

**Beverly Hills General Plan Topic Committees
Residential – Commercial Interface Committee
Report of Final Recommendations
February 2004**

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I. EXECUTIVE SUMMARY

This Executive Summary highlights the main issues addressed by the Residential– Commercial Interface Committee to help develop the update to the General Plan. The full report which follows outlines the Committee’s educational process, community outreach efforts, and the work plan that lead to the detailed recommendations included in this report.

City Council’s Charge

The City Council’s charge to the Residential – Commercial Interface Committee was to examine the interface areas, where commercial and residential uses are immediately adjacent to each other. At a minimum, the particular issues for discussion were:

- Evening uses on commercial streets
- Appropriate residential and commercial heights where these uses are in immediate proximity to each other
- Opportunities for mixed-use development (residential and commercial)
- Existing regulations in transitional areas
- Adequacy of parking (residential and commercial) and the impact of preferential parking districts
- The former railroad right-of-way – Parcels 12 and 13

Main Issues

Review of current Transitions Ordinance

- Determined that the current Ordinance effectively addresses many of the conflicts between residential and commercial uses.
- Evaluated current conditions, noting strengths and weaknesses
- Identified the pros and cons of living and operating a business in interface areas (see Table, page 9).
- Review and evaluation provided the basis to explore changes where necessary and to develop recommendations to guide the City for the future.

Main Issues (cont.)

Recommendations by Typology, not Across the Board

- Interface “typologies” were identified - defined by the way residential and commercial zones were situated next to each other (page 11).
- Interface areas differ by their physical relationships (residential density, building heights, distance between buildings, and whether an alley or street is located between the two zones).
- Physical differences present unique circumstances, and therefore, recommendations should not apply across the board.
- Each typology was examined using matrices as a tool to explore opportunities for improvement (Appendices – see Tab).

Main objectives for each of the interface typologies:

- Minimize light and air impacts
 - ✓ Limit height for commercial buildings
 - ✓ Limit commercial building length
 - ✓ Greater setbacks for taller structures
- Minimize noise disruption
 - ✓ Building standards in interface areas (such as double-glazed windows)
 - ✓ Restaurant entrance/exits to face commercial zone
 - ✓ Acoustically engineered walls
- Minimize line of sight/privacy impacts
 - ✓ Window placement
 - ✓ Mature landscaping as a screening device
- Neat, clean alleys
 - ✓ Recessed trash areas for residential buildings
 - ✓ Enclosed trash rooms for commercial buildings
- Enhanced landscaping along alleys
 - ✓ As a condition of new development
- Contextual building scale, height, and architecture
 - ✓ Building modulation
 - ✓ Commensurate height in areas where R-4 height is 55 feet
 - ✓ Limit commercial building length
- Uniform, structurally sound rear walls
 - ✓ As a condition of new development

Main Issues (cont.)

Residential / Commercial Height

Residential and commercial heights were each examined by its interface typology. In general, current height limits were found to be acceptable. In considering additional height for commercial buildings, the key points include:

- Any increase above the 3-story/45-foot Code height limit should include a greater rear setback, building modulation, and additional landscaping.
- Consider allowing a commensurate height for commercial buildings in interface areas where the existing R-4 zoning height limit is 55 feet.

Adequacy of Parking

The recommendations focused on minimizing spillover parking onto the residential streets due to a lack of parking in the commercial districts.

- Develop shared valet parking program for restaurants; incentives should be developed to encourage participation in the program.
- Codify as a general policy that valet operations should be prohibited from using single-family residential streets.
- Explore additional public parking opportunities in retail districts (purchase of land; public/private partnership, increase capacity in existing facilities).

Code Enforcement

The issue of Code Enforcement was a major discussion item. Based on observations of current conditions, meeting with the City's Code Enforcement Division, discussions with homeowner association representatives, and results of the community outreach survey, a stronger emphasis on more effective ways to enforce the current Transitions Ordinance is needed.

- Increased code enforcement personnel and enhanced operations, to include electronic surveillance and other technological devices, especially during evening hours.
- List of remedies which include: a 24-hour hotline; signs posted in transition areas with hotline number; bond requirement to promote compliance; use of technological devices (full list on page 27).

Main Issues (cont.)

Mixed-Use Development

The Committee was favorable in considering mixed-use development in the City. A history of the discussions and study by the Planning Commission was presented to gain an understanding of the potential land use implications and its impact as a transitional land use. Key issues are:

- Identified commercial areas appropriate for consideration of mixed-use (see list and map on pages 29-30).
- A proposed mixed-use project should be evaluated for its relationship and compatibility to the surrounding building scale, density, height, character and setting, and the type of commercial uses allowed should reflect the differing characteristics of each area.
- Additional height above the three-story/45-foot limit should be permitted, subject to the provisions that appropriate building scale and modulation is provided, and that peak-hour traffic generation resulting from a mixed-use project should not exceed the peak-hour traffic generation of the allowed uses in the underlying commercial zone.
- Mixed-use should not be located where it is immediately adjacent to single-family (R-1) residential zones, with or without an alley in between.

