts on the cost and supply of housing. For example, the element indicates multifamily residential projects of five or more units require a neighborhood meeting and must be approved by the planning commission (page 72). The element must describe and analyze the role of the neighborhood meeting in the approval process and typical criteria for approval for potential impacts on approval certainty, timing, and cost. For further information, refer to the *Building Blocks'* website at http://www.hcd.ca.gov/hpd/housing_element2/CON_permits.php.

Inclusionary Housing: While the element describes the framework of inclusionary requirements and available alternatives, it did not include an analysis of the impact of the inclusionary requirements on the cost and supply of housing. Analyzing the inclusionary provisions is particularly important given current market conditions and the cumulative impact of local regulations. The City could engage the development community to facilitate this analysis.

B. Housing Programs

1. *Include a program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. The program shall include an identification of the agencies and officials responsible for the implementation of the various actions (Section 65583(c)).*

To address the program requirements of Government Code Section 65583(c)(1-6), and facilitate implementation, Programs 1, 2, 8, 9, 10, 15, 16, 21, 22, 25, and 26 should be revised to include definitive implementation timelines. In addition, Program 9 should indicate how the City will educate the public regarding “at-risk” housing.

2. *Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels, including rental housing, factory-built housing, mobilehomes, and emergency shelters and transitional housing. Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, the program shall provide for sufficient sites with zoning that permits owner-occupied and rental multifamily residential use by right, including density and development standards that could accommodate and facilitate the feasibility of housing for very low- and low-income households (Section 65583(c)(1)).*

As noted in Finding A-1, the element does not include a complete site analysis and therefore, the adequacy of sites and zoning were not established. Based on the results of a complete sites inventory and analysis, the City may need to add or revise programs to address a shortfall of sites or zoning available to encourage a variety of housing types.

Program 18 (Potential Sites for RHNA): The Program must be revised to include a monitoring component consistent with Government Code Section 65583.1(c)(7) documenting the implementation status of the committed assistance program in the housing element annual report by July 1, 2011.

3. *The housing element shall contain programs which "assist in the development of adequate housing to meet the needs of extremely low-, very low-, low- and moderate-income households (Section 65583(c)(2)).*

While the element includes some programs to assist in the development of housing for low-, and moderate-income households, pursuant to Chapter 891, Statutes of 2006 (AB 2634), existing programs should either be expanded or new programs added to specifically assist in the development of a variety of housing types to meet the housing needs of extremely low-income (ELI) households. To address this requirement, the element could revise programs to prioritize some funding for the development of housing affordable to ELI households, and/or offer financial incentives or regulatory concessions to encourage the development of housing types, such as multifamily, single-room occupancy units, and supportive housing, which address some of the needs of this income group.

4. *The housing element shall contain programs which "address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing" (Section 65583(c)(3)).*

As noted in Finding A-2, the element requires a complete analysis of potential governmental constraints. Depending upon the results of that analysis, the City may need to revise or add programs and address and remove or mitigate any identified constraints.

Program 13 (Inclusionary Housing Ordinance): Provide specific timeframes for monitoring market conditions and development trends to ensure the City's ordinance does not constrain development, (e.g., by 2012 or annually). The Program should include a commitment to amend the ordinance should the evaluation determine housing development is being constrained.

This page intentionally left blank

September 2, 2010

To: Bianca Siegl
City of West Hollywood

From: Veronica Tam

Subject: Summary of the City of West Hollywood's Responses to HCD

This memo summarizes HCD's comments on the Draft West Hollywood Housing Element (HE) and Technical Background Report (TBR) and how these comments are addressed. HCD comments are presented first, immediately followed by the City's responses to each comment, labeled as such.

A. Housing Needs, Resources, and Constraints

1. *Include an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.*

West Hollywood has a regional housing needs allocation (RHNA) of 584 housing units, of which 233 are for lower-income households. In addition, as acknowledged in the element, the City must address a shortfall of sites from the prior planning period to accommodate 40 units pursuant to Chapter 614, Statutes of 2005 (AB 1233). To address the current housing need and the remaining need from the previous planning period, the element relies on built, approved, and pending projects, units which will be substantially rehabilitated pursuant to Government Code Section 65583.1 (c), and vacant sites. To demonstrate the adequacy of these sites and strategies to accommodate the City's RHNA, the element must include complete analyses, as follows:

Progress in Meeting the RHNA: The element indicates that 80 units affordable to very low-income households and 91 units affordable to low-income household have been built, are under construction, and approved, but only provides information documenting the affordability of some of these units. As you know, the City's RHNA may be reduced by the number of new units built since January 1, 2006. However, the element must describe the City's methodology for assigning these units to the various income groups based on actual or anticipated rent and sale prices, information on financing, or other mechanisms establishing affordability. Pending Projects: Tables A-3 and A-4 identify several proposed and anticipated projects with the potential of 1,001 units of which 79 units are anticipated to be affordable to lower-income households. The element should indicate the status of these projects, identify any necessary approvals, and provide information regarding how the anticipated affordability was established.

