

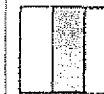
Vicinity Map



8665 Hayden Place

Site Plan Review,
SPR N-2007183

Legend



Selected Properties

City of Culver City
Planning Division
Map Created: Sep 30, 2008
Meeting Date: 8 October 2008

0 125 250 ft.

Scale: 1:2,500



Aerial Photograph

8665 Hayden Place

Site Plan Review,
SPR P-2007183

Legend



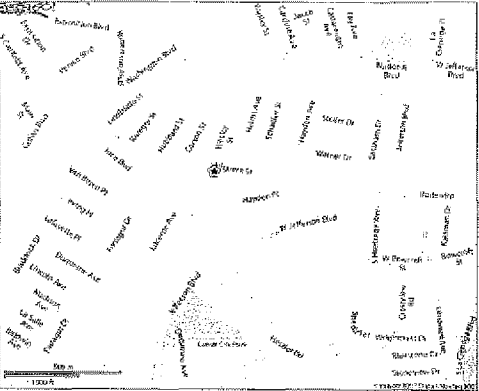
Selected Properties

City of Culver City
Planning Division
Map Created: Sep 30, 2008
Meeting Date: 8 October 2008

0 125 250 ft.

Scale: 1:2,500





VICINITY MAP
PROJECT ADDRESS
 8665 HAYDEN PLACE
 CULVER CITY, CA 90232
 PARCEL NO. 7673, P.M.B. 76-87

ARCHITECT
 CUNNINGHAM GROUP ARCHITECTURE, P.A.
 4056 DEL REY AVE.
 MARINA DEL REY, CA 90291
 (310) 305-9102

OWNER
 RETHINK FARA GREEN LLC
 4282 LINCOLN AVENUE ADDRESS
 CULVER CITY, CA 90232
 (310) 253-9131

GROSS FLOOR AREA

FLOOR	OFFICE A	OFFICE B	CIRC/SUPPORT	TOTAL
1	8,412 GSF	NA	1,283 GSF	9,695 GSF
2	10,162 GSF	7,151 GSF	1,267 GSF	18,580 GSF
3	10,382 GSF	6,027 GSF	1,204 GSF	17,613 GSF
4	5,591 GSF	4,918 GSF	1,204 GSF	11,713 GSF
5	NA	4,352 GSF	812 GSF	5,164 GSF

TOTAL 34,547 GSF 22,448 GSF 5,770 GSF 62,765 GSF

BUILDING GROSS SQUARE FOOTAGE
 OFFICE = 56,995 GSF
 CIRC/SUPPORT = 5,770 GSF
 TOTAL = 62,765 GSF

PARKING REQUIRED = 181 SPACES
 PARKING CALC = 1 SPACE / 350 GSF
 62,765 GSF / 350 GSF = 180 + 1 LOADING = 181 SPACES

- SIX OF THE 181 SPACES REQUIRED TO BE ACCESSIBLE SPACES
- ONE OF WHICH DESIGNATED VAN ACCESSIBLE
- ONE ADDITIONAL SPACE REQUIRED FOR LOADING
- 34 BICYCLE PARKING SPACES PROVIDED

PARKING PROVIDED = 181 SPACES

TYPE	L1	P1	P2	P3	TOTAL
STANDARD	22	44	47	25	138
TANDEM AISLE	0	8	8	0	18
TANDEM BLOCKED	0	9	9	0	18
LOADING	1	0	0	0	1
HC STANDARD	3	1	1	0	5
HC VAN	1	0	0	0	1

TOTAL 27 63 66 25 181

* PROXIMITY MAP TO MASS TRANSIT STATION - DETAILED ON - A16 - COLORED SITE PLAN

SHEET INDEX

G1	GENERAL INFO - SITE PLAN
G2	COLORED SITE PLAN
G3	COMMERCIAL VS. RESIDENTIAL DIAGRAM
G4	PLAN OF EXISTING TREES
G5	PROPOSED LANDSCAPING PLAN
R1	ALTA SURVEY
R2	PROPOSED EASEMENT PLAN - EXISTING EASEMENT PLAN
A1	PARKING LEVEL 3 FLOOR PLAN
A2	PARKING LEVEL 2 FLOOR PLAN
A3	PARKING LEVEL 1 FLOOR PLAN
A4	GROUND LEVEL FLOOR PLAN
A5	SECOND LEVEL FLOOR PLAN
A6	THIRD LEVEL FLOOR PLAN
A7	FOURTH LEVEL FLOOR PLAN
A8	FIFTH LEVEL FLOOR PLAN
A9	ROOF PLAN
A10	BUILDING SECTION 1
A11	BUILDING SECTION 2
A12	NORTH AND NORTH-EAST ELEVATIONS
A13	EAST AND WEST ELEVATIONS
A14	SOUTH-EAST PERSPECTIVE
A15	NORTH-EAST PERSPECTIVE
A16	NORTHWEST PERSPECTIVE - WEST PERSPECTIVE
A17	EXISTING PHOTOS
A18	SIGHT LINES
A19	SHADOW STUDY SPRING
A20	SHADOW STUDY SUMMER
A21	SHADOW STUDY WINTER

RECEIVED
 SEP 30 2008
 Culver City
 Planning Division

LEGAL DESCRIPTION (EXISTING)

PARCEL A:
 PARCEL 1, AS SHOWN ON PARCEL MAP 7673, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 76 PAGE 87, OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL B:
 AN EASEMENT FOR MUTUAL ACCESS AND INCIDENTAL PURPOSES, OVER THE EASTERLY 17.00 FEET OF PARCEL 2 OF SAID PARCEL MAP 7673.

SAID EASEMENT IS TO EXTEND FROM THE NORTHERLY LINE OF SAID PARCEL 2 TO THE WESTERLY TERMINUS OF HAYDEN PLACE.

PARCEL C:
 AN EASEMENT FOR MUTUAL ACCESS AND INCIDENTAL PURPOSES, OVER THAT PORTION OF LOT 11 OF TRACT NO. 32560, AS PER MAP RECORDED IN BOOK 85, PAGE(S) 11 TO 14, INCLUSIVE OF MAPS, RECORDS OF SAID COUNTY, INCLUDED WITHIN A STRIP OF LAND 17.00 FEET WIDE, THE WESTERLY LINE OF WHICH BEING THE WESTERLY LINE OF SAID LOT 11.

SAID EASEMENT IS TO EXTEND FROM HIGUERA STREET TO HAYDEN PLACE.
 NOTE:
 AREA = 34,580 SQ FT (0.79 ACRES)

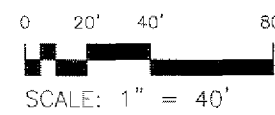
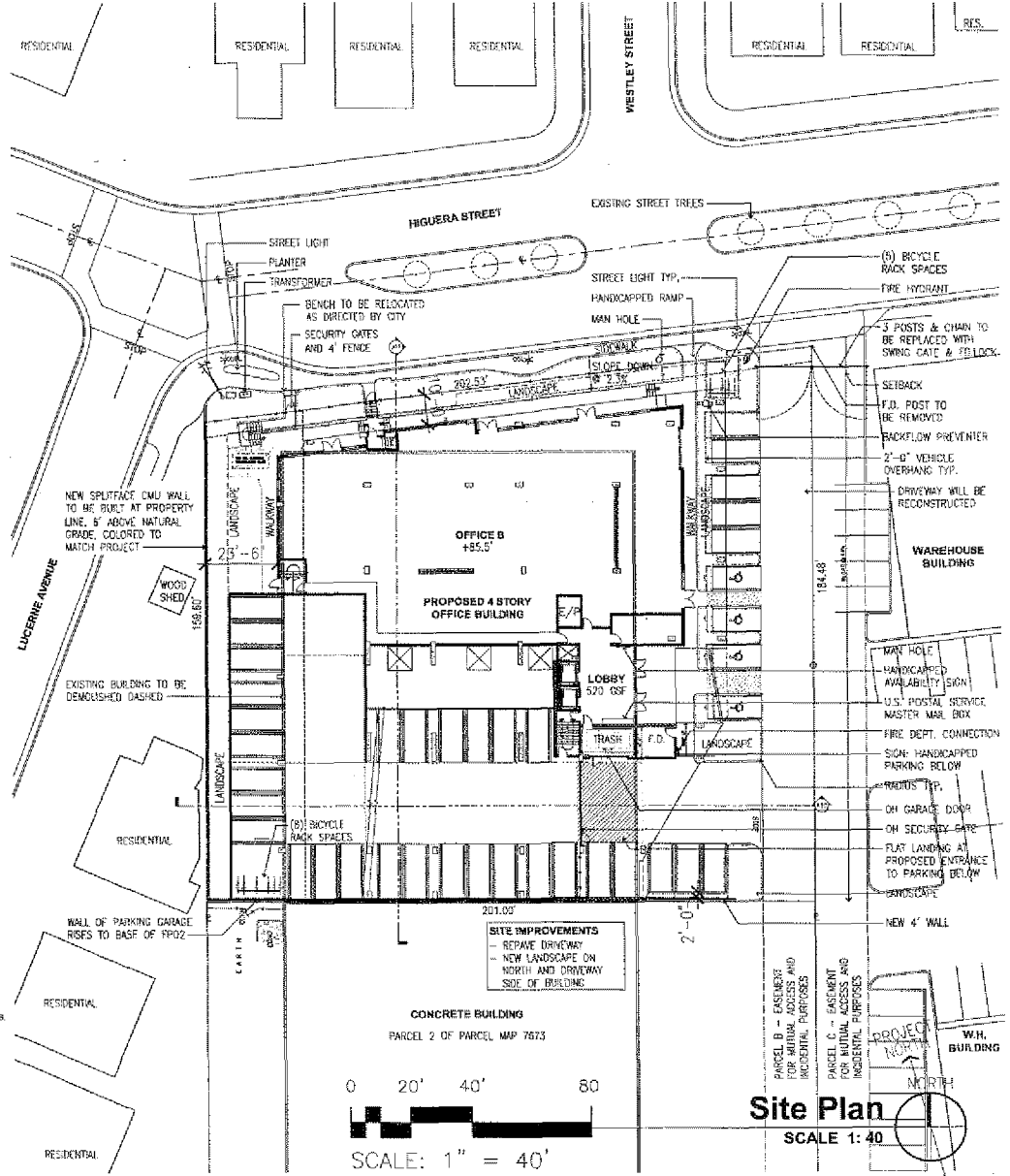
BENCH MARK:
 LOS ANGELES COUNTY ROAD DEPT. BM NO. CY 9390
 (CULVER QUAD, 1990 ADJUSTMENT)

LEAD & SPIK IN CONC CURB 40FT N & 22FT W/O APPROX
 INT. OF JEFFERSON BLVD & HETZLER RD. IN SE CORNER OF C8

ELEVATION = 77.266 (NGVD 1928)

GENERAL PROJECT NOTES:

- 1) CLASS III STANDPIPE SYSTEM SHALL BE PROVIDED IN ALL STAIR WELLS, PARKING GARAGE AND TO THE ROOF.
- 2) A KNOX BOX AND KEY SYSTEM SHALL BE PROVIDED AT THE FRONT AND THE BACK OF THE BUILDING AS APPROVED BY THE CULVER CITY FIRE DEPARTMENT.
- 3) A BULLETIN BOARD, DISPLAY CASE, OR KIOSK DISPLAYING TRANSPORTATION DATA IN A MAIN LOBBY AREA ACCESSIBLE TO THE GREATEST NUMBER OF EMPLOYEES SHALL BE INSTALLED. SUCH REQUIRED INFORMATION SHALL INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING:
 - CURRENT MAPS, ROUTES AND SCHEDULES FOR PUBLIC TRANSIT ROUTES SERVING THE SITE;
 - TELEPHONE NUMBERS FOR REFERRALS ON TRANSPORTATION INFORMATION INCLUDING NUMBERS FOR THE REGIONAL RECREATION AGENCY, TRANSPORTATION MANAGEMENT ASSOCIATIONS, AND LOCAL TRANSIT OPERATORS;
 - RIDE SHARING PROMOTIONAL MATERIAL SUPPLIED BY COMMUTER-ORIENTED ORGANIZATIONS;
 - BICYCLE ROUTE AND FACILITY INFORMATION, INCLUDING REGIONAL BICYCLE MAPS AND BICYCLE SAFETY INFORMATION;
 - A LISTING OF ANY OTHER FACILITIES AND RESOURCES THAT MAY BE AVAILABLE FOR CARPOOLERS, VANPOOLERS, BICYCLISTS, TRANSIT RIDERS AND PEDESTRIANS AT THE SITE.
- * ALL INFORMATION REQUIRED BY THIS SECTION SHALL BE REGULARLY STOCKED ON A PERIODIC BASIS.
- 4) ALL EXISTING AND PROPOSED OVERHEAD UTILITIES SHALL BE PLACED UNDERGROUND.
- 5) THE PROPOSED 750 KVA TRANSFORMER WILL BE LOCATED ON THE PARKING LEVEL 1 FLOOR PLAN AND THE FOOTPRINT OF THE TRANSFORMER / INCOMING HIGH VOLTAGE SWITCH WILL BE 5X12'.
 - THE SECONDARY SWITCHBOARDS WILL BE LOCATED IN AN ADJACENT MAIN ELECTRICAL ROOM APPROX. 10' X 10'.
 - DISTRIBUTION WILL RISE UP THE BUILDING WITH PANEL LOCATED IN SATELLITE ELECTRICAL TEL. SPACE. EACH ONE OF THE SUITES WILL HAVE A SEPARATE PANEL AND METER.