Parcels 12 and 13

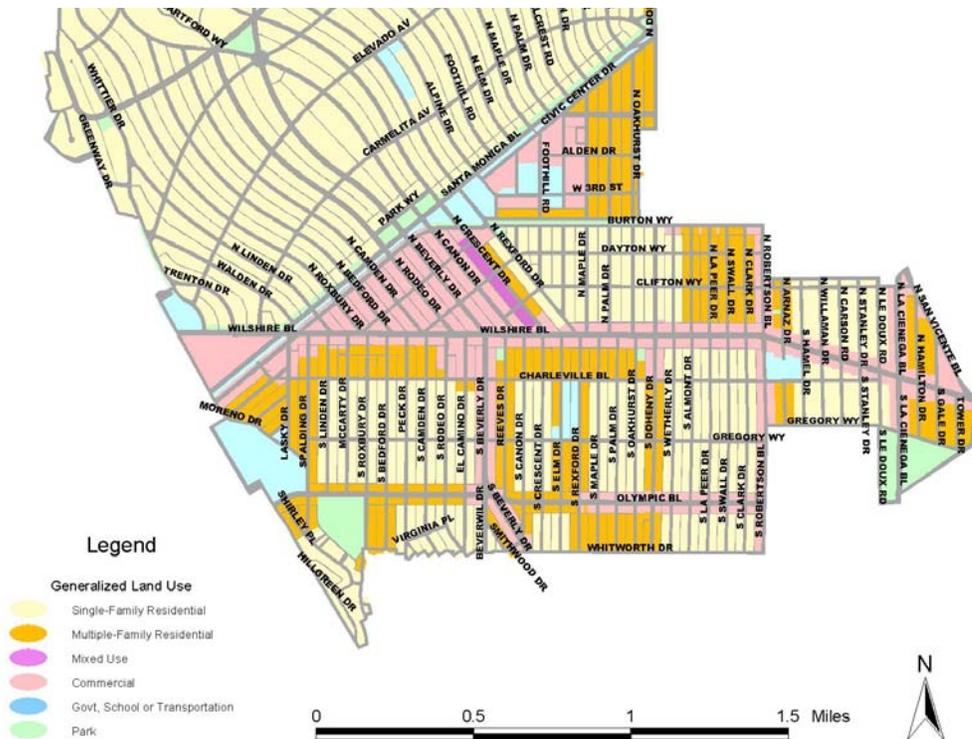
- Land use as a public park with neighborhood amenities, such as a park exercise course.
- Underground parking should be considered for Parcel 12 only, to allow for City vehicles and for the tour bus staging.
- No above-ground building development.
- Beautify property as it serves as a City gateway.
- Mirror the park-like setting of Beverly Gardens Park

II. INTRODUCTION

Like many cities, the coexistence of residential and commercial land uses in Beverly Hills maintains the City’s vitality and is a defining factor of its community character. The area north of Santa Monica Boulevard is almost exclusively made up of single-family residences and estates, while the area south of Santa Monica Boulevard can be characterized as a patchwork of land uses: established single-family residential neighborhoods; areas zoned for apartment and condominium development; and commercial districts which include the “Business Triangle,” and that line both sides of the major arterial streets which intersect the City.

The transition, or interface, between residential and commercial land uses can be abrupt due to differing intensity of activities and the contrasting physical and environmental characteristics. It is in this area of often competing and conflicting land uses that the Residential-Commercial Interface Committee focused its study. The recommendations in this report attempt to promote harmony and respect quality of life, balance the interests between residents and nearby commercial activities, and explore opportunities to enhance these interface areas.

Generalized Land Use Map of the southern portion of the City of Beverly Hills



Residential-Commercial Interface Committee Members:

Allan Alexander	Gordon Gelfond	Lisa Sockolov Peterson
Chuck Alpert	Dorothy Kaufman	Brad Robinson
Pamela Bennett	Stacia Kopeikin	Frances M. Shloss
Lauren Cohen	Christine A. Lee	Leonard Wasserstein
Eileen Finizza-Finney	Fred Nason, Jr.	Bonnie Webb
Murray D. Fischer	Arline Pepp	Valerie Wisot

The members of the Committee were chosen specifically to represent a broad cross-section of Beverly Hills demographics. All geographic regions of the City, a mixture of long-time residents and others who had arrived more recently, and renters and homeowners were included. Of particular note is that this committee was constituted with the goal of mixing people who lived in the transitional area with those who had business interests in the commercial area. Others were selected for neutrality because they neither lived nor worked in these areas. In addition, members were sought who had experience living in other cities or countries.

In seeking the most diverse group possible, there were as many combinations and permutations of attributes as there were committee members. For example, one member lived in the transitional zone which could have been argued to have suggested a tendency for strong support of residential quality of life issues. However, that same member had a law office in the commercial zone and professional experience in real estate issues which may have suggested strong commercial interests. A member who had lived all over the world and now lived near commercial in Beverly Hills became a strong supporter of mixed use development, more activity including during nighttime hours, and increased height in some transitional areas—opinions infrequently heard from the residential voice of the community.

These were not unique situations. The makeup of the entire group proved to be as interesting. As people heard from guest speakers, read through the materials, went on City tours and listened to each other, attitudes and opinions often shifted from those held prior to attending the meetings. All members were expected and encouraged to bring their experience, perspectives and points of view into the discussions. As the Committee's educational process unfolded and discussion took place, strongly held positions frequently were modified or changed. The members respected one another and all points of view were given a forum. As a group, the Committee participated in 21 meetings as of December 2003, beginning with educational sessions on issues included in their charge. The meeting agendas and record of meeting notes are provided in the Appendices – see Tab.

III. COMMITTEE CHARGE

The City Council's charge to the Residential – Commercial Interface Committee is to examine the interface areas, where commercial and residential uses are immediately adjacent to each other, primarily along the following commercial streets:

Wilshire Blvd.
La Cienega Blvd.
San Vicente Blvd.
S. Beverly Dr.
Robertson Blvd.
Olympic Blvd.
Santa Monica Blvd.