CITY RESPONSE:

Additional information on units constructed has been added. The new information clarifies the affordability of housing units constructed within the City since January 1, 2006.

TBR-p.93 – The paragraph will now read: “As of December 31, 2009, 352 housing units have been finalized in West Hollywood since January 1, 2006. Among these 352 units, seven are inclusionary units (four low income and three moderate income units, based on the City’s Inclusionary Housing Ordinance). These affordable units are deed-restricted as long-term affordable housing via development agreements pursuant to the City’s Inclusionary Housing Ordinance.

In addition to the affordable units discussed above, the 42-unit Sierra Bonita project celebrated its grand opening in April 2010. This affordable housing project by WHCDC provides 13 extremely low income units and 29 very low income units. The Sierra Bonita project was financed with a variety of funding sources, including County of Los Angeles HOME funds, Tax Credits, State HCD Multi-family Housing Program fund (Proposition 1C), Federal Home Loan Bank Affordable Housing Program, State Affordable Housing Trust Fund Grant (Proposition 46), City Commercial Loan, and City Residential Gap Loan and Grant. These units are deed-restricted as long-term affordable housing based according to the requirements of funding programs.”

Additional information on units under construction was added. The new information clarifies the affordability of housing units currently under construction within the City.

TBR-p.93 – The new paragraph will now read: “As of August 2010, three projects were under construction in the City with a total of 64 units. Among these 64 units, four low income units and four moderate income units are provided as inclusionary units for a 40-unit condominium development. The inclusionary units are deed-restricted as long-term affordable housing pursuant to the City’s Inclusionary Housing Ordinance.”

Additional information on units approved was added. The new information clarifies the affordability of housing units approved within the City.

TBR-p.93 – The new paragraph will read: “Several projects have been approved by the City to be developed on underutilized sites. These approved projects provide 828 condominium units and 160 apartment units. The largest of these projects is Movietown, a mixed use project 371 units, including 38 very low income and 38 low income inclusionary units. Overall, the approved projects include 165 affordable units are provided (38 very low income units, 83 low income units and 44 moderate income units). The number of affordable units is based on the development agreements and all affordable units will be deed-restricted as long-term affordable housing according to the development agreements.”

Additional information on pending projects was added. The new information clarifies the affordability of pending projects within the City.

TBR-p.94 – The new paragraph will read: “Seventeen projects are pending, with several of these pending projects having already received Planning approval. These projects total 790 units, including 370 condominium units and 420 apartment units. A total of 70 low income units and 75 moderate income units are provided. The number of affordable units from pending projects is based on the requirements of the City’s

Inclusionary Housing Ordinance or as negotiated with the developers; all affordable units will be deed-restricted for the life of the project via development agreements.”

Adequate Sites Alternative: To credit the 48 units currently being rehabilitated by West Hollywood Community Development Corporation toward the City's share of the regional housing need (page 93), the element must address all the specific requirements outlined in Government Code Section 65583.1 (c). For example, among other requirements, the element must demonstrate how the units were determined to be at imminent risk of loss to the housing stock, indicate when the committed assistance was provided to the project, and document how the units were found to be unfit for human habitation pursuant to Government Code Section 65583.1 (c)(2)(A)(i) (IV). For further information, refer to the *Building Blocks'* website at <http://www.hcd.ca.gov/hpd/housing/element2/SIA/adeqsites.php>.

CITY RESPONSE:

Additional information on acquisition/rehabilitation was added. The new information clarifies the affordability of housing units acquired/ rehabilitated within the City.