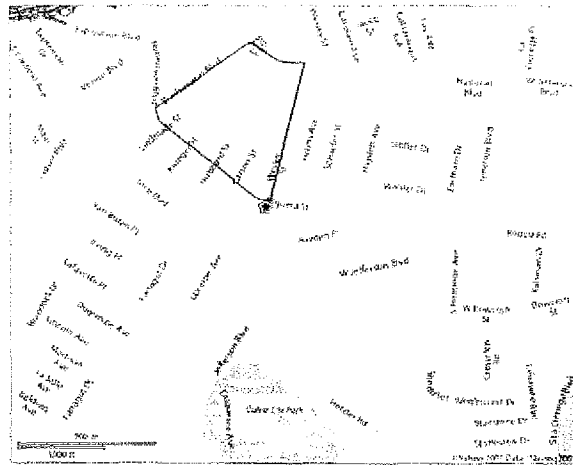
Site Plan
 SCALE 1:40

HAYDEN PLACE
 CULVER CITY, CALIFORNIA

SEPTEMBER 30, 2008

CUNNINGHAM GROUP

Attachment 1B



VICINITY MAP

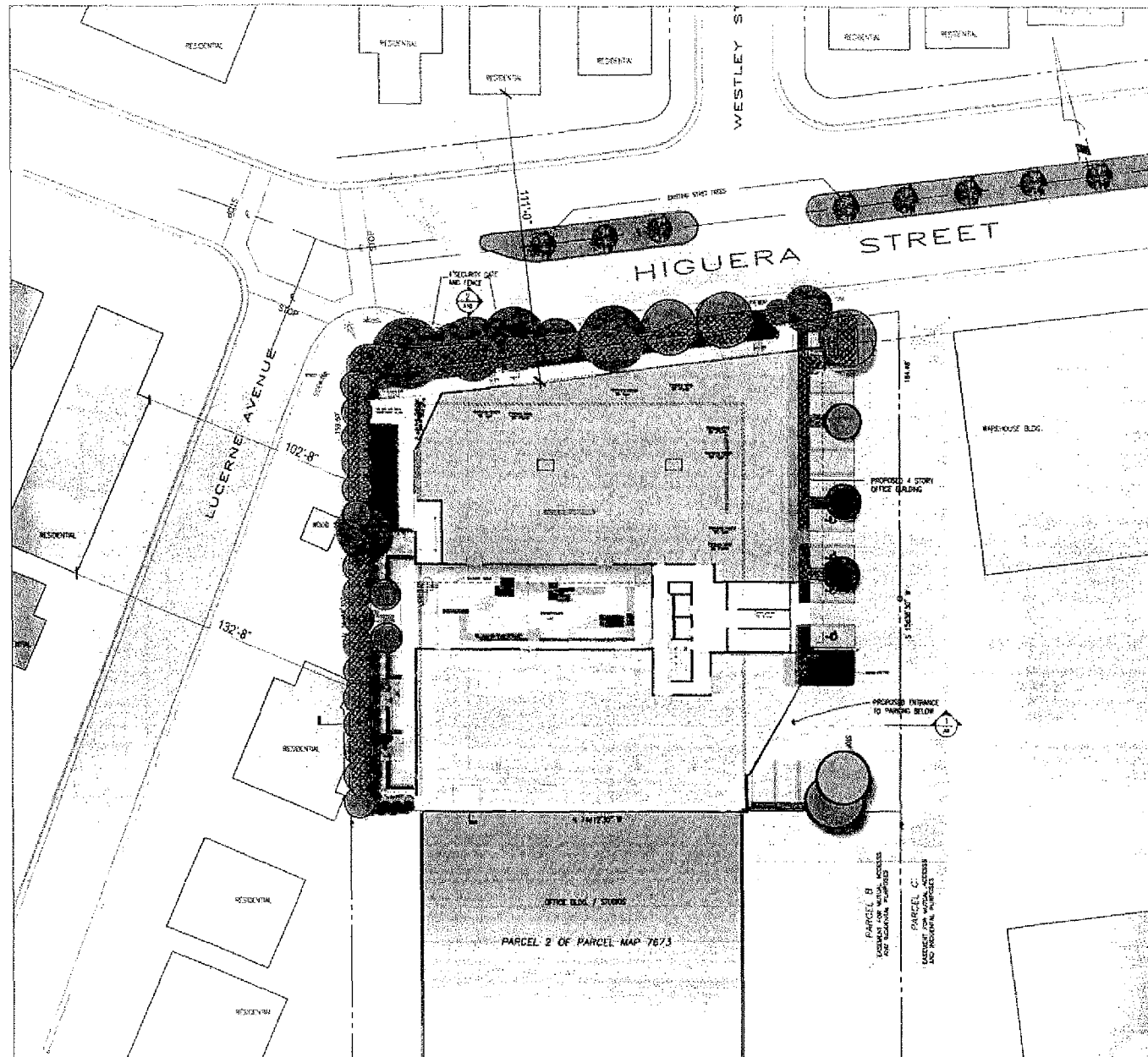
- WESTERLY ROUTE (2,970' +/-)
- EASTERLY ROUTE (2,750' +/-)



NOTES: DISTANCE AND ROUTES TO MASS TRANSIT CENTER

THERE ARE TWO (2) WALKING PATHWAYS THAT MAY BE USED BY EMPLOYEES OF THE SUBJECT SITE WHO MAY CHOOSE TO USE THE FUTURE MASS TRANSIT SYSTEM ONCE IT BECOMES AVAILABLE. THE WESTERLY PATHWAY BEING ALONG HIGUERA STREET AND WASHINGTON BOULEVARD (WHICH IS PROVIDED WITH THE REQUIRED ADA PATHWAY AND RAMPS) AND THE EASTERLY PATHWAY BEING ALONG WESLEY STREET, NATIONAL BOULEVARD AND WASHINGTON BOULEVARD (WHICH IS PROVIDED WITH THE REQUIRED ADA RAMPS YET HAS CERTAIN PORTIONS ALONG NATIONAL BOULEVARD THAT DO NOT APPEAR TO BE ADA COMPLIANT).

PLEASE NOTE THAT NIGHTTIME DATA (I.E. PUBLIC ILLUMINATION) ALONG EITHER OF THE TWO WALKWAYS HAS BEEN GATHERED AT THIS TIME. TWO (2) MEASURING POINTS WERE ESTABLISHED FOR THIS PROJECT RELATED TO THE TRANSIT CENTER CREDIT: ONE BEING AT THE "EXISTING SITE" (I.E. THE INTERSECTION OF THE WESLEY STREET CENTERLINE AND THE PROPERTY'S STREET FACING PROPERTY LINE ALONG HIGUERA STREET) AND THE OTHER BEING AT THE "PROPOSED TRANSIT CENTER SITE" (I.E. THE INTERSECTION OF THE CENTERLINE OF THE FORMER RAILROAD RIGHT-OF-WAY AND THE NORTHERLY WASHINGTON BOULEVARD PROPERTYLINE. USING THE ENGINEERING DIVISION'S MYLAR BASE MAPS, THE LINEAR DISTANCE BETWEEN THE SITE AND THE TRANSIT CENTER ALONG THE WESTERLY ROUTE IS 2,970 +/- FEET AND ALONG THE EASTERLY ROUTE IT IS 2,750 +/- FEET.

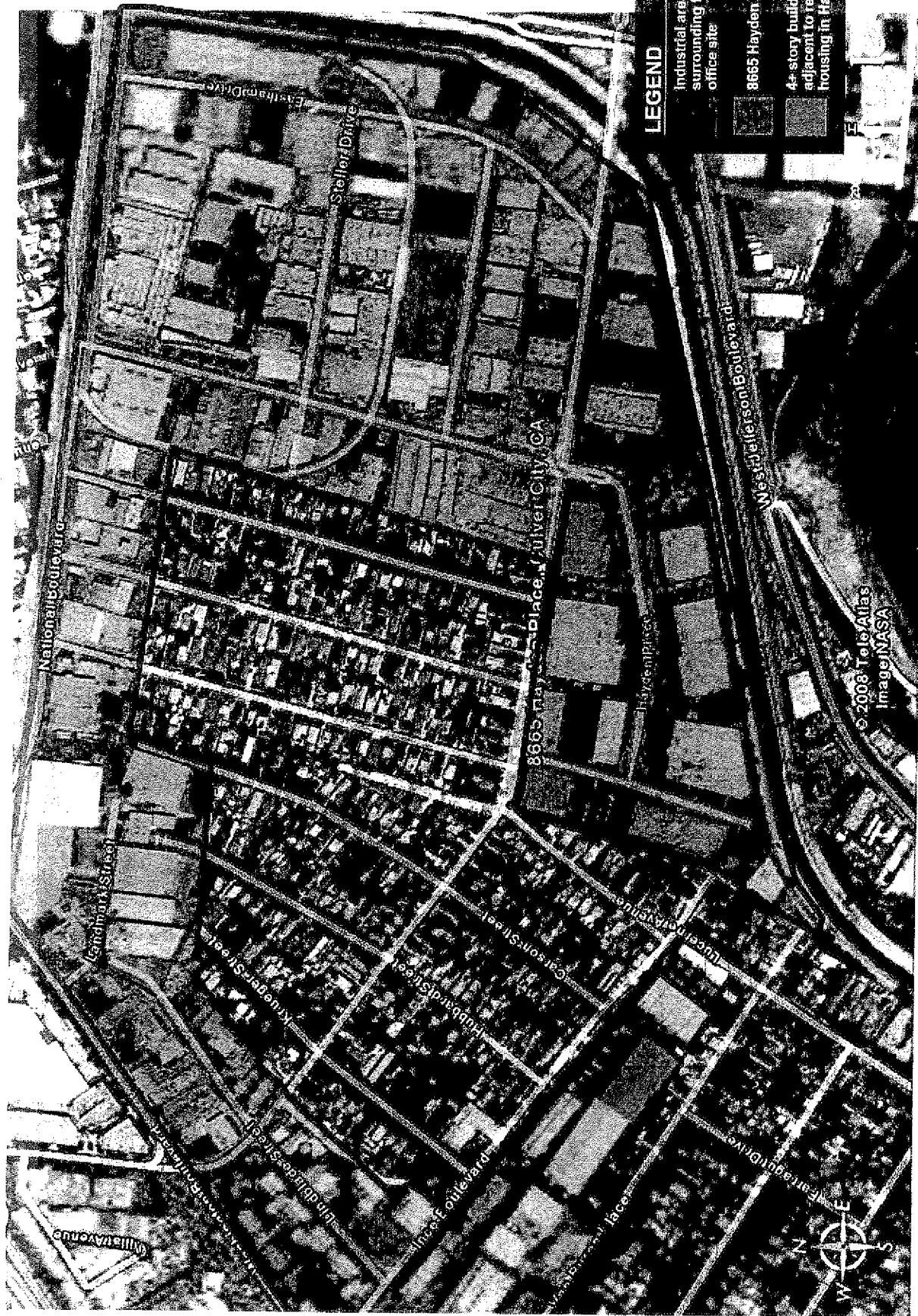


HAYDEN PLACE

CULVER CITY, CALIFORNIA

SEPTEMBER 30, 2008

CUNNINGHAM
GROUP



LEGEND

Industrial area
surrounding future
office site

8665 Hayden Place

4+ story buildings
adjacent to residential
housing in Hayden Tract

SEPTEMBER 30, 2008

HAYDEN PLACE

CUNINGHAM
GROUP

55

LEGEND

AC	ASPHALTIC CONCRETE
CBW	CONCRETE BLOCK WALL
CCW	CONCRETE WALL
CLFN	CHAINLINK FENCE
COL	COLUMN
DS	DOWN SPOUT
E	EARTH
EH	FIRE HYDRANT
FL	FLOWLINE
GA	GUY ANCHOR
GM	GAS METER
GRD	GRADE
HB	HOSE BIB
MH	MANHOLE
OH	OVERHEAD, OVERHANG
OSL	ORNAMENTAL STREET LIGHT
PP	POWER POLE
SCV	SPRINKLER CONTROL VALVE
SCPB	SPRINKLER CONTROL PULL BOX
SL	STREET LIGHT
SLPB	STREET LIGHT PULL BOX
SP	STAND PIPE
T	TRANSFORMER
TC	TOP OF CURB
TW	TOP OF WALL
TSPB	TRAFFIC SIGNAL PULL BOX
WM	WATER METER
WV	WATER VALVE

-  - EXISTING TO KEEP
 - TREE REMOVAL
 - GROUND COVER

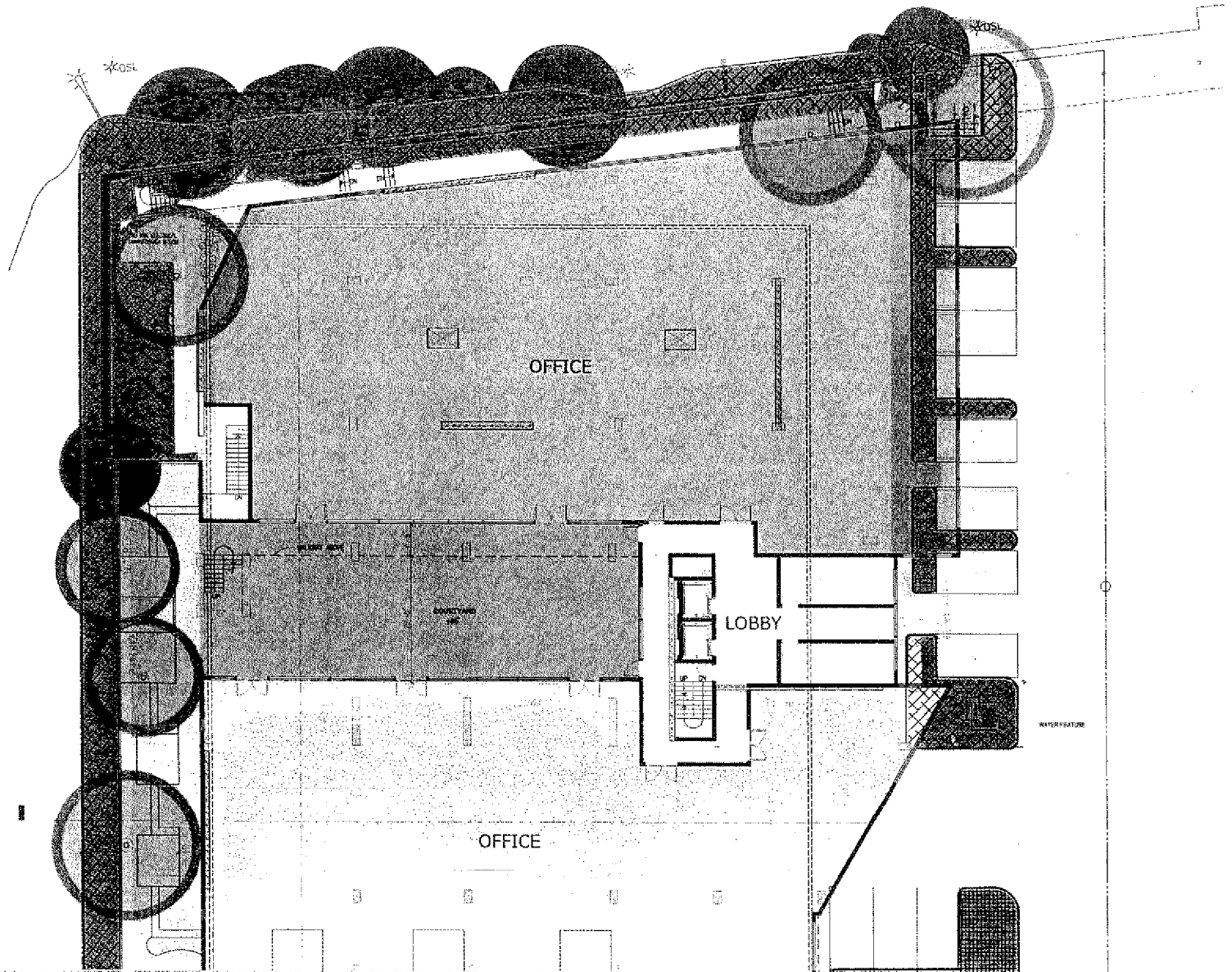
PLAN OF EXISTING TREES

SCALE 1:20



HAYDEN PLACE

CULVER CITY, CALIFORNIA



SEPTEMBER 30, 2008

CUNNINGHAM
GROUP

AC	ASPHALT	CONCRETE
CBW	CONCRETE	BLOCK WALL
COW	CONCRETE	WALL
CLFN	CHAIN LINK	FENCE
COL	COLUMN	
DS	DOWN SPOUT	
E	EARTH	
FI	FIRE HYDRANT	
FL	FLOWLINE	
GA	GUY ANCHOR	
GM	GAS METER	
GRD	GRADE	
HB	HOLE	
MH	MANHOLE	
OH	OVERHEAD	OVERHANG
OSL	OSMENTAL	STREET LIGHT
PA	POWER POLE	
SCV	SPRINKLER	CONTROL VALVE
SCPB	SPRINKLER	CONTROL PULL BOX
SL	STREET LIGHT	
SLPB	STREET LIGHT	PULL BOX
SP	STAND PIPE	
T	TRANSFORMER	
TC	TOP OF CURB	
TF	TOP OF WALL	
TSFB	TRAFFIC SIGNAL	PULL BOX
WM	WATER METER	
WV	WATER VALVE	

- NEW TREE
- EXISTING TO KEEP
- GROUND COVER

SCALE 1: 20

HAYDEN PLACE
CULVER CITY CALIFORNIA

SEPTEMBER 30, 2008

CUNINGHAM
G R O U P

LEGAL DESCRIPTION

PARCEL A:

PARCEL 1, AS SHOWN ON PARCEL MAP 7673, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 78 PAGE 87, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM AN UNDIVIDED 1/4TH OF ALL MINING AND MINERAL RIGHTS OR SUBSTANCES WHATEVER SOLE OR LIQUID, AFFECTING SAID LAND, AS RESERVED BY RKO TLERADIO PICTURES, INC., IN DEED RECORDED JANUARY 20, 1959 IN BOOK 56452 PAGE 113 OF OFFICIAL RECORDS, AS INSTRUMENT NO. 1291.