At a minimum, the particular issues for discussion were:

- Evening uses on commercial streets
- Appropriate residential and commercial heights where these uses are in immediate proximity to each other
- Opportunities for mixed-use development (residential and commercial)
- Existing regulations in transitional areas
- Adequacy of parking (residential and commercial) and the impact of preferential parking districts)
- The former railroad right-of-way – Parcels 12 and 13

IV. EDUCATIONAL PROCESS

The following is a list of educational efforts which were directed by and created for the Committee to inform and assist them in the development of their recommendations:

- Review of the current Transitions Ordinance (1996). (Appendices – see Tab)
- Self-guided walking tour of South Beverly Drive, including the alleys separating the single-family residential zone to the west and the multi-family residential zone to the east. (Appendices – see Tab)
- Guided bus tour of all of the interface areas in the City, examining current conditions.

- Presentation by Code Enforcement Manager Bart Swanson, regarding the role of code enforcement operations, procedures, and identification of the most common complaints in interface areas of the City.
- Presentation by Deputy City Manager Dan Webster, regarding maintenance of public rights-of-ways (alleys) and trash pick-up operations.
- Memorandum and presentation by Chief Financial Officer Don Oblander regarding City general fund sources. (Appendices – see Tab)
- Presentation of examples of mixed-use projects by local architect and university lecturer Johannes Van Tilburg.
- Presentation on mixed-use development experiences of other cities by Paul Silvern (land use, real estate and financial strategist with Hamilton, Rabinovitz and Altschuler) and Bill Trimble (Senior Planner, City of Pasadena).
- Discussion with representatives from Beverly Hills homeowners associations to gain feedback on their issues relating to residential-commercial interface.
- Report from Planning Director Mahdi Aluzri regarding the Planning Commission's study and discussions on mixed-use zoning in the City.

V. WORK PLAN

The Committee identified the areas of the City that were within the scope of their charge and took two tours to see examples of current conditions, noting the strengths and weaknesses of the physical relationships between buildings (design, height, setbacks, scale and massing), landscaping, types of businesses and alley conditions. The Committee began their discussions with an exercise to identify the pros and cons of living and operating a business in interface areas both from the resident and business owner perspectives.

Pros and Cons of living and operating a business in interface areas

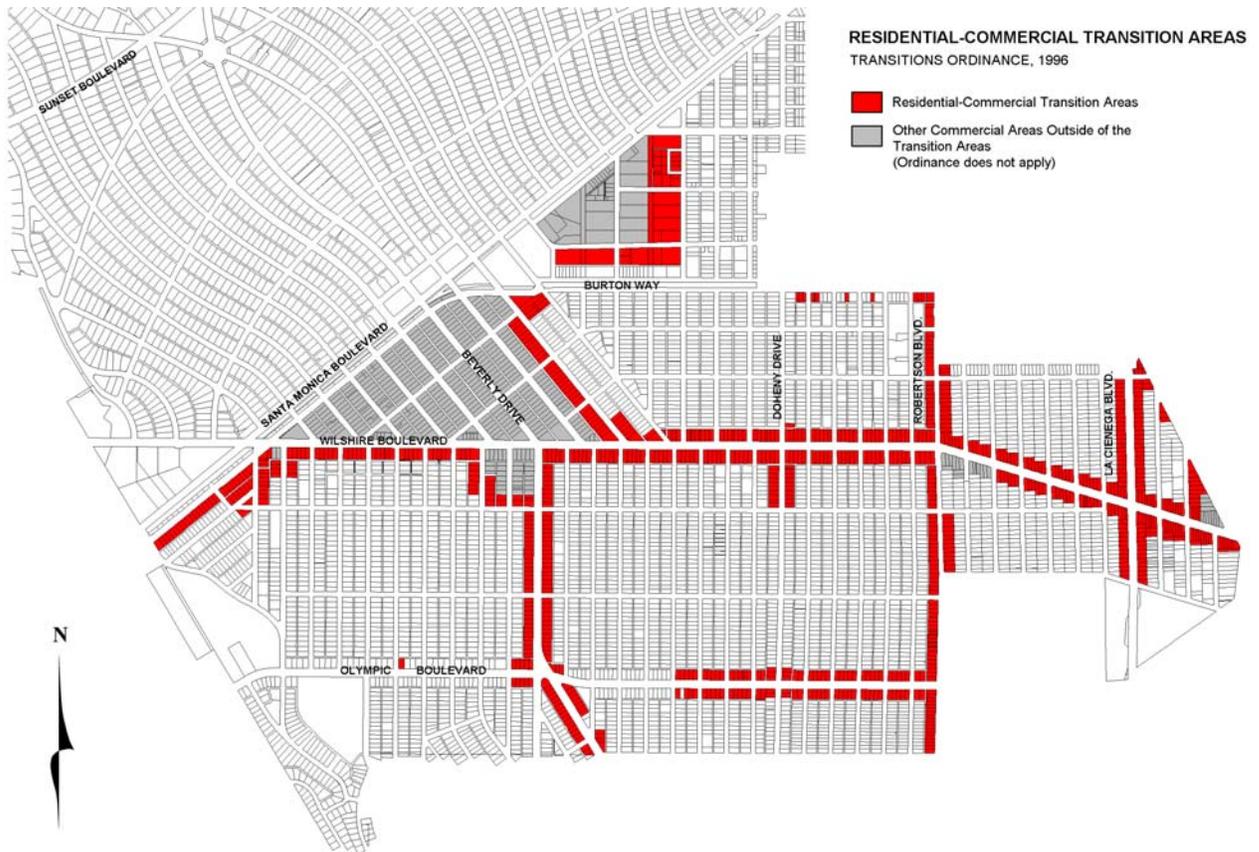
Pros	Cons
<ul style="list-style-type: none"> ✓ Neighborhood-serving ✓ Convenience ✓ Promotes pedestrian activities ✓ Promotes/creates a “town-center” concept ✓ Contributes to a sense of community ✓ Opportunity to live, work, and play without the use of a car ✓ Ready, local customers within walking distance ✓ Contributes to the City’s revenue 	<ul style="list-style-type: none"> ✓ Increased noise ✓ Increased parking and traffic ✓ Late-night activity ✓ Crime ✓ Odor ✓ Trash ✓ Lack of code enforcement ✓ Stringent restrictions on businesses ✓ Impacts of building scale, height, light and air, and privacy