TBR-p.95 – The new paragraph will read: Pursuant to AB 438, the City may fulfill up to 25 percent of its very low and low income RHNA using existing units either through acquisition/rehabilitation, conversion from market-rate housing, or preservation of housing at risk of converting to market-rate. The City is partnering with WHCDC to acquire and rehabilitate a 48-unit existing building located at 1234 Hayworth Avenue. This building has been vacated and abandoned for several years and would be demolished if not rehabilitated. The City has committed \$10.3 million in Affordable Housing Trust Funds (AHTF) and \$1.5 million in HOME funds for this project. In addition, WHCDC is pursuing Section 202 funds and LIHTC as additional leverage. The project is recommended for \$7 million under the TCAC 9 percent tax credits. Furthermore, the City will work with WHCDC to identify other funding sources to implement the project if necessary. When completed, 47 units at this 48-unit project will be deed-restricted for at least 55 years as affordable housing (5 extremely low, 38 very low, and 4 low income units, with an additional unit being reserved as the manager's unit).”

Table 47 was updated to reflect the current status of the City's projects. The table now reads as follows:

Table 1: RHNA Status (as of December 31, 2009)					
	Extremely Low/ Very Low	Low	Moderate	Above Moderate	Total
2008-2014 RHNA	142	91	99	252	584
Units Constructed	42	4	3	303	352
Units Legalized	0	0	0	25	25
Units Under Construction	0	4	4	56	64
Units Approved	38	83	44	823	988
Units at Review/ Plan Check	0	0	0	52	52
Pending Projects	0	70	75	645	790
Acquisition/Rehab (1234 Hayworth)	43	4	0	0	47
Remaining RHNA	19	(74)	(27)	(1,644)	19
2000-2008 RHNA Penalty	0	0	0	40	40
Overall RHNA Obligation	19	(74)	(27)	(1,604)	19

Note: Where there is a surplus of above moderate income units, these units cannot be used to fulfill the RHNA for lower or moderate income units.

Housing for a Variety of Housing Types

Emergency Shelters: Program 20 proposes to create an overlay zone in the City's Community Commercial district to allow emergency shelters with a ministerial permit. The element should describe the overlay and the total available capacity within the area. To demonstrate sufficient capacity within the overlay, the element should also include a brief description of the overlay area (e.g., vacant, re-use potential, etc.).

CITY RESPONSE:

Additional information on the Emergency Shelter Overlay Zone was added. The new information describes the characteristics of properties within the proposed Overlay Zone.

TBR-p. 66 – The paragraph will now read: “The overlay zone will encompass at least 100 underutilized properties with older one- and two-story structures that can easily be renovated and expanded to accommodate emergency shelter facilities in its upper levels. Nearly all of the properties along Santa Monica Boulevard in the potential area for the overlay zone are no taller than two stories, and a majority of the buildings are single-story, which offer opportunities for expansion by adding a second or third story. A map that illustrates the height characteristics of the structures in the potential overlay zone area can be found in Appendix D. In addition, approximately one-third of the structures in the potential area for the overlay zone are over 50 years old (built before 1960), making renovation feasible and desirable. According to a 2010 report, the Santa

Monica Boulevard commercial property market had an overall vacancy rate of seven percent, with a number of properties directly along Santa Monica Boulevard currently listed as vacant and for sale.”

2. *Analyze potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities, supportive housing, transitional housing, and emergency shelters identified pursuant to paragraph (7) (Section 65583(a)(5)).*

Fees and Exaction: While the element lists typical planning fees and includes a description of the City's efforts to mitigate fee impacts on the cost of housing, it did not include a complete description of impact fees or analyze the cumulative impact of planning and impact fees on the cost and supply of housing. For example, the element should list the actual fees assessed for public art, parks and recreation, public schools, traffic mitigation, etc. (page 77). In addition, the element should also include an analysis of total planning and impact fees for typical single- and multi-family developments and the total effect or proportion of these fees and exactions on development costs. For further information and sample analyses, refer to the *Building Blocks'* website at http://www.hcd.ca.gov/hpd/housing_element2/CON_fees.php.

CITY RESPONSE:

A summary of the City's planning and development impact fees was added. The new information summarizes the overall cost of planning and development impact fees in the City.

TBR-p.78 – The new paragraph will read: “Based on a sample of recent projects, total planning and development impact fees average approximately \$51,332 for a single-family unit and \$33,751 per unit for a multi-family unit. These fees have minimal cost impacts to the overall development costs, given the high land costs in West Hollywood. As demonstrated by the numerous recently approved and pending projects in the City, planning and development impact fees do not constrain residential or mixed use developments in the City.”