THE RIGHT TO USE OR OCCUPY THE SURFACE OR SUBSURFACE AREA OF SAID LAND TO A DEPTH OF 500 FEET WAS TOLDOUSSED TO THE RECORD OWNER OF SAID LAND BY A DEED RECORDED MARCH 4, 1959 AS INSTRUMENT NO. 3921 IN BOOK 0-387 PAGE 496, OFFICIAL RECORDS.

PARCEL B:

AN EASEMENT FOR MUTUAL ACCESS AND INCIDENTAL PURPOSES, UNDER THE EASTERLY 17.00 FEET OF PARCEL 2 OF SAID PARCEL MAP 7673.

SAID EASEMENT IS TO EXTEND FROM THE NORTHERLY LINE OF SAID PARCELS 2 TO THE WESTERLY TERMINUS OF HAYDEN PLACE.

PARCEL C:

AN EASEMENT FOR MUTUAL ACCESS AND INCIDENTAL PURPOSES, OVER THAT PORTION OF LOT 11 OF TRACT NO. 12560, AS PER MAP RECORDED IN BOOK 865, PAGES 11 TO 14, INCLUDING OF MAPS, RECORDS OF SAID COUNTY, INCLUDED WITHIN A STRIP OF LAND 17.00 FEET WIDE, THE WESTERLY LINE OF WHICH BEING THE WESTERLY LINE OF SAID LOT 11.

SAID EASEMENT IS TO EXTEND FROM HIGUERA STREET TO HAYDEN PLACE.

LEGEND

AC	ASPHALTIC CONCRETE
CCW	CONCRETE BLOCK WALL
CCW	CONCRETE WALL
CLFN	CHAINLINK FENCE
COL	COLUMN
DS	DRAIN SHOUT
E	EARTH
PH	FIRE HYDRANT
FL	FLOWLINE
GA	GUY ANCHOR
GM	GAS METER
GRD	GRADE
HS	HOSEBOX
WH	WARDHOLE
OH	OVERHEAD, OVERHANG
OSL	ORNAMENTAL STREET LIGHT
PP	POWER POLE
SCV	SPRINKLER CONTROL VALVE
SCVB	SPRINKLER CONTROL PULL BOX
SL	STREET LIGHT
SLPB	STREET LIGHT PULL BOX
SP	STAND PIPE
T	TRANSFORMER
TC	TOP OF CURB
TW	TOP OF WALL
TSPB	TRAFFIC SIGNAL PULL BOX
WM	WATER METER
WV	WATER VALVE

PARCEL 2 OF PARCEL MAP 7673

PARCEL 1 OF PARCEL MAP 7673

PARCEL A

WAREHOUSE BUILDING
#8865 HAYDEN PLACE

CONCRETE BUILDING
#8671 HAYDEN PLACE

NOTE:
AREA = 34,580 SQ FT (0.79 ACRES)

BENCH MARK:
LOS ANGELES COUNTY ROAD DEPT. BM NO CY 9330
(CULVER QUAD, 1980 ADJUSTMENT)
LEAD & SPK IN CONC CURB 40FT N & 22FT W/O APPROX
INT OF JEFFERSON BLVD & HETZLER RD IN SE CORNER OF CB
ELEVATION=77.256 (NGVD 1929)

ALTA Survey

SCALE 1" = 32'

HAYDEN PLACE

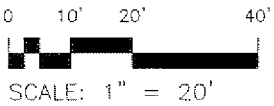
CULVER CITY, CALIFORNIA

SEPTEMBER 30, 2008

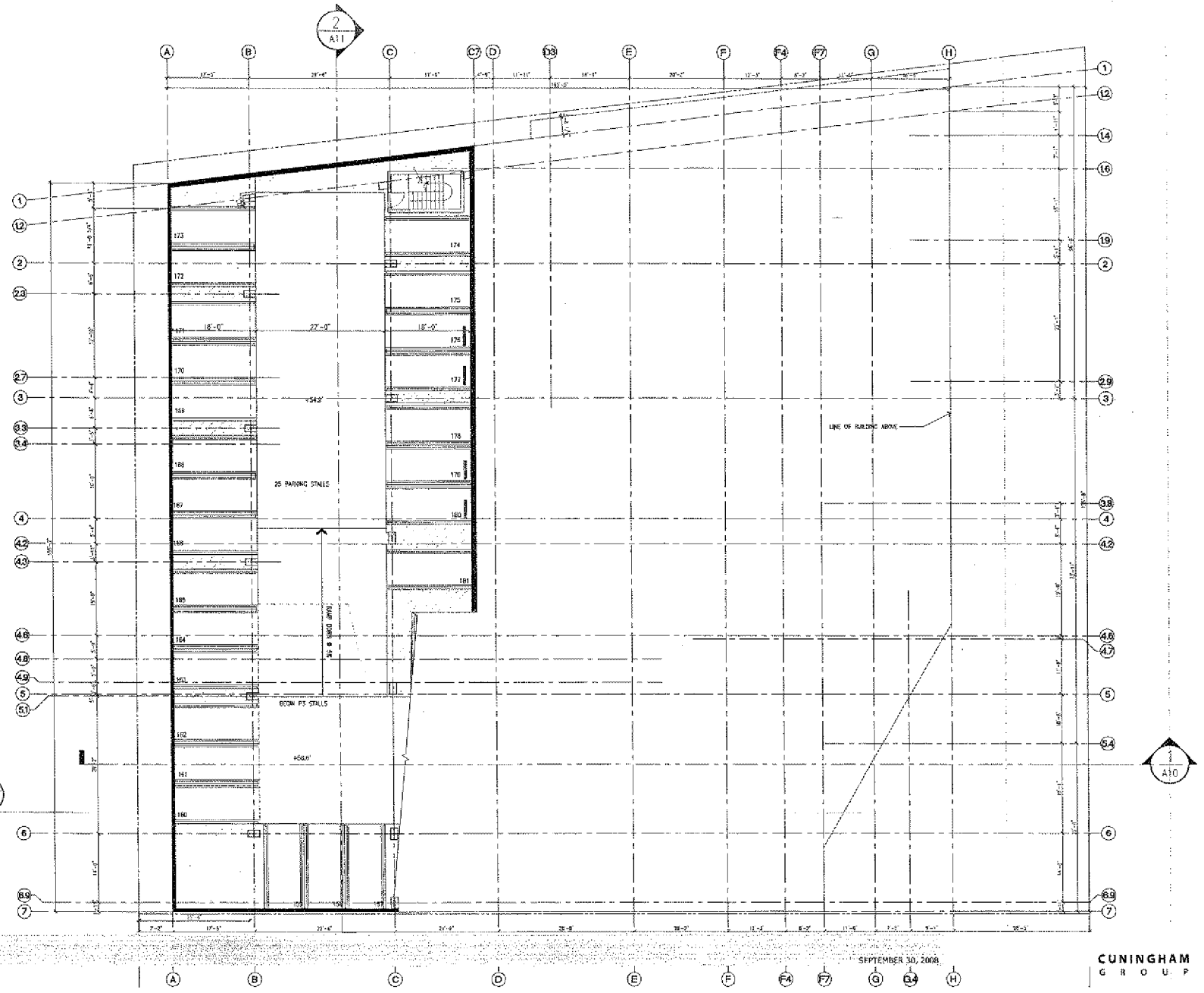
CUNINGHAM
GROUP

5

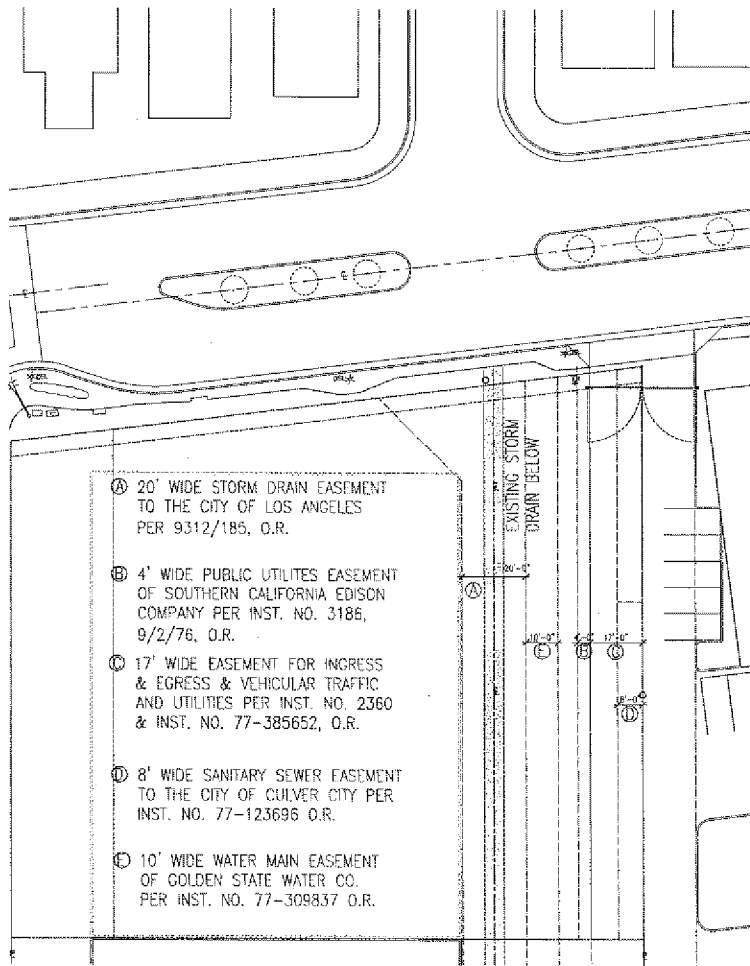
Parking Level Three Plan
SCALE 1: 20



HAYDEN PLACE
CULVER CITY, CALIFORNIA



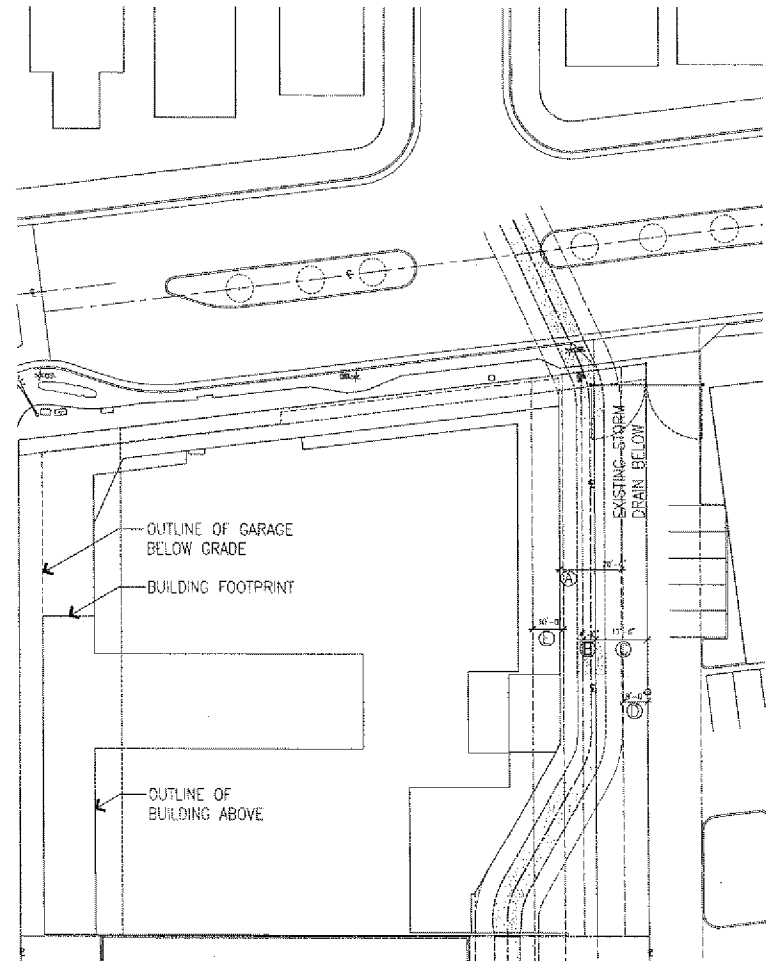
CUNNINGHAM
GROUP



Existing Easement Plan

SCALE: 1" = 40'

SCALE 1: 40



Proposed Easement Plan

SCALE: 1" = 40'