Current Transitions Ordinance (Adopted 1996)

In response to long-standing resident complaints about the impacts from nearby businesses on their residential quality of life, the City formed a study group in 1996, chaired by a sub-committee from the Planning Commission and comprised of representatives from local homeowner groups, the Chamber of Commerce and interested and concerned citizens. After months of spirited discussion and debate, the Transitions Ordinance was drafted and adopted. It established “good neighbor policies” intended to restore and maintain harmony and civility for the operation of businesses adjacent to residences. A core element was to provide clear expectations for those seeking to operate a business and those contemplating moving into the area. The Ordinance provides a code of conduct to be mutually respected by both the residential and business communities.

A map of the Residential-Commercial Transition Areas, provided below, identifies the commercial areas which are subject to the 1996 Ordinance.

Residential – Commercial Transition Areas Map



The Committee reviewed the Transitions Ordinance and considered whether it was effective as written, could be improved, or should be revoked. Initially, some “pro business” constituents expressed concern that it was “business unfriendly” and created a hardship and unfair burden for those within the transition areas. Other “residential rights” advocates felt it had been a good start but didn’t go far enough. During the bus tour, it was noted that, on balance, those businesses and residential properties developed after the adoption of the ordinance were considered more functional and attractive from the interface perspective than older buildings.

During the course of the discussions, a question emerged if the negative impacts associated with living near commercial zones resulted from the types of businesses (“uses”) or from the operators of the businesses (“users”) in the commercial zones. The City’s Code Enforcement Manager reported that car

dealerships, restaurant operations, and parking impacts due to movie theaters, were chief among complaints from residents. It was noted that the issue was not always the *use* of the property, but the manner in which the *user* operated.

In contrast, the comments on the Residential surveys sent to those living in the transitional areas repeatedly cited the lack of code enforcement for both specific *uses* and *users*—especially restaurants. There was support that, on balance, the ordinance had benefited residents without unduly burdening businesses and that it should be retained. There was also support that the conditional use permit process be the vehicle for regulating uses instead of prohibiting certain types of businesses. In addition, the group felt the focus should be on *implementation* of the existing ordinance and a stronger emphasis on code enforcement, including a system to *record, tabulate and follow through* on complaints until they were resolved.

Identification by Typology

While they felt, in general, that the current Transitions Ordinance was effective, the Committee reviewed it in more detail to explore opportunities to improve upon some of the standards and as a basis to help form recommendations for an updated General Plan. After examining a City map of various interface areas, the Committee identified different types or “typologies” of areas distinguished by the way the two land uses were situated next to each other. In some cases, single family homes directly abutted commercial zones. In others, they were separated by an alley, as was also the case with multi-family structures. In yet other areas, residential properties were across the street from business districts.

In order to study these in such a way as to examine whether there were unique circumstances to be addressed due to the physical layout of each typology, matrices were developed that cross-referenced standards established by the Transitions Ordinance. The standards examined were:

- Rear building setbacks,
- Architectural treatment,
- Rear landscaping,
- Building height,
- Rear property wall,
- Evening uses,
- Mixed-use development, and
- Parking.

Four matrices were created to identify the following typologies:

Typology #1: R-1 and Commercial with no alley

Typology #2: R-1 and Commercial separated by alley

Typology #3: R-4 and Commercial separated by alley

Typology #4: R-4 and Commercial with no alley

This methodology was used to develop the recommendations by evaluating each standard's effectiveness and adding recommendations for change where the Committee by majority, felt it necessary. The four matrices can be found in the Appendices of this report (see Tab).

When consensus did not occur, the Committee wished to acknowledge minority opinions, which are included within the Recommendations section of the report (beginning on page 11), shown in *italicized text*.

In some cases, the same recommendations were included in each of the typologies because the group felt they should apply in every case. These recommendations are combined and listed under the title heading, Recommendations Applicable to All Interface Typologies (page 21).

There are limited locations in the City where R-1 and R-4 are across from each other by a street. Matrices were not developed for these typologies but were evaluated using the same criteria.

Mixed-use Development

The issue on mixed-use development was discussed in the course of the development of the matrices, and also in a more general context by examining commercial areas to consider for the appropriateness of mixed-use, given the context of surrounding land uses, character, and setting.

Parcels 12 and 13

The Committee learned that the City was purchasing Parcels 12 and 13. They discussed the land use opportunities for these parcels, relative to its location as a residential-commercial interface area.