Local Processing and Permit Procedures: While the element identifies how various residential uses are permitted by zone, and processing times for some planning entitlements, it must include a description and analysis of the total typical review process for both single- and multi-family units and evaluate potential impacts on the cost and supply of housing. For example, the element indicates multifamily residential projects of five or more units require a neighborhood meeting and must be approved by the planning commission (page 72). The element must describe and analyze the role of the neighborhood meeting in the approval process and typical criteria for approval for

potential impacts on approval certainty, timing, and cost. For further information, refer to the *Building Blocks'* website at <http://www.hcd.ca.gov/hpd/housing/element2/ICON/permits.php>.

CITY RESPONSE:

Additional information on neighborhood meetings was added. The new information describes the neighborhood meeting process and requirements.

TBR-p. 74 – The paragraph will now read: “A neighborhood meeting is required for all projects that:

- Require development permit approval by the Commission;
- Are located in the Sunset Specific Plan (SSP) zoning district with 10,000 square feet or more of total gross floor area; or,
- Are residentially zoned with five or more units.

A neighborhood meeting consists of the applicant conducting a meeting with property owners and tenants located within a 500-foot radius of the subject site to present the project and discuss identified concerns prior to action by the reviewing body. The meeting must be held within 60 days of the application date and not less than 28 days before the public hearing date.

Neighborhood meetings help to resolve many of the issues faced by developers prior to review by the Planning Commission. Often these neighborhood meetings help streamline the review/approval process. As these meetings are held after the application has been submitted but before the public hearing is held, they do not and are, therefore, not considered impact the timeframe of the review/approval process and therefore not considered an additional constraint in the approval process.”

Additional information on processing times was added. The new information clarifies the City’s most recent efforts to streamline its processing timeline.

TBR-p.75 – The paragraph will now read: “West Hollywood’s development approval process is designed to further housing development. The Planning Department has established a time table for processing applications. Often, processing time depends on CEQA requirements and the Permit Streamlining Act provides strict timelines that the City must abide by. To further streamline processing times, in 2010, the City eliminated the public hearing requirement for EIR comments.

Given the City built out character and market conditions, new single-family subdivisions are rare in the community. A new single-family unit can be processed in six weeks after the application is deemed complete. A typical multi-family project requiring Planning Commission approval can be processed in two to three months from date when the application is deemed complete. These timeframes are typical and do not constrain housing development. As evidenced by the large number of approved projects and pending projects in the City that have already received Planning Commission approval (shown in Appendix A), the City review and approval process is not onerous and does not constrain housing development.”

Inclusionary Housing: While the element describes the framework of inclusionary requirements and available alternatives, it did not include an analysis of the impact of the inclusionary requirements on the cost and supply of housing. Analyzing the inclusionary provisions is particularly important given current market conditions and the cumulative impact of local regulations. The City could engage the development community to facilitate this analysis.

CITY RESPONSE:

Additional information on the Inclusionary Housing Ordinance was added. The new information emphasizes the City's compliance with SB 1818.

TBR-p.79 – The new paragraph will read: “Beginning in December 2006 the City Council and Planning Commission began to explore methods to enhance the effectiveness of the Ordinance and to better respond to the housing need in the community by requiring more units to be built on-site rather than allowing in-lieu fee payments and by encouraging smaller units. Additionally SB1818 was passed, requiring the City to permit additional market-rate units (a density bonus), allow reduced requirements in the form of “concessions” or modifications to development standards (height, setbacks, open space), and permit lower minimum parking requirements for projects that include affordable housing. On July 18, 2007 the Council adopted changes to the Inclusionary Housing and Density Bonus Ordinance in order to comply with new requirements as well as encourage new affordable housing development. Additional changes to the Ordinance will also be made to ensure compliance with SB1818. The 2007 changes to the Ordinance include:”

Additional information on the Inclusionary Housing Ordinance was added. The new information summarizes the impact of the City's Inclusionary Housing Ordinance on development.