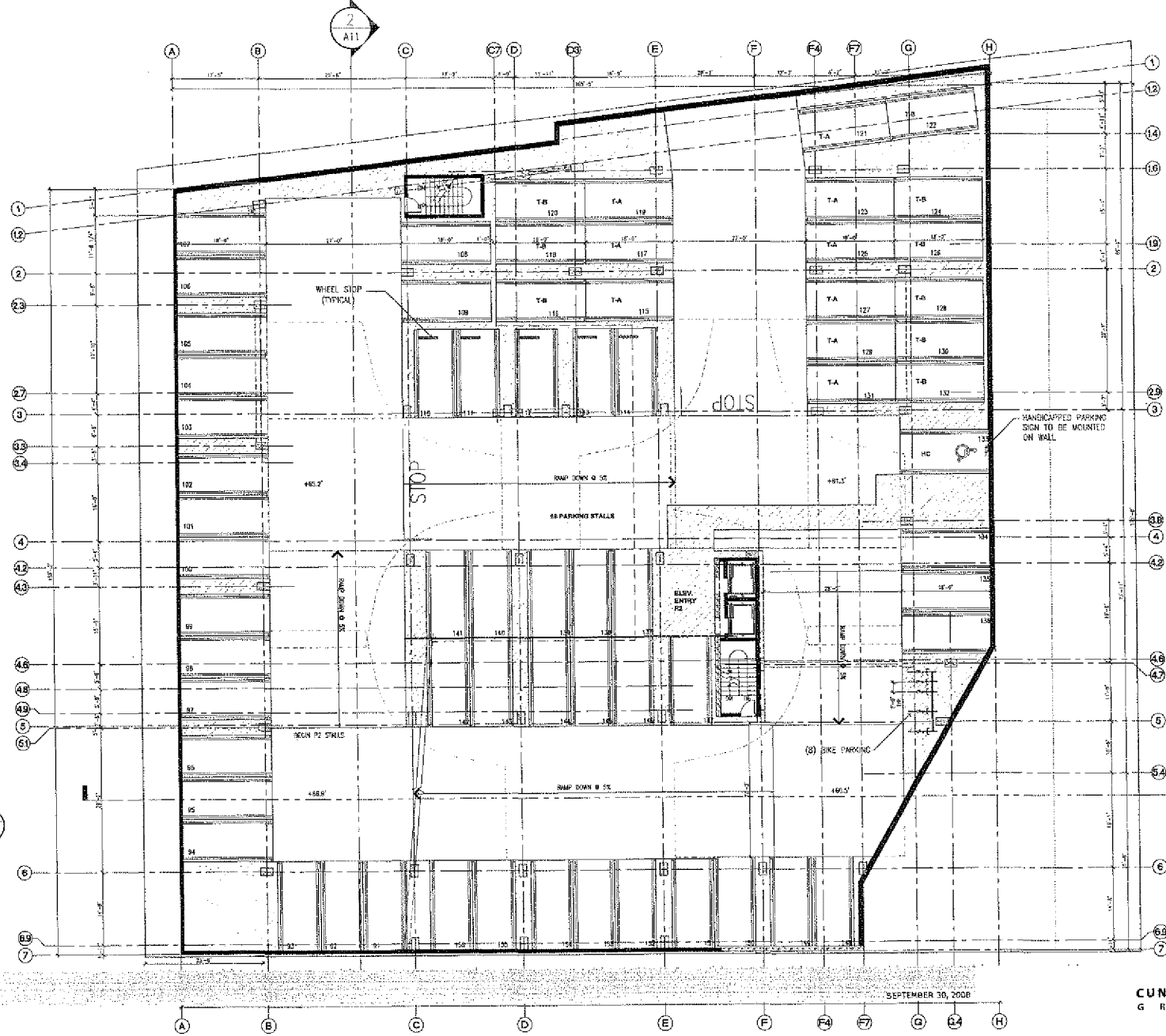
SCALE 1: 40

HAYDEN PLACE

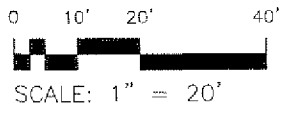
CULVER CITY, CALIFORNIA

SEPTEMBER 30, 2008

CUNINGHAM
GROUP



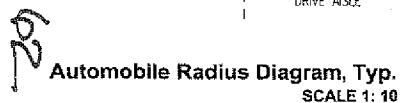
Parking Level Two Plan 
SCALE 1: 20



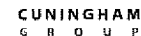
HAYDEN PLACE
CULVER CITY CALIFORNIA

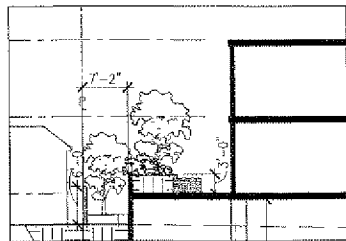
SEPTEMBER 30, 2008

CUNINGHAM
G R O U P



SCALE 1: 20



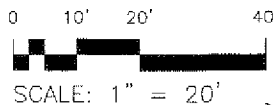


SECTION AA

Scale: 1:20

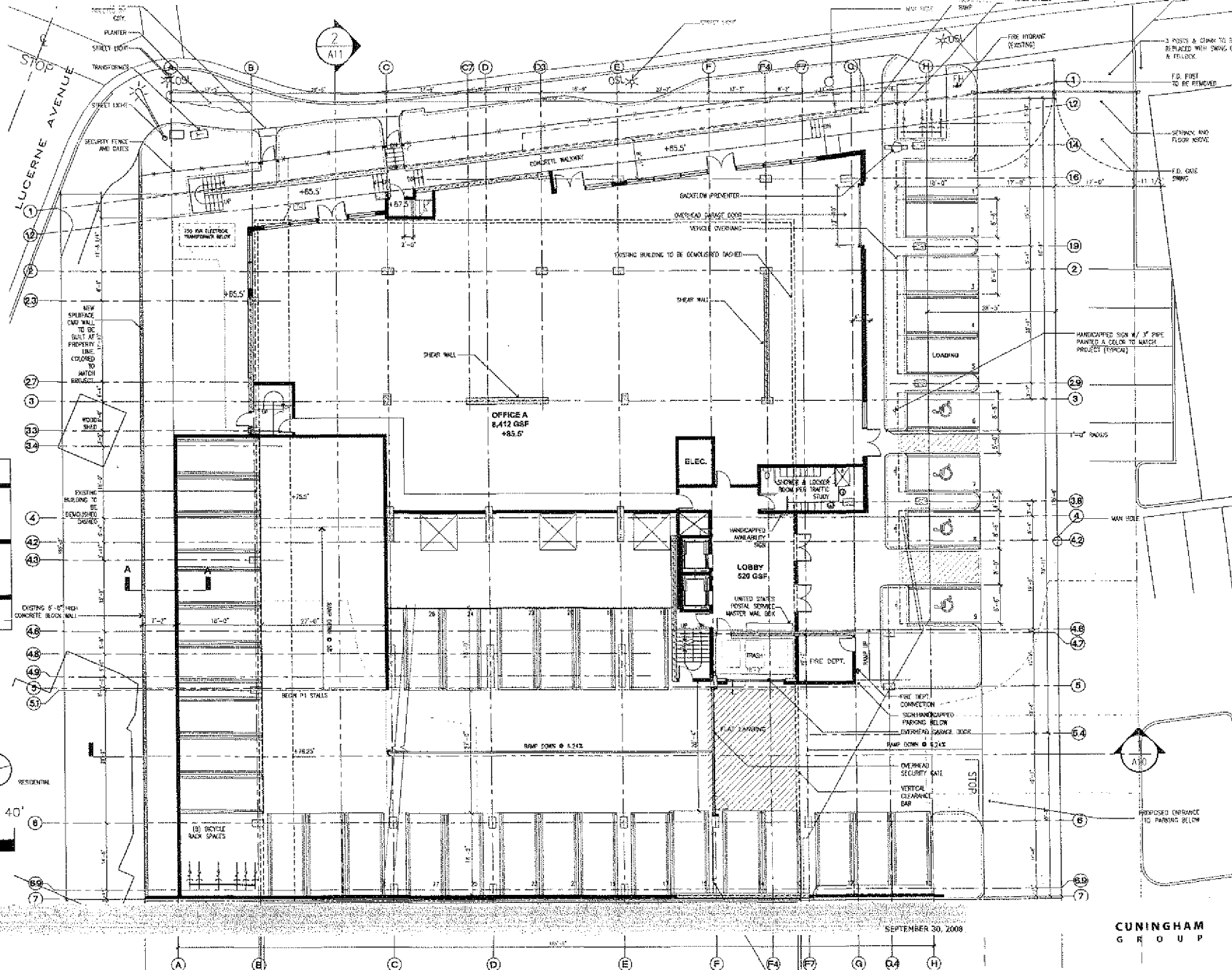
Ground Floor Plan

SCALE 1:20



HAYDEN PLACE

CULVER CITY, CALIFORNIA



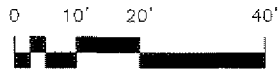
SEPTEMBER 30, 2008

CUNNINGHAM
GROUP

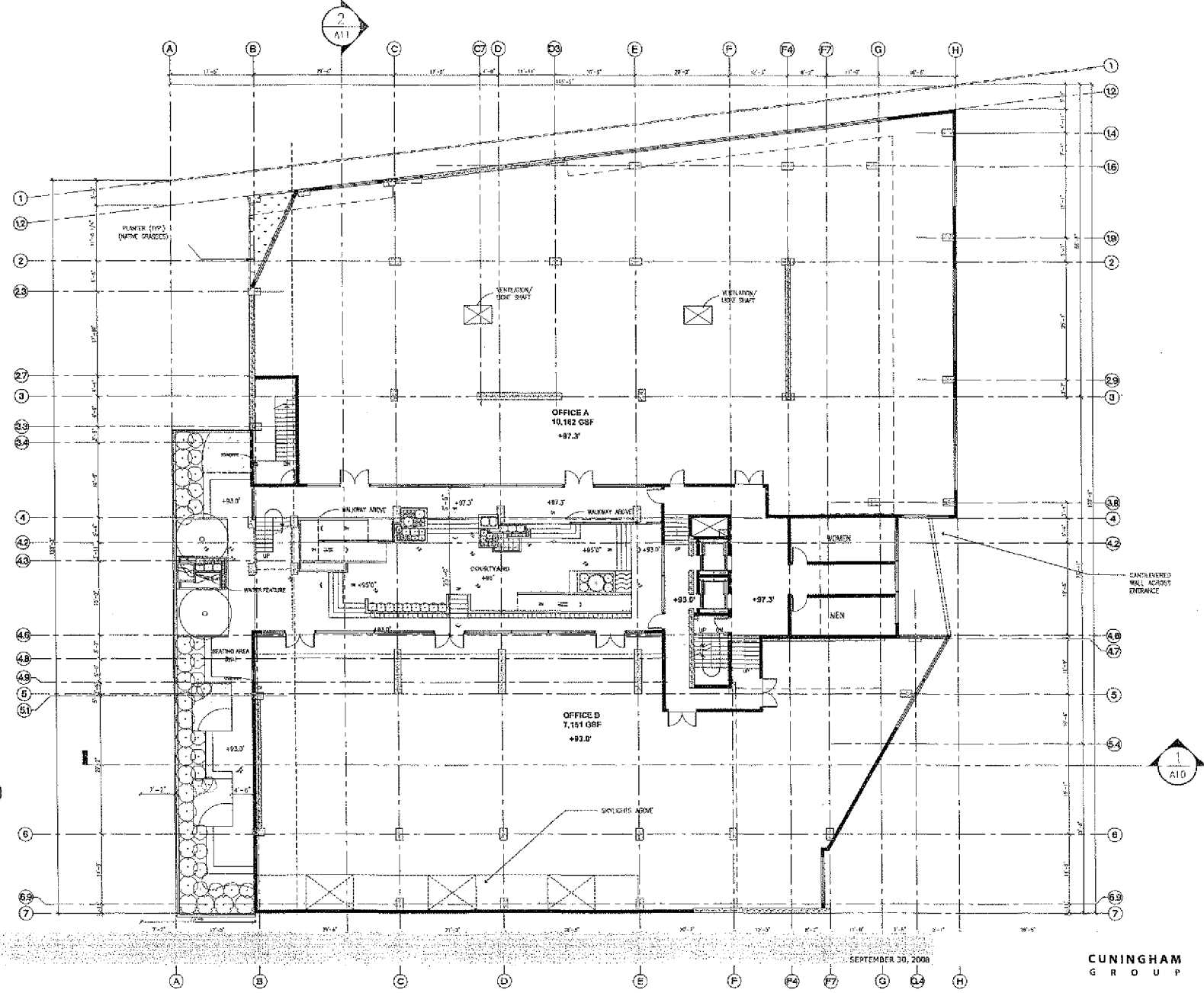
2

Second Floor Plan

SCALE 1" = 20'



SCALE: 1" = 20'



HAYDEN PLACE
CULVER CITY, CALIFORNIA

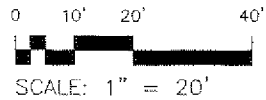
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CUNNINGHAM
GROUP

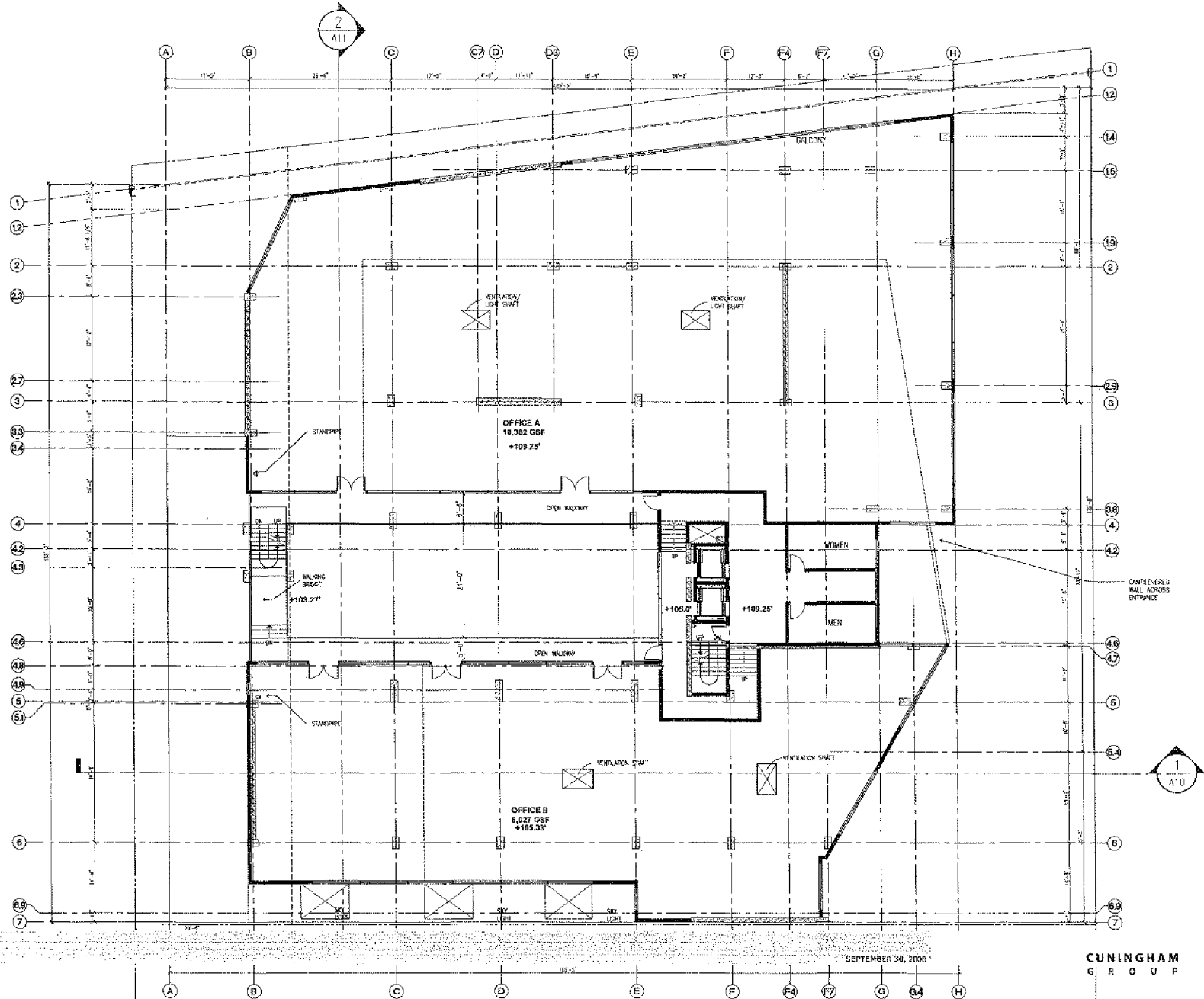
65

Third Floor Plan

SCALE 1: 20



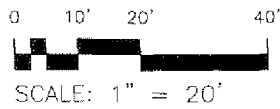
HAYDEN PLACE
CULVER CITY CALIFORNIA



7

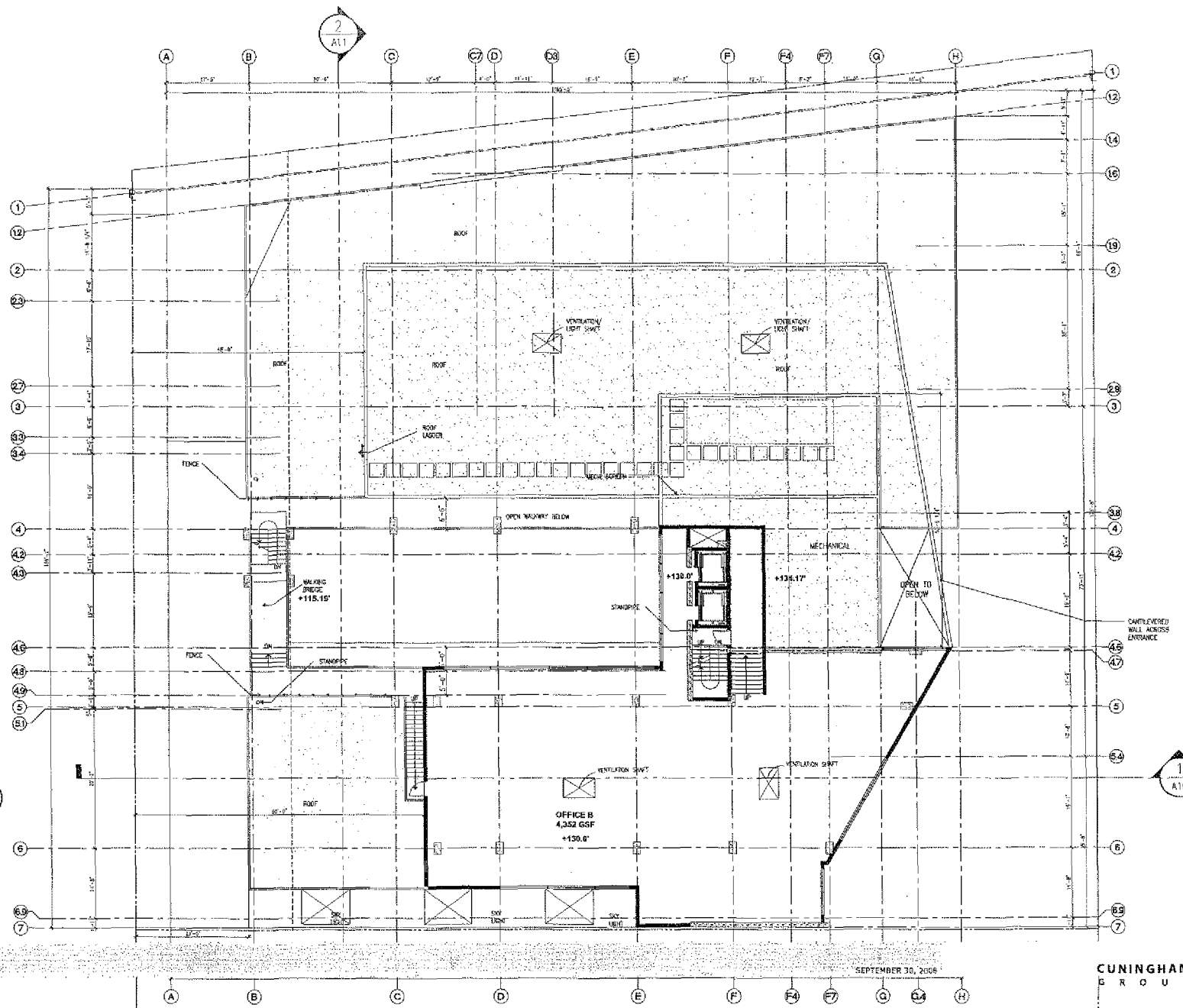
Fifth Floor Plan

SCALE 1" = 20'