VI. COMMUNITY OUTREACH

The Committee participated in the following community outreach efforts for the purpose of receiving feedback on the issues relating to their charge:

April 2003:

All-Committee Session at which each topic committee shared preliminary recommendations. This session helped committees to identify whether overlap and/or conflict in ideas existed among various groups.

May 2003:

Community Outreach Event at the Farmers Market co-hosted by the Commercial Standards and Community Character Committees. Photo boards and maps were on display with information and questions to encourage thought on the charges of each committee. A questionnaire was also available for visitors to share their thoughts.

August 2003:

Representatives from the Beverly Hills homeowners associations (HOA) were invited to a meeting to discuss with the Committee members their experiences with the pros and cons of living and working in residential-commercial interface areas. This exercise helped to test the draft recommendations made by the Committee with the feedback from the HOA representatives. The attendance list is provided in Appendices of this report (see Tab).

September 2003:

A questionnaire was mailed to targeted recipients: to those residents living in the transition areas and commercial businesses operating under the Transitions Ordinance. The purpose of this final community outreach effort was to elicit community response to the issues raised in the committees' discussions and to further test the draft recommendations. Copies of the questionnaires with the corresponding results are provided in the Appendices of this report (see Tab).

VII. RECOMMENDATIONS

Typology #1:

R-1 and Commercial with no alley



The Committee agreed that this typology is the most sensitive interface of the City because there is no alley which helps to physically separate the two zones. This typology is located in only one area of the City: the east side of the 100 block on N. Le Doux (north of Wilshire Boulevard) and the east side of the 200 block of S. Le Doux (south of Wilshire Boulevard), and the commercial zone abutting these R-1 properties on the west side of La Cienega Boulevard. The photographs provide an example of this interface.



The Committee discussed that while preserving the R-1 character is important, the interface between zones is abrupt. The Committee felt that substantial development restrictions on the commercial properties were not appropriate. Instead their focus was on developing recommendations to minimize the impacts of light, air, noise, and privacy for the adjacent residences, and to reconsider the zoning as low-density multi-family residential due to the transitional characteristics of this area.

Main Objectives:

- ✓ Minimize light and air impacts
- ✓ Minimize noise disruption
- ✓ Minimize line of site impacts / privacy
- ✓ Buildings of appropriate scale and massing
- ✓ Consider alternative housing

Land use

- Alternative residential housing developments should be explored for the east side of Le Doux Road, i.e., townhouses with certain development standards

which address height, scale and massing, and building setbacks with the goal of improving the transition between zones.

Architectural treatment:

- Commercial buildings should be required to provide additional rear modulation and articulation.
- Commercial buildings can appear too massive as viewed from the backs of residential properties. A limit to the length of buildings should be considered to provide breaks between buildings.

Resources required to implement:

- Staff time to study and examine other types of housing developments, including the residential building footprint that would best fit this interface (R-1/C-3 no alley).
- Staff time to study building modulations standards and its potential impact on the current allowable floor area for commercial buildings.

Minority opinion:

- *Townhouses would be higher density which will increase population and traffic, change the residential character of this area, and potentially change property values in the area.*

Typology #2:
R-1 and Commercial separated by alley

Locations:

Wilshire Boulevard (north and south sides), Olympic Boulevard (north and south sides), Robertson Boulevard (east side, south of Wilshire Boulevard), and South Beverly Drive (west side).

Examples of existing conditions (pre-1996 Transitions Ordinance) of some of the side and rear property lines of single-family residential properties as they interface with the alleys and commercial zones:



Overall, the Committee felt that the width of the alleys and the building separations as provided in the current Code rear setback requirements between residential and commercial zones, provides a sufficient distance between them.



The Committee closely observed the alley separating the single-family homes on El Camino and the commercial businesses on the west side of South Beverly Drive as a study area, and recognized that while alleys and its activity (such as trash pick-up, loading, and general traffic) can be disruptive to the residences, they serve a useful purpose and help to provide a physical buffer between the two zones.

Main Objectives:

- ✓ Neat, clean alleys
- ✓ Enhanced Code enforcement to monitor alley operations
- ✓ Minimize noise disruption caused by evening uses
- ✓ Minimize spillover parking onto the residential neighborhood
- ✓ Coordinated and unified parking program
- ✓ More public parking in retail districts

Architectural treatment:

- A recessed space reserved for the trash area should be provided at the rear of the residential properties to help alley circulation, where possible.
- An enclosed trash room within the building should always be required for new commercial development.

Rear property wall:

- Consider allowing higher rear wall height.

Parking:

- The City should explore the opportunities to provide additional public parking facilities to support the retail districts on South Beverly Drive and Robertson Boulevard.

Alleys:

- The alley activities, including parked cars or trucks blocking alleyway access, should be closely monitored by City Code enforcement personnel.

Required resources to implement:

- Staff to conduct a parking inventory to explore shared parking opportunities and to identify sites for the potential to expand or create additional public parking.
- Enhanced City Code enforcement personnel to monitor and regulate the activity in the alleys.

Potential implications:

- City must determine additional costs and the feasibility to provide enhanced Code enforcement personnel to monitor the alley activities.

Typology #3:
R-4 and Commercial separated by alley

Locations:

South Beverly Drive (east side), Wilshire Blvd. (south side and portion of north side), Robertson Blvd. (west side, no. of Wilshire), Olympic Blvd. (north and south sides), Burton Way (no. side, between Alpine and Maple) Santa Monica Blvd. (south side, west of Wilshire Blvd.)