TBR-p.81 – The new paragraph will now read: “The City undertook extensive outreach efforts to consult with the development community before making these changes to the Inclusionary Housing Program. The specific changes were made in response to comments from both for-profit and non-profit housing developers. A feasibility study was conducted to ensure that the changes to the Inclusionary Housing Ordinance do not unduly constrain housing development, and the flexibility offered by the Ordinance facilitates and encourages new residential development. As evidenced by the number of development applications that occurred since amendment of the Inclusionary Housing Program, the amendment has not constrained development applications. Despite a dampened housing market in the region since 2007, development activities in the City have not been affected significantly. Since amendment of the Inclusionary Housing Ordinance, the City received 33 development applications, compared to 47 applications received during the prior three years. However, the 33 applications received since 2007 totaled to 976 units compared to only 875 units from the 47 applications received prior to the Ordinance amendment. The increased number of housing units is a direct result of the amended Ordinance which encourages a mixture of unit sizes in a development. Specifically, the amended Ordinance encourages the

inclusion of smaller units, increasing development densities and enhancing affordability. Overall, the Inclusionary Housing Ordinance has proven to be an effective tool in the community, creating permanently affordable units for lower and moderate income residents.”

B. Housing Programs

1. *Include a program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. The program shall include an identification of the agencies and officials responsible for the implementation of the various actions (Section 65583(c)).*

To address the program requirements of Government Code Section 65583(c)(l-6), and facilitate implementation, Programs 1, 2, 8, 9, 10, 15, 16, 21, 22, 25, and 26 should be revised to include definitive implementation timelines. In addition, Program 9 should indicate how the City will educate the public regarding "at-risk" housing.

CITY RESPONSE:

Housing programs have been modified:

HE-p.10-7 – Modified the Timeframe and Objectives for Program No. 1: Code Compliance.

Two bullet points were added that read:

- “Identify soft-story buildings in the redevelopment area by 2010-2011.
- Revise pro-active inspection program to include identification of mechanical and electrical deficiencies (based on consultants’ reports) by 2013.”

HE-p.10-8 – Modified the Timeframe and Objectives for Program No. 2: Housing Conditions Survey/Multi-Family Rehabilitation Study.

Three bullet points were added that read:

- “Identify soft story buildings in the redevelopment area by 2010-2011.
- Hire structural engineer to develop options for seismic rehabilitation by 2010- 2011.
- Hire consultant to evaluate mechanical and electrical needs of typical buildings built at different periods by 2010-2011.”

Three bullet points were modified to read:

- “Conduct a study to determine the feasibility of providing seismic upgrades to soft-story structures and making electrical and mechanical system improvements to deteriorating multi-family structures by 2012. The study will evaluate

the cost-effectiveness of various prototypical ways to perform upgrades and identify potential funding sources, including 80 percent tax increment funds.

- Establish a multi-family housing rehabilitation program by 2013 that incorporates green building standards and offers incentives and financial/technical assistance to encourage participation.

- Provide financial assistance to nonprofit housing providers to upgrade the City's affordable housing stock with green building improvements by 2010. (The City recently provided \$500,000 to the West Hollywood Community Housing Corporation (WHCHC) to make improvements to several WHCHC buildings.)"

HE-p.10-8 – Modified the description of Program No. 3: Multi-Family Rehabilitation and Acquisition/Rehabilitation.

The program description now reads: "The acquisition and rehabilitation of deteriorated residential properties or properties at risk of being Ellised is a key program in West Hollywood's overall strategy to provide long-term affordable housing for lower income families (particularly those of extremely low incomes) and/or special needs households, including seniors, disabled persons, persons with HIV/AIDS, single parents and large families."

HE-p.10-9 – Modified the Timeframe and Objectives for Program No. 3: Multi-Family Rehabilitation and Acquisition/Rehabilitation.

One bullet point was modified to read: "Acquire approximately 50 units for rehabilitation, with a portion of the units targeted for extremely low income households and persons with special needs. Projects that provide the largest proportion of housing units for extremely and very low income households will receive priority for funding from the City."

HE-p.10-12 – Modified the Timeframe and Objectives for Program No. 8: Housing Choice Vouchers (Section 8).

Two bullet points were added that read:

- "Include information in annual mailings to property owners outlining the benefits of the Section 8 program.
- Meet annually with the County Housing Authority to review analysis of market rents and Section 8 payment standards."

HE-p.10-13 – Modified the Timeframe and Objectives for Program No. 9: Preservation of Publicly Assisted Housing.