HAYDEN PLACE

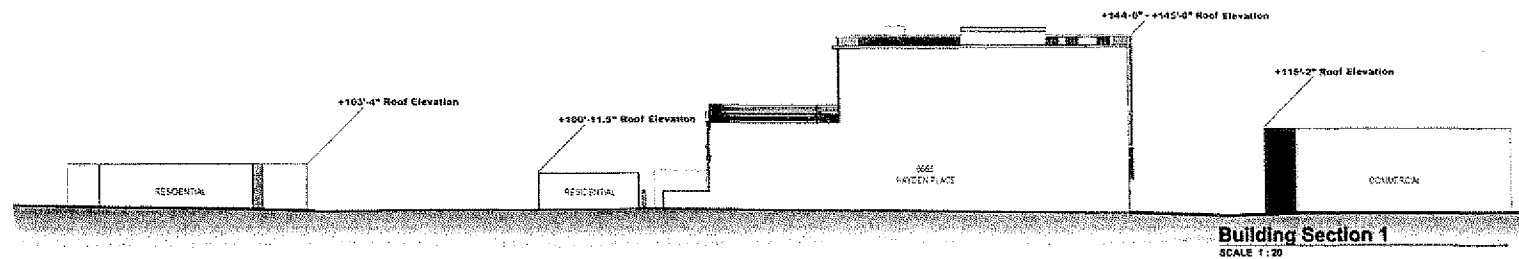
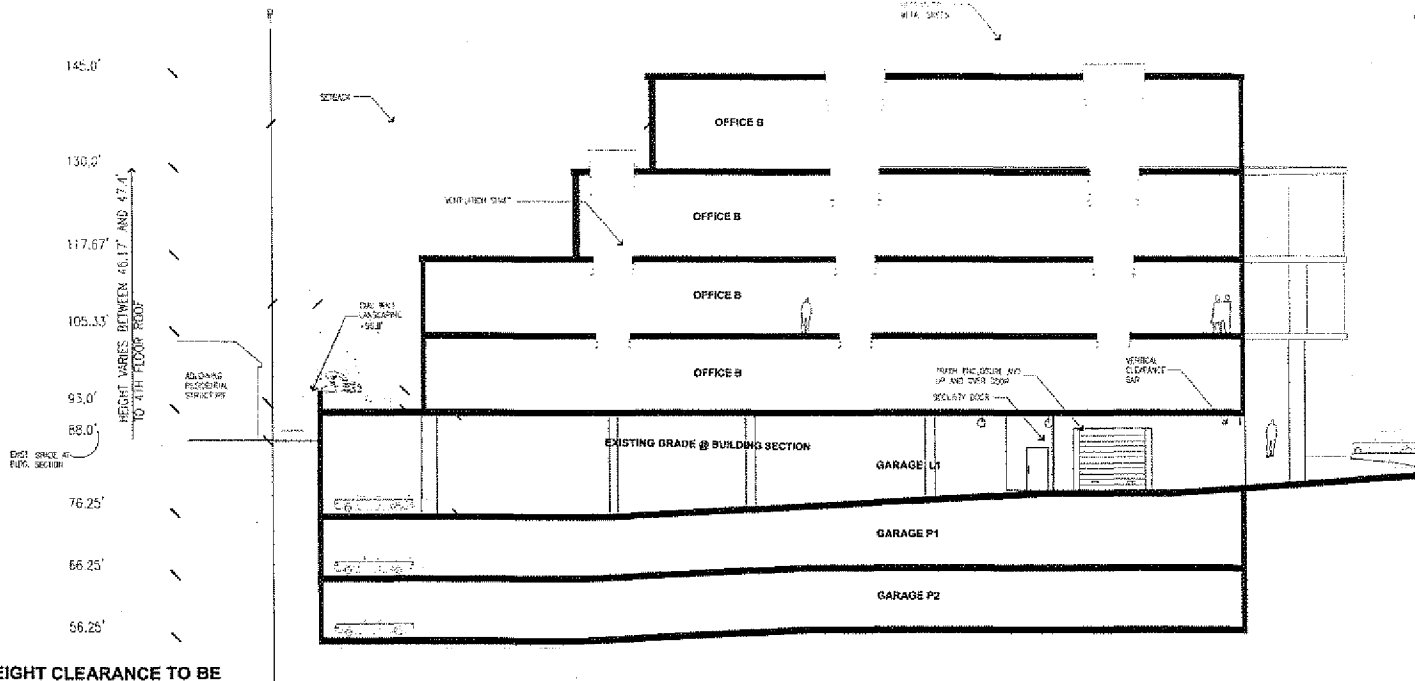
CULVER CITY CALIFORNIA



SEPTEMBER 30, 2008

CUNNINGHAM GROUP



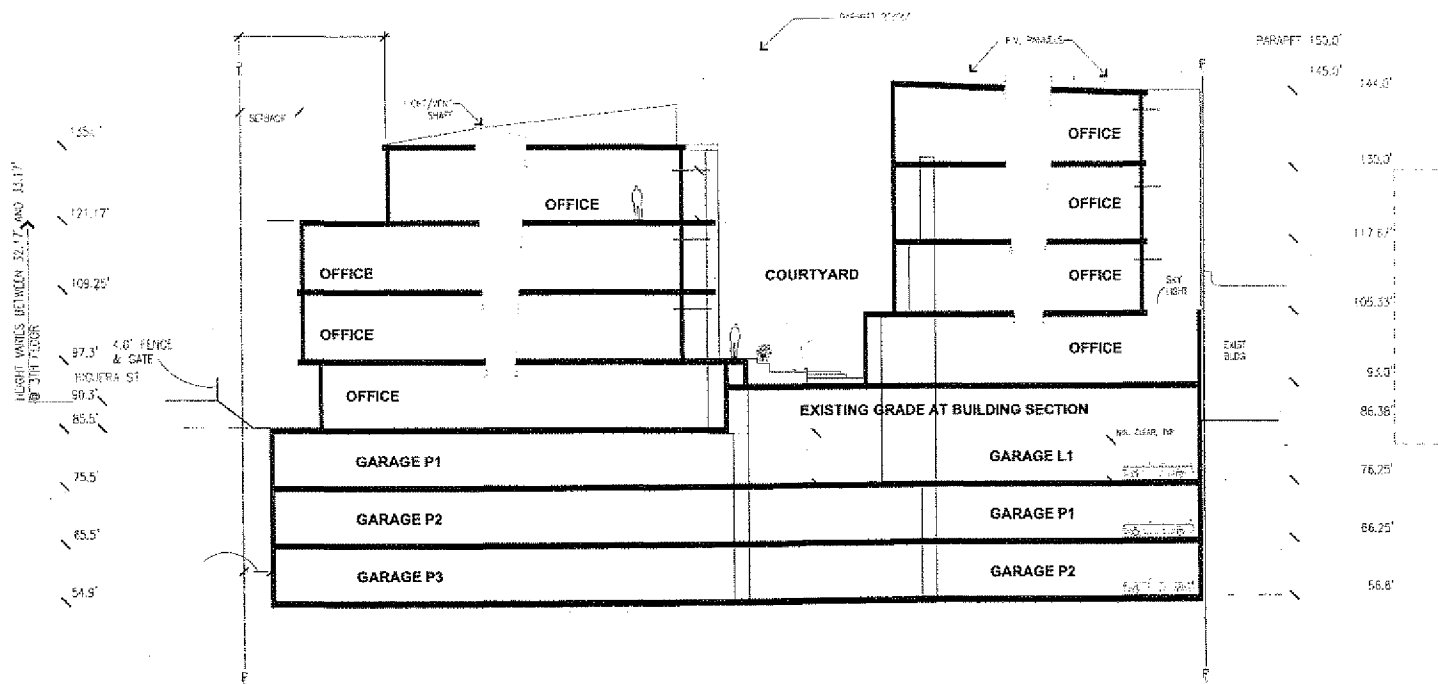


HAYDEN PLACE

CULVER CITY, CALIFORNIA

SEPTEMBER 30, 2008

CUNNINGHAM
GROUP

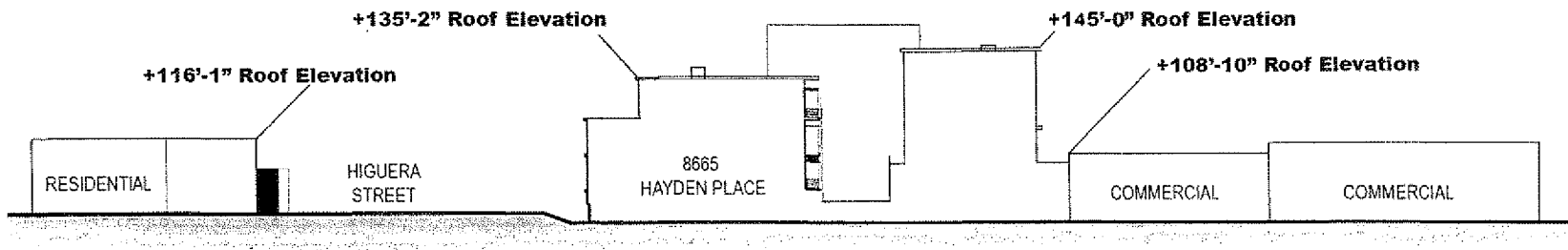


NOTE:

7' MINIMUM HEIGHT CLEARANCE TO BE MAINTAINED IN ALL SPACES OF PARKING.

- ELEVATIONS AT MOST RESTRICTIVE POINTS ALONG THE TOP OF ROOF PARAPET AND IDENTIFY CONTROL POINTS OF NATURAL GRADE.

0 10' 20' 40' **Building Section 2**
SCALE 1" = 20'



HAYDEN PLACE

CULVER CITY, CALIFORNIA

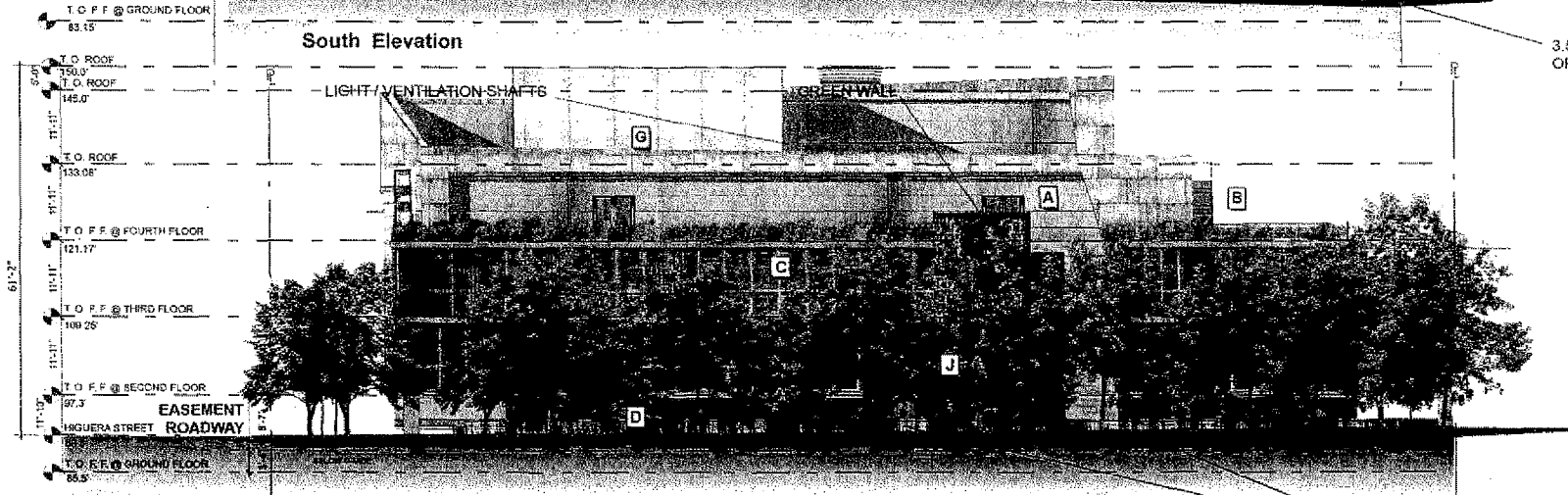
SEPTEMBER 30, 2008

CUNNINGHAM
GROUP

WALL AT PROPERTY LINE
WILL BE SPLITFACE CMU
COLORED TO MATCH THE
PROJECT, AND WILL REMAIN
6' ABOVE NATURAL GRADE
ALONG PROPERTY LINE



South Elevation



North Elevation - Facing Higuera Street

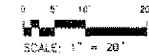
Materials Key

- A RESIN-BONDED WOOD CLADDING
- B GALVANIZED ALUMINUM PANELS
- C ALUMINUM STOREFRONT GLAZING SYSTEM WITH OPERABLE WINDOWS INCLUDING CLEAR, INSULATED GLASS WITH A LOW-E COATING
- D STRUCTURALLY GLAZED WINDOW SYSTEM
- E OPERABLE SHADING ELEMENTS TO MATCH BUILDING CLADDING
- F SITE CAST CONCRETE
- G PERFORATED STAINLESS STEEL RAIN-SCREEN
- H PERFORATED METAL OVER GLAZING
- I IMAGERY APPLIED TO EXTERIOR
- J GREEN SCREEN

Notes

SEE BUILDING SECTION FOR ACTUAL ROOF HEIGHTS AT CONTROL POINTS AND FOR MECHANICAL PROJECTIONS.