In general, the Committee found that the provisions of the current Transitions Ordinance for this typology was effective in maintaining an aesthetically pleasing interface between the two zones. The Committee recognized in their site visits that the older multi-family residential and commercial structures were built with less restrictive standards in terms of building setbacks, height, and landscaping treatment, and the newer development represented good examples of these standards. Photograph examples are shown below. There was some flexibility for considering additional commercial building height for this typology, but with development trade-offs.

Examples of older R-4 / Commercial development standards (pre-1996 Transitions Ordinance):



Examples of desirable transition between R-4 and Commercial zones:



(The alley just south of Wilshire Boulevard, between Palm and Oakhurst Drives.)

Main Objectives:

- ✓ Neat, clean alleys
- ✓ Enhanced landscaping along alley
- ✓ Additional commercial building height with trade-offs
- ✓ Minimize noise disruption
- ✓ Minimize line of site impacts
- ✓ Unified parking program
- ✓ More public parking in retail districts

Architectural treatment

- An enclosed trash room within the building should always be required for new commercial development.

Rear landscaping

- The same standard should apply to the R-4 zone that is required of the rear setback in the C-3 zone: landscaping of a type and density shall be required to provide a texture, buffer, or screen. This standard should not preclude outdoor living areas.

Building height

- Any increase to the Code height limit of three-stories/45 feet for commercial buildings should include the requirement to provide a greater rear setback distance to provide for additional landscaping.
- An allowance for increased commercial building height should include building modulation standards for the building side which faces the residential zone.
- Consider allowing a commensurate height for commercial buildings in interface areas where the existing zoning R-4 height limit is 55 feet, to include building modulation for the side of the building which faces residential.

Parking

- The City should explore the opportunities to provide additional public parking facilities, including the possibility for private/public partnership, to support the retail districts on South Beverly Drive and Robertson Boulevard.

Alleys

- City Code enforcement personnel should closely monitor the alley activities, including parked cars or trucks blocking alleyway access.

Required resources to implement:

- Parking inventory study conducted by Staff to explore shared parking opportunities and to identify sites for the potential to expand or create additional public parking.
- Enhanced City Code enforcement personnel to monitor and regulate the activity in the alleys.

Potential implications:

- Increasing the commercial height limit could allow for higher density than the Code current density of 2:1. A study of an appropriate new density limit for the particular areas considered for additional height may be necessary.
- Challenge is to coordinate private parking operators, office building management, restaurant operators, or other evening uses for a unified parking program.
- An incentives program to encourage a shared parking program, describing the benefits, may be necessary to foster cooperation between businesses.
- City must determine the additional costs and the feasibility to provide enhanced Code enforcement personnel to monitor the alley activities.

Minority Opinion:

- *No additional commercial height should be permitted because the existing height limits are appropriate; additional height would create negative impacts to the residential zone.*

Typology #4:
R-4 and Commercial with no alley

Examples of existing conditions of the interface between commercial and multiple-family residential (R-4):



Locations:

Olympic Blvd. and Doheny Drive, La Cienega Blvd. (east side), 100 block east side of N. Robertson Blvd., 200 block east side of S. Robertson Blvd., 100 block of N. Arnaz Dr., Hamilton Dr., Gale Dr., and Tower Dr.

Similar to the interface between single-family residential and commercial with no alley, this interface is also abrupt, and the Committee closely examined the existing provisions of the Transitions Ordinance and made some “fine-tuning” recommendations. They unanimously agreed that additional commercial building height is not appropriate because of the close proximity of the two zones and the potential adverse impacts to the residential zone. The Committee also agreed that rather than “cut-away” into the commercial building and potentially reduce allowable density for purposes of providing rear building modulation, the regulations of the City’s current architectural review process will make the necessary findings for architectural compatibility for the side of the commercial building which faces residential.



Main Objectives:

- ✓ Compatible architectural building features
- ✓ Enhanced landscaping to buffer
- ✓ Minimize noise disruption
- ✓ Minimize line of site impacts
- ✓ Unified parking program

Rear landscaping

- Landscaping should be planted as a condition with the construction of new development, to apply to the residential and the commercial zones, to help screen and buffer the impacts between zones.

Required resources to implement:

- Staff to study landscaping screening methods (species and sizes) which will help to adequately screen and buffer the impacts between zones.

Recommendations Applicable to All Interface Typologies

Architectural treatment:

- Explore the possibility of mandating new residential development with building standards which help to minimize noise or other impacts (such as a requirement that windows be double-glazed).
- Windows for commercial buildings should be designed to maximize privacy, and minimize line-of-sight impacts to the residential zone.
- Restaurants should not have their primary patron entrance or exit facing the residential zone.

Rear property wall:

- Walls should have a uniform appearance in terms of height and location along the property lines.
- Walls should be structurally sound and acoustically engineered to help minimize noise impacts.

Parking:

- Explore a shared valet parking program for restaurants, to better manage the off-site parking supply and to minimize spillover parking onto the residential streets. Incentives should also be developed to encourage participation in the program.
- All valet parking operations should be prohibited from using the residential streets as the valet route for parking and retrieving cars.

- Information to residents should be provided by the City regarding the availability of shared parking in the City's public parking facilities for overnight parking only and by way of obtaining a permit; the City should explore electronic key card access for residents.

Resources required to implement:

- Staff time to research available building standards that would help to minimize noise or other environmental impacts.
- Staff to review and determine if modifications to the Transitions Ordinance are warranted to reflect the Committee recommendations regarding building methods to minimize interface impacts.
- Parking inventory study conducted by Staff to explore shared parking opportunities and to identify sites for the potential to expand or create additional public parking.