One bullet point was modified to read:

- "Conduct Tenant Education: Educate the public regarding "at-risk" housing. It has been a long-established City strategy to create permanent affordable housing in the City. Virtually all affordable housing units in the City are available either in perpetuity or for a very long term. For the three projects that require short-term renewal of subsidy contracts, communicate to the public regarding the limited potential for and required process of conversion and available tenant protection and assistance. In the unlikely event that the owners decide not to renew the Section 8 contracts, work with tenants of at-risk units and provide them with education regarding tenant rights and conversion procedures. Hold tenant meetings one year prior to expiration of any Section 8 contracts to educate tenants of their rights and options."

HE-p.10-13 – Modified the Timeframe and Objectives for Program No. 10: Condominium Conversion Ordinance. One bullet point was modified to read:

- “Monitor conversion activities annually to ensure the ordinance continues to work effectively in the protection of the City’s rental housing stock and tenant rights.”

HE-p.10-17 – Modified the Timeframe and Objectives for Program No. 15: Workforce Housing, Family Housing, and Ownership Housing Opportunities.

Three bullet points were modified to read:

- “As appropriate and feasible, pursue a portion of the inclusionary housing units as affordable ownership units. The City Council will conduct a discussion and provide direction on affordable ownership units as part of the inclusionary housing program by 2012.
- Encourage the use of Mortgage Credit Certificates (MCC) by including a presentation on MCCs in the first-time homebuyers educational program annually. This program is administered by the County Community Development Commission. The qualified homebuyer who is awarded an MCC may take an annual credit against their federal income taxes paid on the homebuyer’s mortgage. The credit is subtracted dollar-for-dollar from his or her federal income taxes. The qualified buyer is awarded a tax credit of up to 15 percent with the remaining 85 percent taken as a deduction from the income in the usual manner.
- Annually explore funding potential for homebuyer assistance from other State programs that can complement the City’s Inclusionary Housing Ordinance.”

HE-p.10-17 – Modified the Timeframe and Objectives for Program No. 16: Commercial Development Impact Fee.

One bullet point was added to read:

- “Study the effectiveness of the Commercial Impact Fee program by 2013.”

HE-p.10-23 – Modified the Timeframe and Objectives for Program No. 21: Streamlined Processing.

Two bullet points were modified to read:

- “Review the City’s permit processing procedures to further streamline the review and approval process by 2012 in conjunction with the Zoning Code update.
- Provide a development handbook to guide developers through City processes and requirements by 2013 upon completion of the Zoning Code update.”

HE-p.10-23 – Modified the Timeframe and Objectives for Program No. 22: Fee Waivers for Affordable Housing.

One bullet point was modified to read:

- “Annually review the City’s various planning and development fees to ensure they are reasonable and do not unduly constrain housing development.”

HE-p.10-25 – Modified the Timeframe and Objectives for Program No. 25: Tenant Eviction Protection Program.

One bullet point was modified to read:

- “Annually review current laws and recommend any needed modifications to ensure protection of tenants to the maximum extent legally possible.”

The following bullet point was added:

- “Renew contracts with mediation service providers annually.”

HE-p.10-26 – Modified the Timeframe and Objectives for Program No. 26: Services for Special Needs Populations.

Two bullet points were modified to read:

- “Continue to provide financial support to non-profit services providers that help meet the supportive services needs of West Hollywood’s diverse community, especially those with extremely low incomes.
- Annually update the social services directory, and make it available to residents at public counters and on City website.”

-
2. *Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels, including rental housing, factory-built housing, mobilehomes, and emergency shelters and transitional housing. Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, the program shall provide for sufficient sites with zoning that permits owner-occupied and rental multifamily residential use by right, including density and development standards that could accommodate and facilitate the feasibility of housing for very low- and low-income households (Section 65583(c)(1)).*

As noted in Finding A-I, the element does not include a complete site analysis and therefore, the adequacy of sites and zoning were not established. Based on the results of a complete sites inventory and analysis, the City may need to add or revise programs to address a shortfall of sites or zoning available to encourage a variety of housing types.

Program 18 (Potential Sites for RHNA): The Program must be revised to include a monitoring component consistent with Government Code Section 65583.1 (c)(7) documenting the implementation status of the committed assistance program in the housing element annual report by July 1, 2011.

CITY RESPONSE:

HE-p.10-18 – Modified the Timeframe and Objectives for Program No. 18: Potential Sites for RHNA.

The following bullet point was deleted:

- “Annually evaluate the land availability to meet the remaining RHNA.”