TO SCREEN WALKWAY. WILL BE HAVE A SOLID BACK WHEN SCREENING MECHANICAL EQUIPMENT.

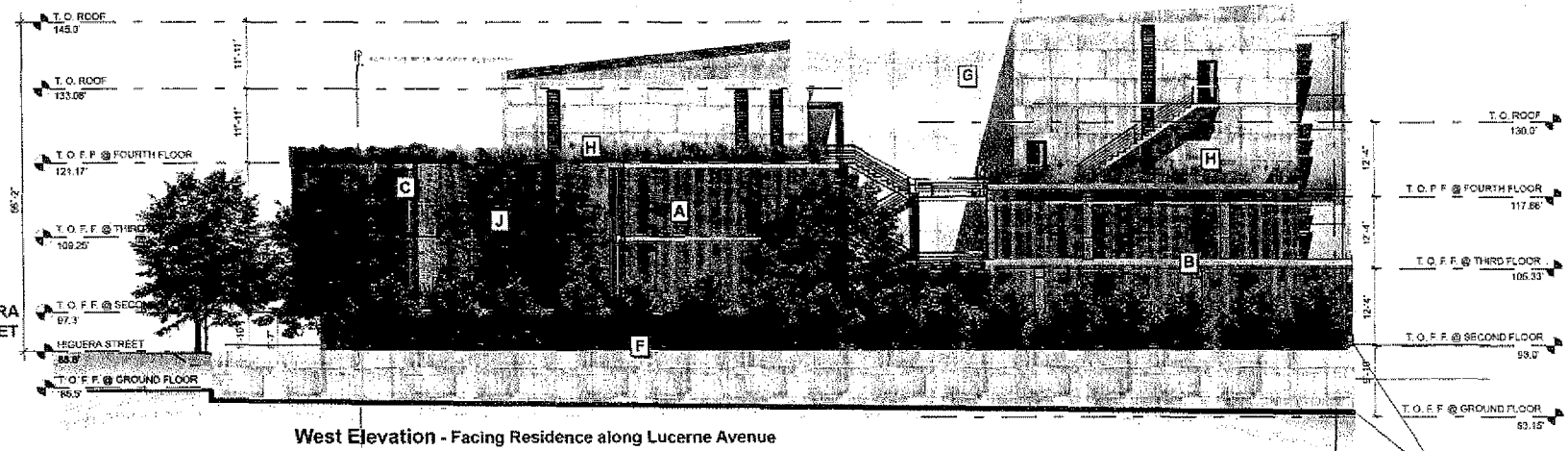
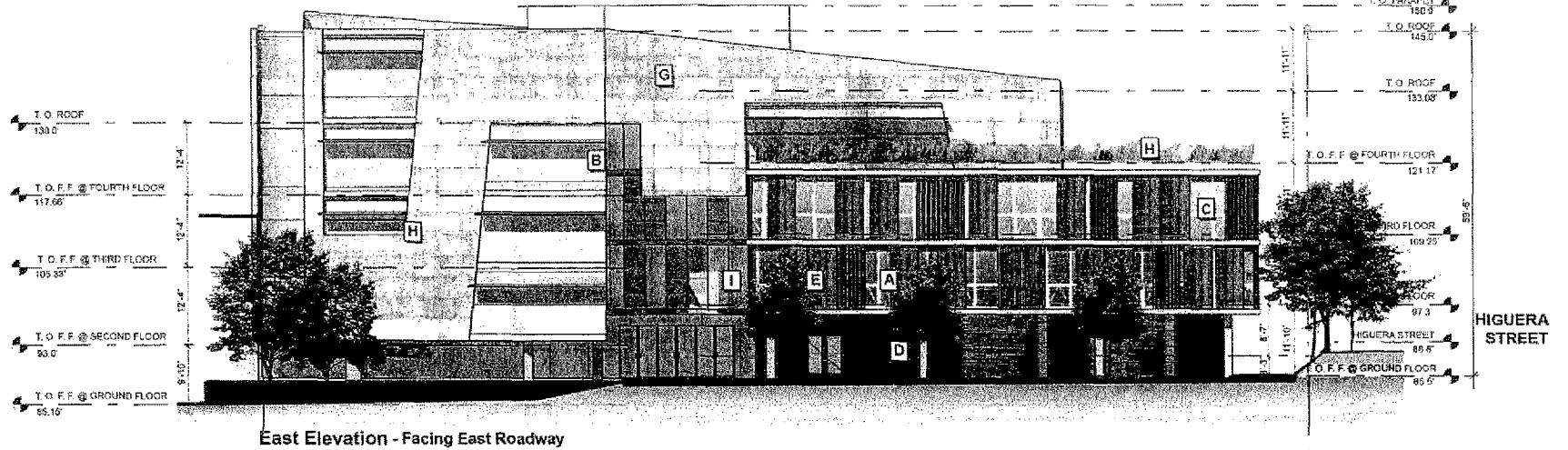


Elevations
SCALE 1:20

HAYDEN PLACE

SEPTEMBER 30, 2008

CUNNINGHAM
GROUP



Materials Key

- A RESIN-BONDED WOOD CLADDING
- B SALVANIZED ALUMINUM PANELS
- C ALUMINUM STOREFRONT GLAZING SYSTEM WITH OPERABLE WINDOWS INCLUDING CLEAR INSULATED GLASS WITH A LOW-E COATING
- D STRUCTURALLY GLAZED WINDOW SYSTEM
- E OPERABLE SHADING ELEMENTS TO MATCH BUILDING CLADDING
- F SITE CAST CONCRETE
- G PERFORATED STAINLESS STEEL RAIN-SCREEN TO SCREEN WALKWAY WILL BE HAVE A SOLID BACK WHEN SCREENING MECHANICAL EQUIPMENT
- H PERFORATED METAL OVER GLAZING
- I IMAGERY APPLIED TO EXTERIOR
- J GREEN SCREEN
- K GREEN ROOF

Notes

SEE BUILDING SECTION FOR ACTUAL ROOF HEIGHTS AT CONTROL POINTS AND FOR MECHANICAL PROJECTIONS

NOTE:

WALL AT PROPERTY LINE WILL BE SPLITFACE CMU COLORED TO MATCH THE PROJECT, AND WILL REMAIN 6' ABOVE NATURAL GRADE ALONG PROPERTY LINE



Elevations

SCALE 1/20'

HAYDEN PLACE - ELEVATIONS

SEPTEMBER 20, 2020

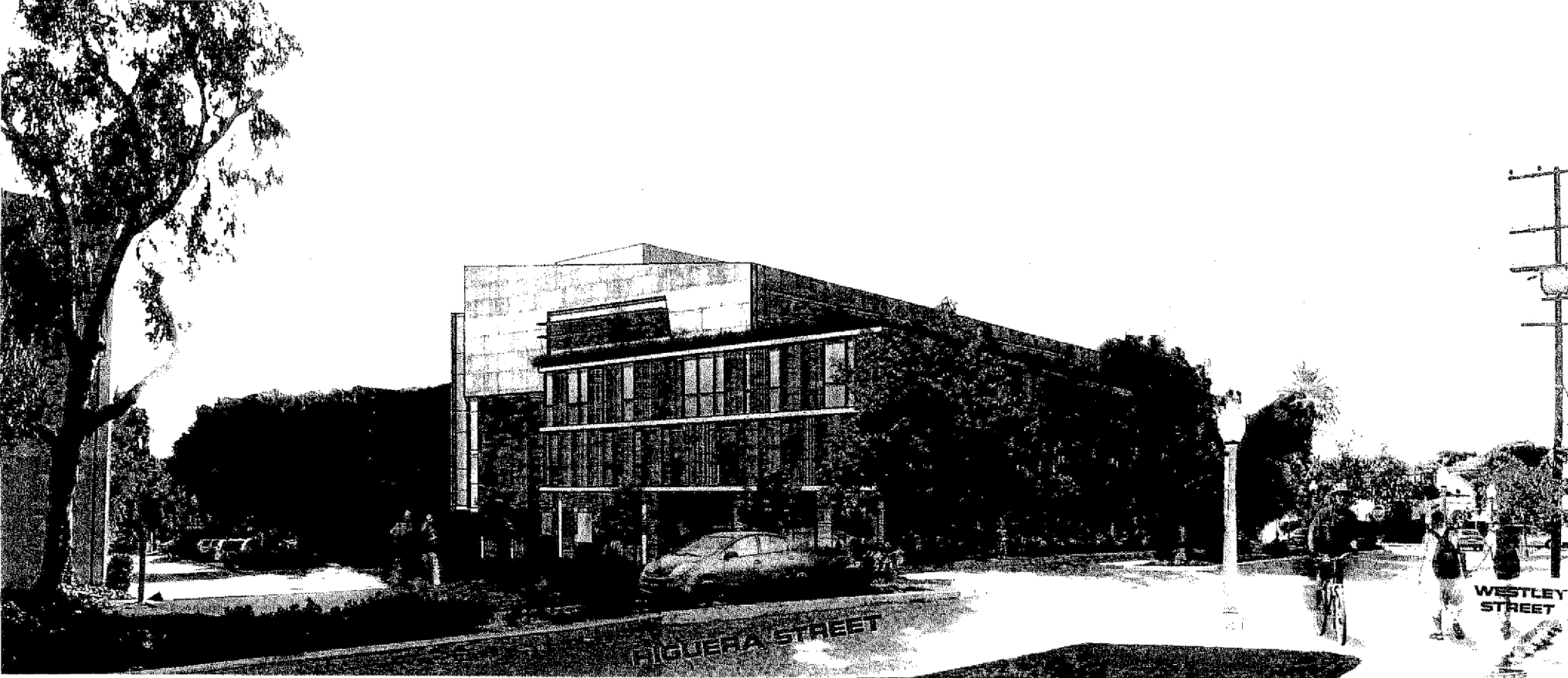
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GROUP



Southeast Perspective

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Perspectives
N.T.S.



Northeast Perspective

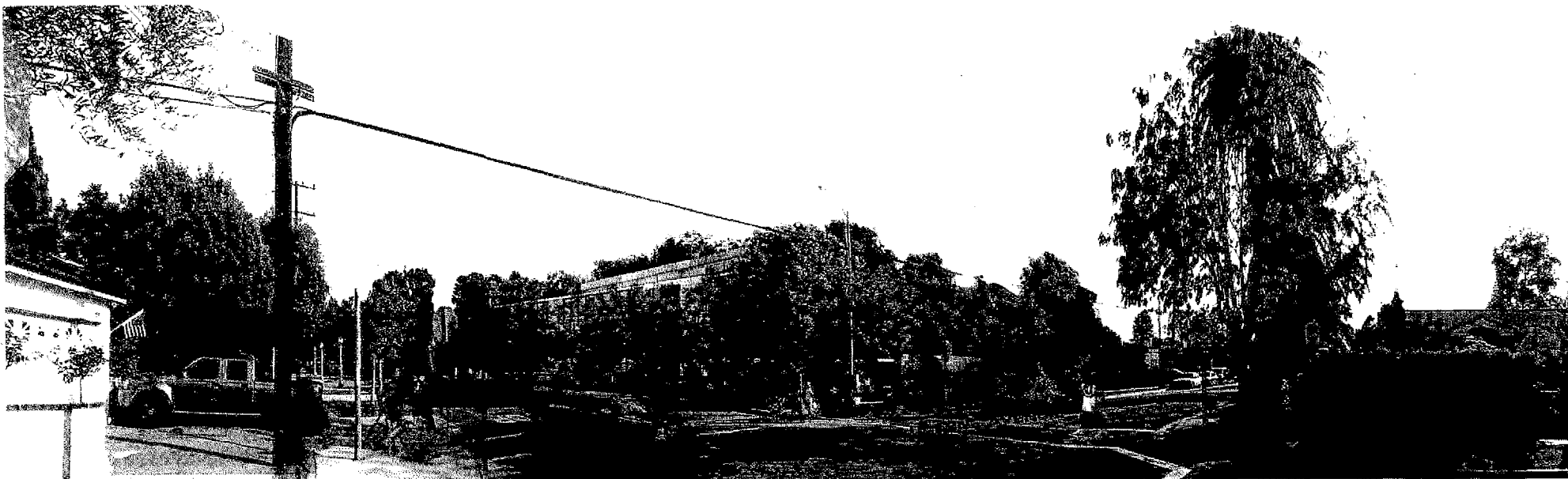


Perspectives
N.T.S.

HAYDEN PLACE

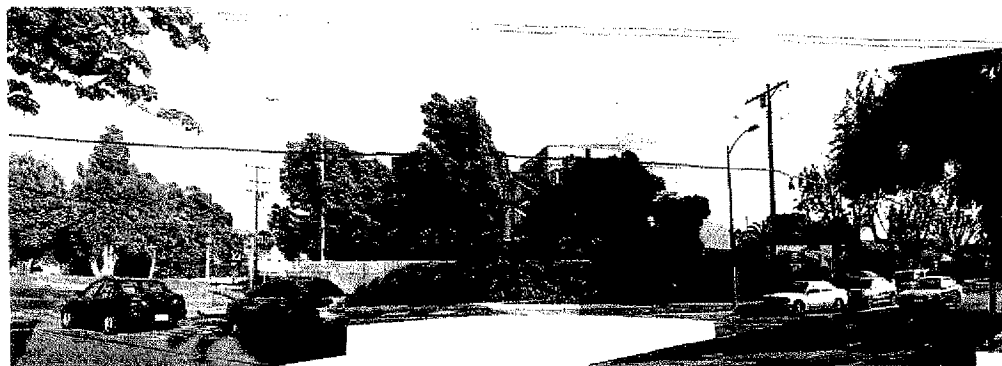
SEPTEMBER 30, 2008

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Northwest Perspective

HIGUERA STREET



West Perspective

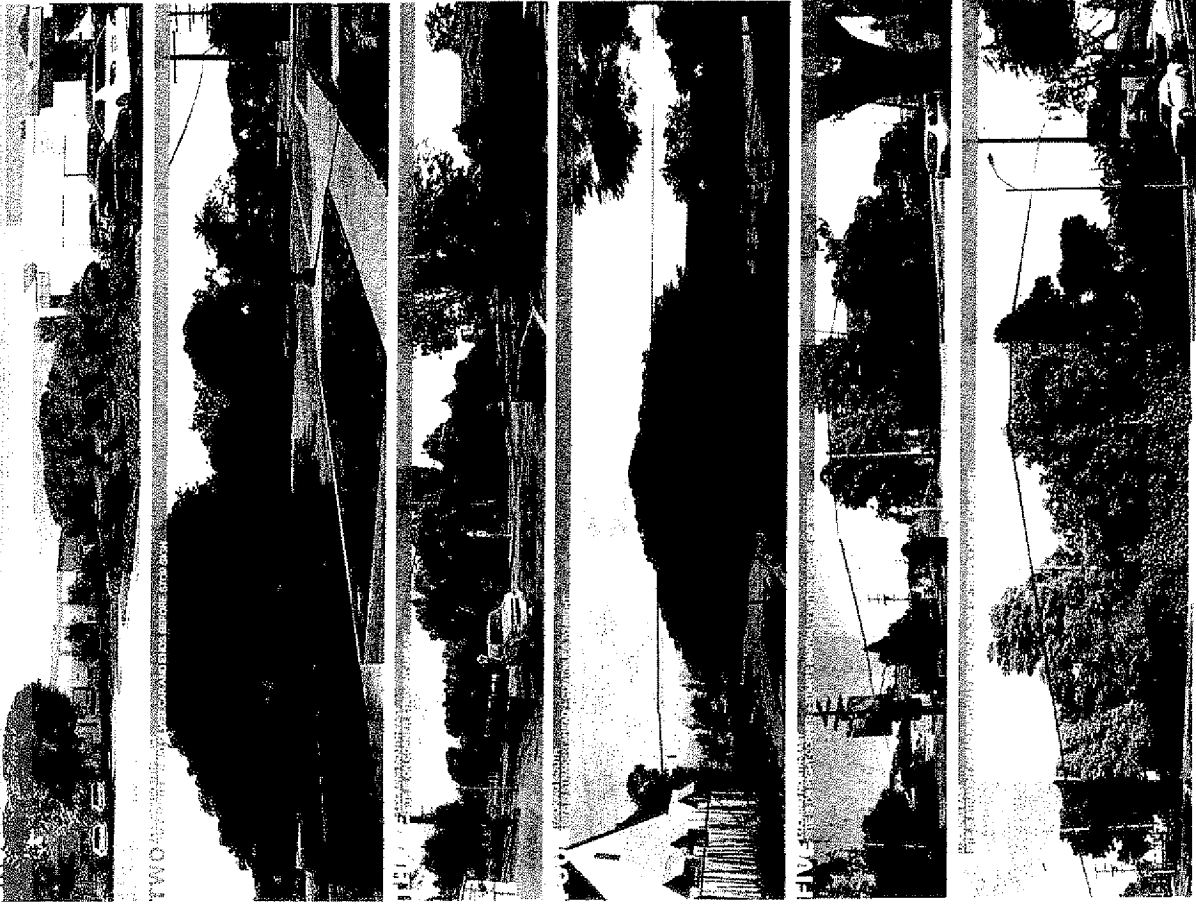
Perspectives
N.T.S.