Potential implications:

- Challenge is to coordinate private parking operators, office building management, restaurant operators, or other evening uses for a unified parking program.
- An incentives program to encourage a shared parking program, describing the benefits, may be necessary to foster cooperation between businesses.

Multiple-family (R-4) Residential across the street from Commercial

Locations:

Crescent Drive (eastern end of Business Triangle, between Santa Monica and Wilshire Blvds); Maple Drive (between Burton Way and Beverly Blvd.



Crescent Drive

Crescent Drive is a wide street (56 feet width), compared to most residential streets in the City which range from 30 to 35 feet in width. The Committee agreed that the width of the street is a mitigating factor in diminishing the impact of development and made no recommendations to change or add to the current standards. The Committee also recognized that the mixed-use zoning (Whole Foods Market and senior housing above it on Crescent Drive works well in this context.



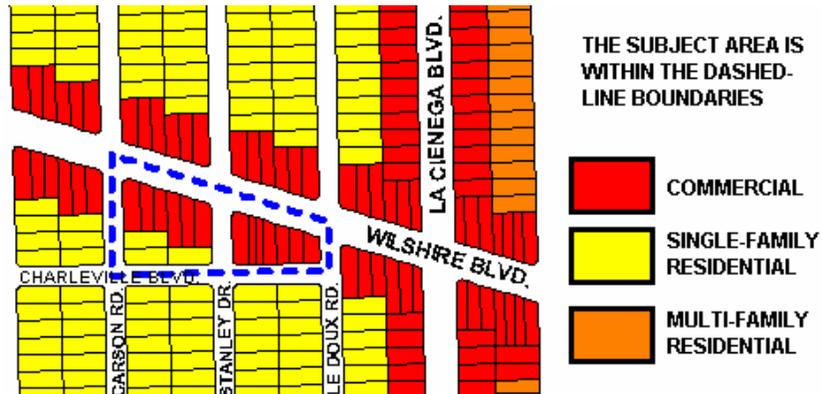
Maple Drive

In their review of the interface on Maple Drive, the Committee felt that the additional building setbacks for commercial buildings, as required in the current standards, including extensive mature landscaping make a positive difference for this typology.

Single-family (R-1) Residential across the street from Commercial



Location:
Charleville Blvd. (between Carson and Le Doux Roads)



The interface in this immediate area is unique in that there are R-1 properties which share their common side property lines with commercial properties, in addition to R-1 properties across the street from the commercial zone. The particular commercial zone bounded by Wilshire Blvd., Stanley Drive, Charleville Blvd, and Le Doux Road is currently designated as a commercial-transition zone, with only office use as the allowable use with a two-story limit. These provisions were established with the intent for compatible commercial development with the surrounding residential zone. However, under this zoning it has been difficult to develop this site, and a portion of it has remained vacant for a number of years. The block to the west, between Carson Road and Stanley Drive, has also remained partially vacant. Developers have indicated that development on these parcels is economically infeasible because of the current zoning limits and the abrupt interface between the commercial and residential zones.

The Committee considered these issues and made the following recommendation for this particular area:

- Commercial use with residential development, which may include townhouse development, to be compatible and commensurate in scale and density with the surrounding R-1 zone context; commercial uses should be oriented to face Wilshire Boulevard and the residential development should be oriented to face the single-family residential zones to the west and south.

Required resources to implement:

- A land use study of the area by Staff to determine the appropriate scale, height, and density standards of the commercial and residential uses. Also should be studied is the townhouse development concept, and seeking examples in other communities.

Minority Opinions:

- *The zoning for this area should remain as is, and changing the zoning would increase spillover parking onto the residential streets, cause traffic congestion, and would negatively impact the property values of the single-family properties in the immediate area.*
- *Mixed-use development would be an appropriate transitional zoning, with limited density and height, and that it could add value to the surrounding properties.*

Code Enforcement

As a basis for exploring the Code enforcement provisions for Beverly Hills, the Committee heard from the City's Code Enforcement Manager, representatives from the homeowner associations, and reviewed responses on the questionnaires sent to residences and businesses located in the transition areas. The Committee felt that in spite of the existing operational standards designed to help protect the "spillover" impacts to the residential zones, the complaints from residents persist. Therefore, the following recommendation was identified:

- The City should enhance the code enforcement personnel and its operations, especially during the evening hours, to help minimize the adverse impacts caused by the commercial businesses that are immediately adjacent to residential neighborhoods, including the following remedies:
 - ✓ 24-hour hotline and live response available to residents, especially for the evening and early morning hours.
 - ✓ Periodic report of Code enforcement activity at the City Council meetings
 - ✓ Signs posted in transition zones to include City hotline number
 - ✓ City's Code Enforcement Division to conduct a Public Awareness Campaign
 - ✓ Use of volunteer code enforcement (comprised of resident volunteers)
 - ✓ Consideration for placement of a bond with stipulated penalties (fines) for violations to promote compliance.
 - ✓ Improved trash containment
 - ✓ City should explore the use of technological devices, such as surveillance cameras, to monitor alley uses and operations between residential and commercial zones.

Note: There was debate among the Committee that the use of cameras may be intrusive and infringe on privacy.

Required resources to implement:

- City to consider increasing number of code enforcement personnel.
- Staff to study and set up a program for the remedies under consideration and the City to examine the feasibility to implement such a program.