Five bullet points were modified to read:

- “Conduct a public hearing and commit financial assistance (\$10.3 million in Affordable Housing Trust Funds and \$1.5 million in HOME funds) for the acquisition/rehabilitation of 1234 Hayworth Avenue by June 30, 2010. (The Council approved the project and its funding in 2009.)
- Deed-restrict the project as affordable housing for at least 20 years.
- Review status of the project by June 30, 2011. If project is not implemented by June 30, 2011, the City will ensure adequate sites are available by June 30, 2012 to

make up the 48-unit capacity required for the RHNA. (At the writing of this Housing Element, the 1234 Hayworth Avenue project is scheduled to begin rehabilitation works in the fall of 2010.)

- Document the implementation of the 1234 Hayworth Avenue project and its compliance with the requirements of State law (Government Code Section 65583.1c(7)) in the Annual Report to HCD on Housing Element Implementation by July 1, 2011.
- Annually monitor the City's progress toward meeting the RHNA and evaluate the land availability to meet the remaining RHNA. If there is a shortfall in sites, the City will identify additional sites to replenish the sites inventory to fully accommodate the remaining RHNA."

3. *The housing element shall contain programs which "assist in the development of adequate housing to meet the needs of extremely low-, very low-, low- and moderate income households (Section 65583(c)(2)).*

While the element includes some programs to assist in the development of housing for low-, and moderate-income households, pursuant to Chapter 891, Statutes of 2006 (AB 2634), existing programs should either be expanded or new programs added to specifically assist in the development of a variety of housing types to meet the housing needs of extremely low-income (ELI) households. To address this requirement, the element could revise programs to prioritize some funding for the development of housing affordable to ELI households, and/or offer financial incentives or regulatory concessions to encourage the development of housing types, such as multifamily, single-room occupancy units, and supportive housing, which address some of the needs of this income group.

CITY RESPONSE:

HE-p.10-8 – Modified the description of Program No. 3: Multi-Family Rehabilitation and Acquisition/Rehabilitation.

The program description now reads: "The acquisition and rehabilitation of deteriorated residential properties or properties at risk of being Ellised is a key program in West Hollywood's overall strategy to provide long-term affordable housing for lower income families (particularly those of extremely low incomes) and/or special needs households, including seniors, disabled persons, persons with HIV/AIDS, single parents and large families."

HE-p.10-9 – Modified the Timeframe and Objectives for Program No. 3: Multi-Family Rehabilitation and Acquisition/Rehabilitation.

One bullet point was modified to read:

"Acquire approximately 50 units for rehabilitation, with a portion of the units targeted for extremely low income households and persons with special needs. Projects that provide the largest proportion of housing units for extremely and very low income households will receive priority for funding from the City."

HE-p.10-16 – Modified the Timeframe and Objectives for Program No. 14: Affordable Housing Development through Partnerships with Non-Profits.

One bullet point was modified to read:

- “Continue to support WHCHC and other non-profit organizations in the development of affordable and special needs housing through the provision of financial and regulatory incentives. Projects with the largest proportion of units set aside for extremely low and very low income households will receive priority for funding.”

HE-p.10-26 – Modified the Timeframe and Objectives for Program No. 26: Services for Special Needs Populations.

Two bullet points were modified to read:

- “Continue to provide financial support to non-profit services providers that help meet the supportive services needs of West Hollywood’s diverse community, especially those with extremely low incomes.
- Annually update the social services directory, and make it available to residents at public counters and on City website.”

-
4. *The housing element shall contain programs which "address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing" (Section 65583(c)(3)).*

As noted in Finding A-2, the element requires a complete analysis of potential governmental constraints. Depending upon the results of that analysis, the City may need to revise or add programs and address and remove or mitigate any identified constraints.

Program 13 (Inclusionary Housing Ordinance): Provide specific timeframes for monitoring market conditions and development trends to ensure the City's ordinance does not constrain development, (e.g., by 2012 or annually). The Program should include a commitment to amend the ordinance should the evaluation determine housing development is being constrained.

CITY RESPONSE:

HE-p.10-15 – Modified the Timeframe and Objectives for Program No. 13: Inclusionary Housing Ordinance.

One bullet point was modified to read:

- “Monitor market conditions and development trends by 2012 to ensure that the Ordinance works effectively to provide affordable housing in the community but does not unduly constrain housing development in general. If constraints are identified, the City will make necessary improvements to the ordinance to enhance its effectiveness in facilitating the development of housing for all income groups.”

This page intentionally left blank