HAYDEN PLACE

SEPTEMBER 30, 2008

CUNINGHAM
GROUP



HAYDEN PLACE



EXISTING SITE PHOTOS



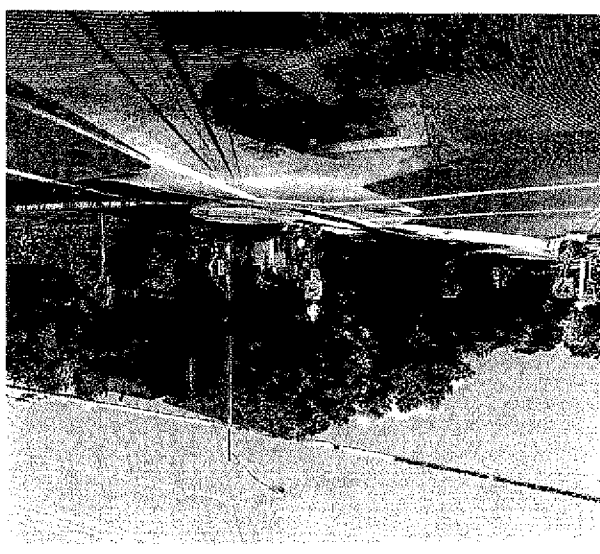
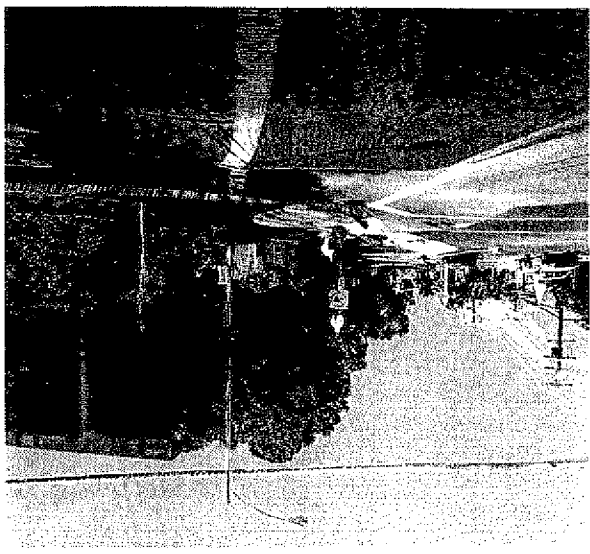
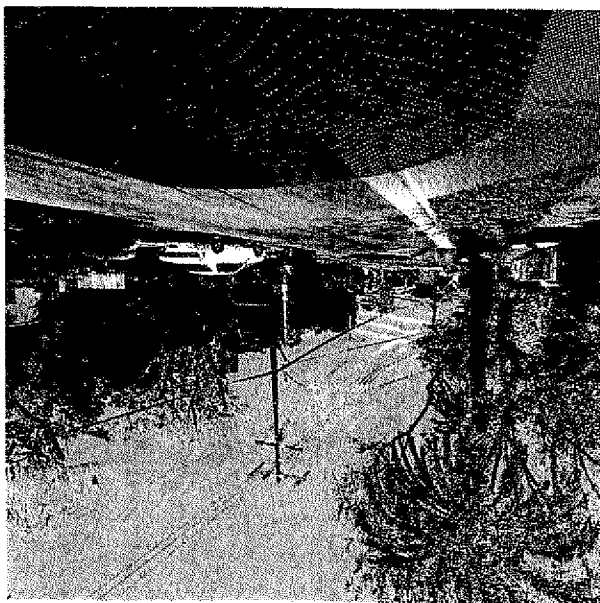
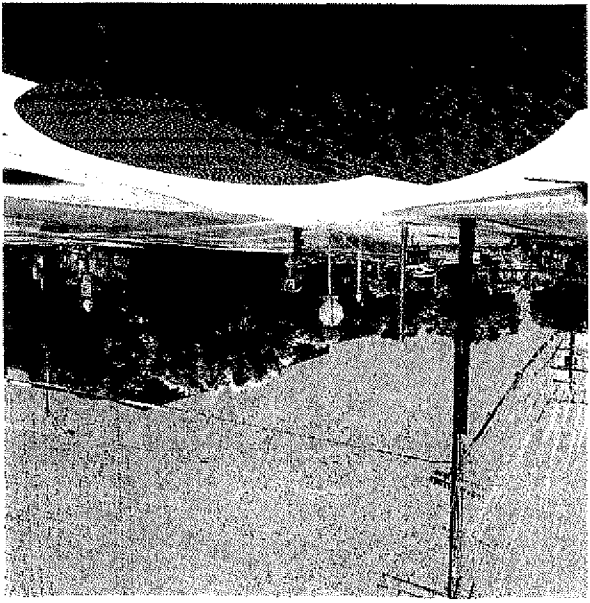
IMAGE REFERENCES: SITE PHOTOS

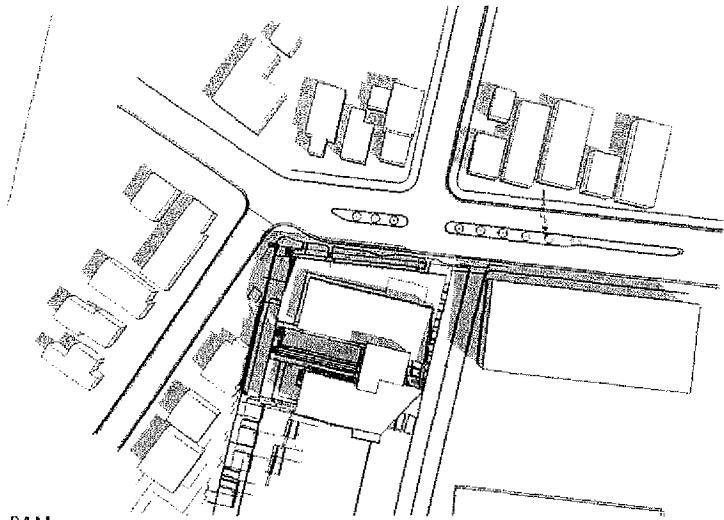
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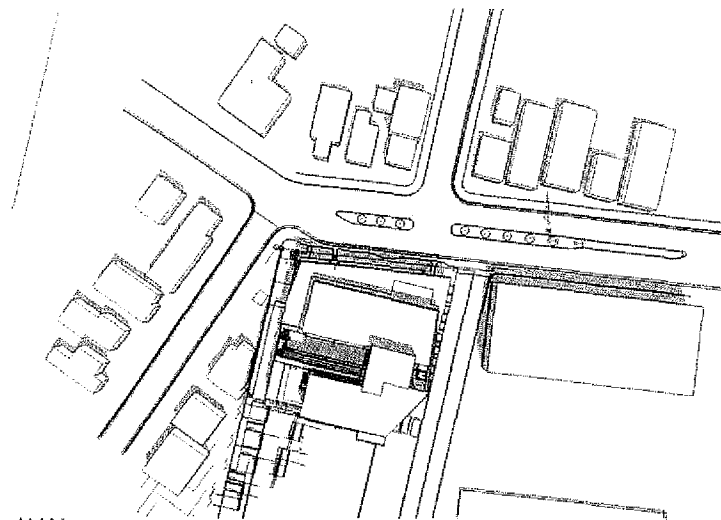
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SIGHT LINES

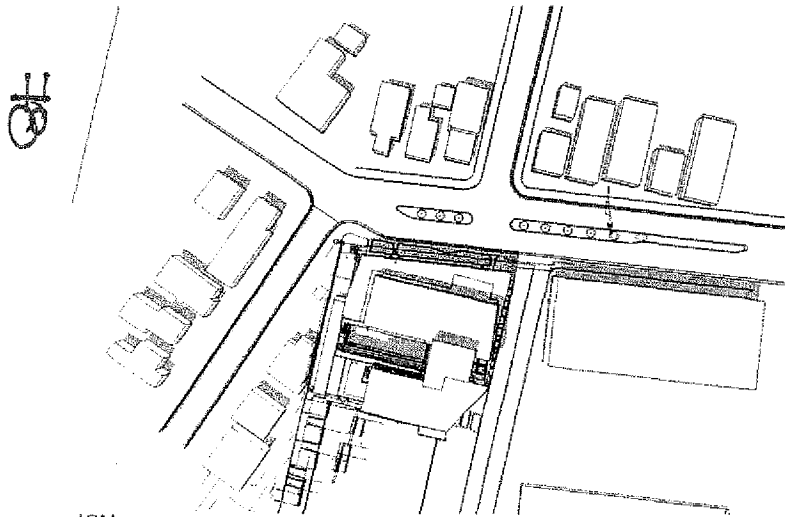




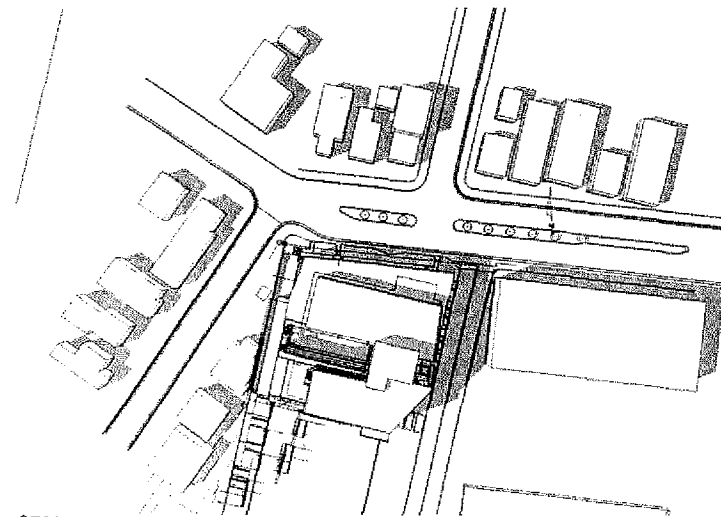
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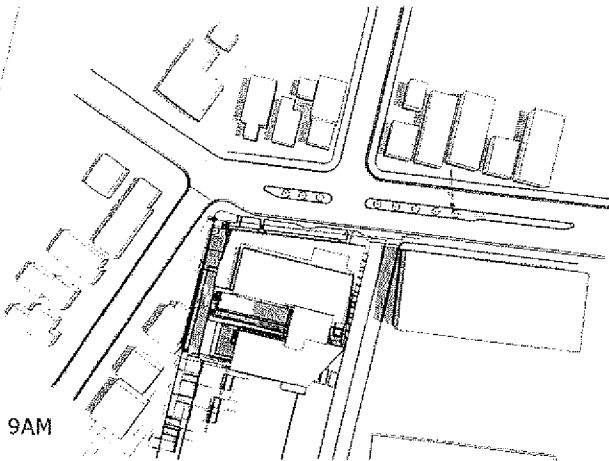
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SHADOW STUDY
SPRING

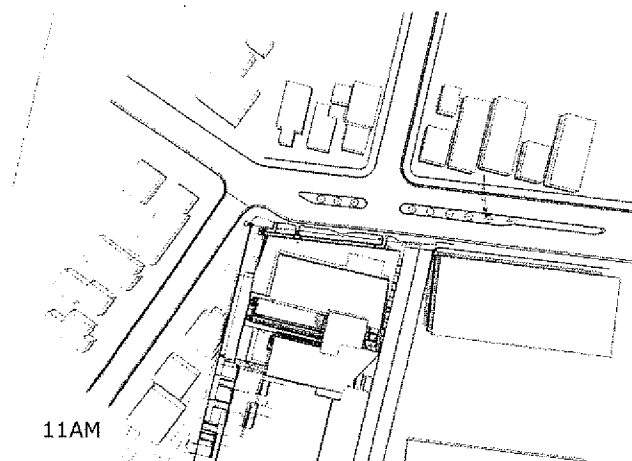
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SEPTEMBER 30, 2008

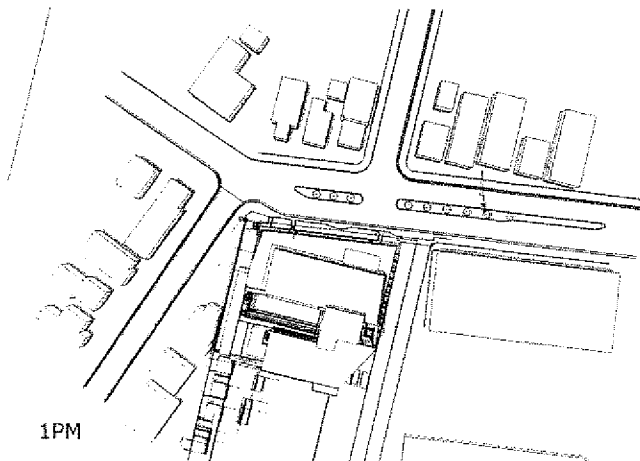
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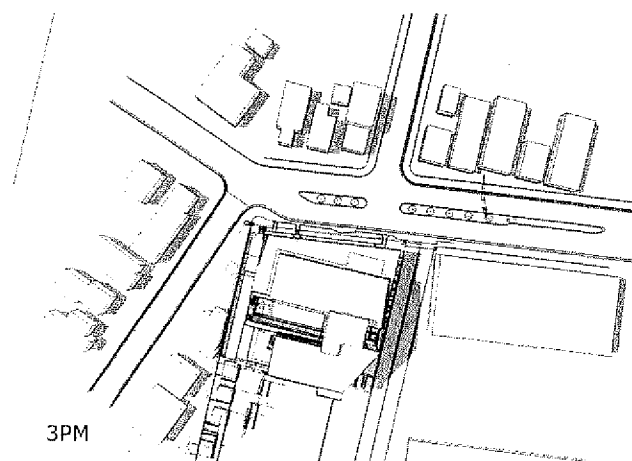
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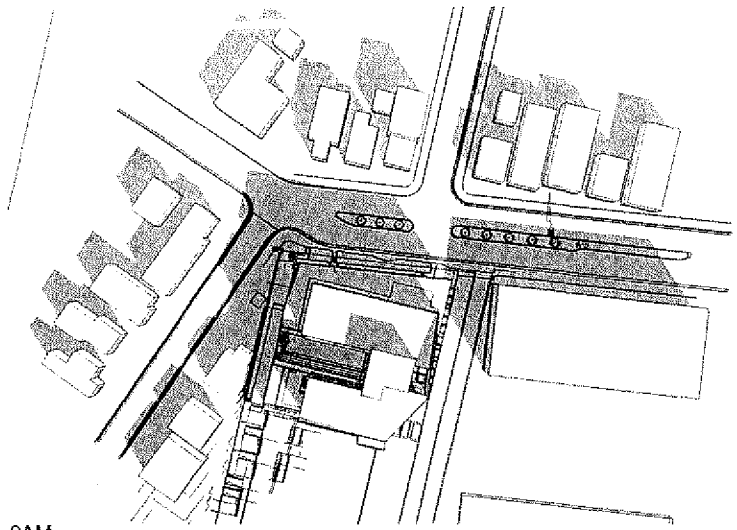
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SUMMER