Potential implications:

- Additional costs to the City to operate an enhanced Code enforcement program.

Mixed-Use Development

The Committee was provided information about mixed-use projects (mixed residential and commercial development) that were developed in other Southern California cities, and the majority of the Committee recognized the positive aspects of mixed-use for the City of Beverly Hills. In considering the existing commercial areas for mixed-use, the Committee's approach was to first refer to the Housing Element of the current General Plan, which provides a list of areas to consider for the appropriateness of mixed-use. The Committee then considered other areas where mixed-use development could integrate well with the surrounding land use make-up.

The Director of Planning, Mahdi Aluzri, presented an overview of the history of discussions and study by the Planning Commission on mixed-use development. He stated that the discussions were focused primarily on the Wilshire corridor, the area west of Beverly Drive, where the initial interest from developers was noted.

Main Objectives:

- ✓ Increase number of housing units to meet local and regional demands
- ✓ Provide housing diversity
- ✓ Promote pedestrian activity
- ✓ Reduce traffic trips and use of a car
- ✓ Respond to market trends

Recommendations:

- In considering the appropriateness of mixed-use in the identified areas (listed below), such development should be closely studied for its relationship and compatibility to the surrounding building scale, density, height, character and setting, and that the building development standards, including the types of uses, should reflect the differing characteristics of each area.
- Additional height above the current three-story limit should be permitted, subject to the following: 1) building scale and modulation are appropriately considered, and 2) peak hour traffic generation resulting from a mixed-use project not exceed that allowed by uses of the underlying commercial zone.
- Mixed-use development in the City should not be located where it is immediately adjacent to single-family (R-1) residential zones, with or without an alley.

The following six commercial areas (listed below) are included in the current Housing Element of the General Plan as areas to consider for the appropriateness for mixed-use development, and the Committee concurred with this list:

- 1) Eastern area of the Business Triangle
- 2) South side of Burton Way (commercially zoned parcels)
- 3) Olympic Boulevard (south side commercially zoned parcels, between Rexford and Doheny Drives)
- 4) La Cienega Boulevard north of Wilshire (east side only)
- 5) City owned property where some or all of the residential units would be for lower income households
- 6) East side of South Beverly Drive (to the southern City limits)

The Committee identified four additional areas to consider for mixed-use development:

- 7) Business Triangle
- 8) South side of Wilshire Blvd., between Spalding and Camden Drives
(These commercial blocks were recommended because of their adjacency to the Business Triangle, and the existing retail stores serving the area.)
- 9) Robinsons May site
- 10) South side of Civic Center Drive
(Specific recommendation for this site was for mixed-use of lower-scale, uses which serve the immediate neighborhood, and no cut-through traffic which permits direct access from Santa Monica North Roadway.)

Commercial Areas to Consider for Mixed-Use Development



Required resources to implement:

- The concept of mixed-use development has been studied and there have been project proposals for various locations in the City. The City has recently adopted a mixed-use overlay zone for specific areas along the Wilshire corridor. In order to consider additional areas, it would be necessary for the City to revisit this issue, consider expansion of the overlay zone, and study the different areas to determine the appropriate development standards that would apply in each area.

Potential implications:

- With the increase of housing that comes with mixed use development, the City should examine the need for other types of housing, i.e., low and moderate-cost housing, to contribute to its fair share of the local and regional

housing needs. Related traffic and parking impacts should also be examined for each area.

Minority Opinions of the Committee:

- *Mixed-use development is not appropriate for Beverly Hills because it would take away from the commercial base, and that the separation of land uses of the current zoning has worked fine. There was concern about the long-term success as a land use. It was also expressed that in other cities, mixed-use development works best in areas of urban redevelopment and situated next to mass-transit corridors, and that Beverly Hills does not fit these situations.*
- *Commercial areas should not be “ear-marked” for mixed-use. All sites should be evaluated on a project-by-project basis.*

Parcels 12 and 13



Parcel 13



Parcel 12



Surrounding buildings and uses along Civic Center Drive.

During the discussions on this subject, the City was in escrow to acquire these parcels. The Committee considered transportation opportunities, housing, the need for parkland, and municipal use for underground parking. Further

discussion questioned how a transit corridor could be created since some of the land along Santa Monica Boulevard was already developed.

The Committee supported that only public uses would be appropriate. It would be inappropriate to develop buildings on these parcels or for the City to sell them for such development. It was pointed out that development standards for the two parcels should be considered separately because Parcel 12 is across from commercial development and Parcel 13 is across from R-4 development. There was further consideration to beautify these parcels as they were characterized as a “gateway” into Beverly Hills from West Hollywood to the east.

Main Objectives:

- ✓ No above-ground building development
- ✓ Beautify City gateway
- ✓ Mirror the park-like setting of Beverly Gardens Park
- ✓ Municipal / Public use

Taking these considerations into account, the following recommendations reflect the majority consensus:

- Consider the development of Parcels 12 and 13 as a public park area with neighborhood amenities, including for example, a par exercise course.
- Consider underground parking, for Parcel 12 only, to allow for City vehicles and for the staging of tour buses.

Required resources to implement:

Staff time to consider zoning standards for Parcels 12 and 13 for review by the Planning Commission and the City Council.

Minority Opinion of the Committee:

- *A study of the parcels should provide adequate provisions to retain a transit corridor for the future, preserve possible future width expansion of Santa Monica Boulevard, and provide an appropriate landscape buffer to create a park-like effect along the north side of these parcels.*