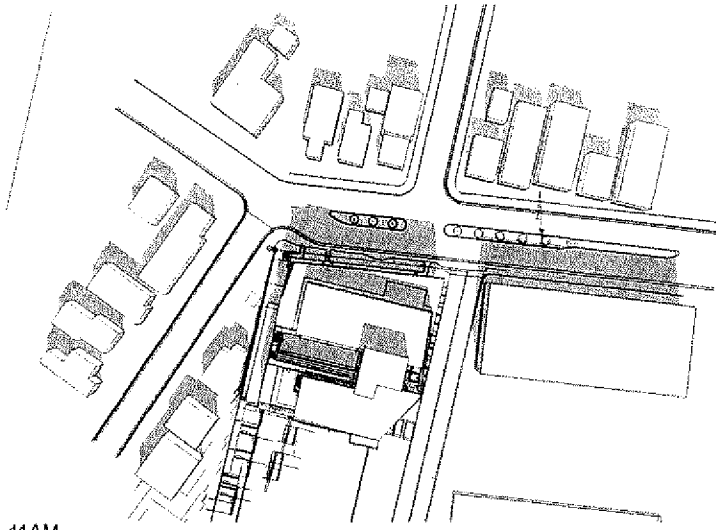
HAYDEN PLACE

SEPTEMBER 30, 2008

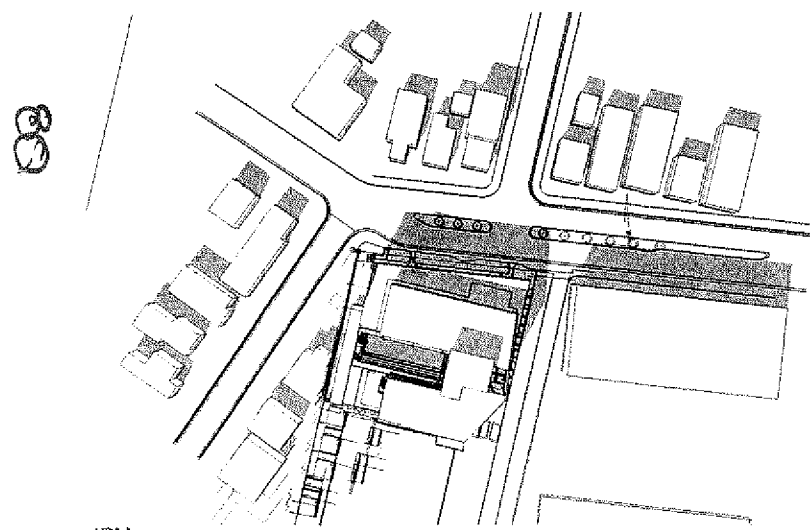
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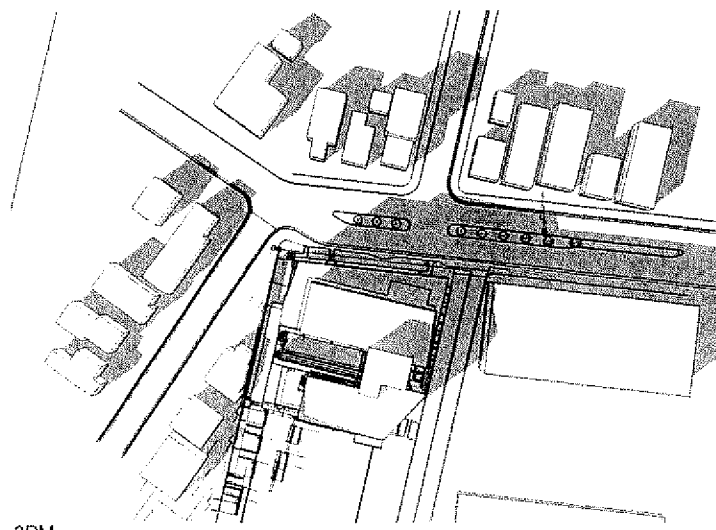
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SHADOW STUDY
WINTER

HAYDEN PLACE

SEPTEMBER 30, 2008

CUNNINGHAM
GROUP

CITY OF CULVER CITY

Subject: **8665 Hayden Place**
Attachment 1.F. – Materials Board

Please note this attachment will be on display at the December 15, 2008,
City Council / Redevelopment Agency joint public hearing.

Excerpt of September 18, 2008, Draft

Design For Development [DFD]

8665 Hayden Place

Located in Component Area No. 3 Of The
Culver City Redevelopment Project

IV. Development Standards

Development of the Site shall meet the standards for the IG Zone except as outlined herein.

B. Building Height

The maximum building height nearest the residential boundary along the westerly rear property line shall be limited to conform to the allowable building envelope for the surrounding R2 zone. The building height limit in the R2 zone is 30 feet plus a 5 foot parapet. This is significantly less than the allowable 43 feet plus 5 foot parapet in the IG Zone. In exchange for presenting a lower height towards the adjacent residential property, the maximum building height shall be increased to 65 feet to the top of the roof plus a five foot parapet on the side facing the adjacent industrial property. The new height condition is summarized below.

- The existing 43 foot height limit shall not apply to the Site based upon findings and studies related to the height exception.
- The building height shall not exceed 35 feet above existing natural grade for any portion of the building within 20 feet of the north (facing Higuera Street) property line.
- The building height shall not exceed 35 feet above existing natural grade for any portion of the building within 20 feet of the west (facing Lucerne Avenue) rear property line.
- The building height shall not project above a 45 degree line starting at 35 feet above natural grade and 20 feet from the north and west property lines. The maximum height allowed on the Site shall be 65 feet to the top of the roof plus a five foot parapet.



**Narrative and Proposed Findings for Site Plan Review P-2007183 and Tract Map P-2007184 for the
Development of 8665 Hayden Place**

Summary

The following Narrative and Findings will provide an overview of the proposed project and the process REthink Development has used to develop the project at 8665 Hayden Place. The project has been designed to be an environmentally and contextually sensitive project. It is designed to reduce greenhouse gas emissions by achieving 50% reduced energy use with a LEED Gold certification and through reduced vehicle miles traveled and traffic due to proximity to the Expo Line, retail and residential uses. It will be marketed as a for-sale office condo building for small and medium businesses that want to make Culver City their permanent place of business without concern for rising rents. Through public art, the project will honor the significant history of the site where "Tara Ranch" from *Gone with the Wind* and sets from *Hogan's Heroes* and *the Andy Griffith Show* were built and filmed. The following Narrative will also illuminate the effort REthink has made to meet with neighborhood residents and respond to their concerns. Finally and most importantly, the building is well below the allowable density under current zoning code and is compatible with the general plan and redevelopment agency goals. The only proposed deviation from the allowed zoning is the height exception that has been proposed to allow the building a lower height along the residential boundary while increasing the height on the boundary facing the industrial tract. The adjustment to the building height was undertaken to address concerns voiced by residential neighbors. The result is a building that is effectively 2 ½ stories on the property lines facing the residential neighborhood.

Narrative

The subject property is a 34,580 square foot, single lot infill site located at 8665 Hayden Place in the historic "40 acres" backlot light industrial area, with approximately 200 feet of frontage on Higuera. Access is via Hayden Place. There is an existing 25 foot high, 18,300 square foot industrial warehouse on the site. The surrounding area includes industrial, commercial and R2 low density multifamily residential development. The site is underutilized and a great candidate for redevelopment considering its prime central and accessible Culver City location near the future Expo Line, and the real estate needs of the West Los Angeles area.

The 62,765 gross square foot office building proposed for the site (divided into office condominium units) is compatible with the IG zone. The building's height will be 32 feet above the sidewalk along the residential boundary, lower than the residential height envelope allowed (30 feet + 5 foot parapet). The building will step back from the residential boundary to a maximum height of 61 feet along the



boundary with the industrial tract furthest from the residential neighborhood. Some parking will be at grade, and there will be two levels of subterranean parking. The building is comprised of two 4 story structures connected by a common core (lobby and elevator) and a beautifully landscaped courtyard.

The proposed development fits within the current zoning requirements (besides height), is compatible with surrounding development, and is a better neighborhood fit aesthetically and functionally than the existing industrial warehouse use. It is near the Hayden Tract industrial and warehouse district, more specifically in the former studio backlot known as the "40 Acres" and is a good transition to the more industrial and heavier commercial uses in the rest of the area. The development will revitalize Higuera's current dull industrial feel with an attractive building and superior landscaping. As the only "Green" LEED Gold office building in the region, it will also set a higher standard, provide a bold example and add a unique element to the commercial makeup of the surrounding area.

Except for one City Staff supported administrative modification, (10% tandem parking spaces), and the height exception the project's design complies with all zone requirements and all relevant sections of the Culver City Zoning Code, including parking, open space, and density. The project will be parked to code, which is not common for the (existing) buildings in the area and it will adopt a parking program that will discourage occupants from parking on neighboring streets. The project has complied with the City's traffic guidelines and the owner plans to implement extensive voluntary traffic demand management measures to further reduce the building's traffic generation.

The proposed change of use is consistent with the General Plan and the Redevelopment Agency's vision for the area. The change of use also makes it more consistent with trends mentioned in the General Plan and the City's encouragement of creative/entertainment office development in the Hayden Tract and in other industrial areas of Culver City.

According to a 1992 *State of the City* report referenced in the General Plan only 37% of the businesses in the Hayden Tract area were industrial in nature with 57% commercial businesses.

The trend toward commercial businesses has significantly increased over the past 15 years, while the appropriate building stock for that shift in use has hardly increased at all. Converting warehouse spaces is not the best solution due primarily to lack of sufficient daylighting, natural ventilation, and parking. A newly constructed LEED Gold creative office building will help accommodate this trend and the continued increase in popularity and recognition of this area as a creative office hub.

The proposed change of use and makeup of the project also meets the needs of the local and regional economy, community, and environment. There is a dearth of quality office space ownership options for small to medium creative businesses, with green (LEED certified), healthy, and productive office ownership options completely non-existent. In the current office marketplace, those businesses are either at the mercy of escalating rent increases or need to buy and retrofit overpriced, poorly located



retail and warehouse buildings. The project's location in an already thriving creative community meets the needs of creative business owners and employees who will be energized and stimulated by their neighbors. The societal and environmental impact of being minutes bike or walk from downtown Culver City for unique lunch and entertainment options and a little more than a quarter mile from the planned Expo Line station will be very positive.

A Leading Green Building

The owner/developer and its prestigious, experienced green building design team are committed to making this development something different and special. It will be the first of its kind in the area to be certified under the Leadership in Energy and Environmental Design (LEED®) Green Building Rating System™ (Gold). It will be the first green, high performance office building specifically designed for smaller creative business owners and companies in Southern California. The design will incorporate high performance building technologies, green building practices and innovative design to create a healthy, productive, environmentally friendly and ultimately more sustainable development. Architects and designers, advertising agencies, public relations and marketing firms, production companies, digital film companies, computer game developers, internet companies, and media tech companies are among the businesses seeking green, "cool", advanced creative office space on the Westside that will see this Culver City landmark as their perfect home.

The proposed project will feature a drought tolerant, ecologically landscaped courtyard, which will bring light into 95% of the office space, offer views, and allow for natural ventilation. Dual glazed, high performance Low-e floor to ceiling windows with light shelves will bounce light farther into the spaces and act as overhangs to shade the interior space from heat gain. It will employ efficient LED lighting systems, coordinated by natural daylight sensors to maintain even lighting levels. Advanced thermal control systems will provide individual zone control of a radiant heating and cooling system. The building will have a green living roof to reduce heat gain, reduce storm water runoff, and clean the air. A significant percentage of the building's electricity, heating, cooling and hot water will be produced from roof top solar panels. The building will be a local model for green building techniques and will demonstrate Culver City's leadership role as a sustainable city.

The orientation and design of the building, including strategically placed sun shades and double façade elements, will help keep the building cool in the summer and warm in the winter, and provide day lighting for all occupants, while allowing prevailing breezes to pass through the floors for natural ventilation. Many of the materials used will have high insulating capabilities to further keep the building temperature moderate, reducing heating and cooling loads, and lowering energy costs. Many of the products and finishes will contain no or very low VOCs (Volatile Organic Compounds) and will include recycled or renewable components wherever feasible. The integration of all these elements will allow



us to deliver a building that is better designed, constructed to a higher quality, longer lasting, more energy efficient, less expensive to operate, more durable, healthier, unique, and overall, more environmentally sound; all of which will make the spaces more valuable and more desirable.

Combating Climate Change with Smart Growth

The proposed development with its change of use will also be a leading example of smart growth development and result in a demonstration of how good planning can reduce harmful greenhouse gas emissions for Culver City, the region, and the State. If California is going to meet the goals set by its Global Warming Solutions Act of 2006 (AB 32), developments similar to ours are urgently needed to help encourage additional movement in this direction. (See Attachment A that includes a list of greenhouse gas reduction measures recommended by State Attorney General Gerry Brown.)

Smart growth or compact development where work, living, shopping, eating, entertainment, and transportation options are in close proximity is a significant tool to help combat global warming. Vehicles contribute 33% of the greenhouse gas (GHG) emissions in the United States so reducing Vehicle Miles Traveled (VMT) is a critical step to reducing GHG emissions (*Growing Cooler: The Evidence on Urban Development and Climate Change*). Increasing vehicle efficiency and moving towards cleaner burning fuels will help to reduce greenhouse gasses but an equal or greater reduction in vehicle miles traveled (VMT) is needed. This need is even more acute considering the forecasted population growth of 120 million people in the US over the next 40 years. Because of suburban sprawl, VMT has increased dramatically over the past 3 decades and is now at a point where those miles traveled will completely overwhelm any future gains in fuel efficiencies. The world, America, the states, cities, and local communities need to address this problem head on, immediately. America's land use patterns and policies need to change to reduce VMT by building more compact developments where people make less vehicle trips and drive fewer miles overall. Compact development can have a significant positive impact as it has been proven to reduce VMT by 20 to 40%. These figures and a great collection of studies on the topic are concisely and convincingly documented in a book just published by the Urban Land Institute called "Growing Cooler: The Evidence on Urban Development and Climate Change."

The proposed project is in an optimal location and at a moderate density to help address these concerns. It will be walking distance from the Expo Line Station, a fixed rail commuter line 3/8 of a mile away. It is walking, a short bike, or neighborhood electric car distance from Downtown Culver City, which offers shopping, eating, entertainment, and public services. It is walking distance from other current and proposed eating options and likeminded businesses in the Hayden Tract. It is next to a substantial stock of existing multifamily zoned property and future multi-use and multifamily property surrounding the Expo Line. It is a perfect candidate for reducing VMT through more compact and smart growth approach to development. Reduced VMT of 20% to 40% combined with our project's



sustainable design which is designed to be 50% more energy efficient than similarly new constructed buildings is a significant and positive step towards reducing greenhouse gases.

Plus, well designed compact development is good for communities. There is a common misperception that compact development detracts from existing communities and is not wanted by community members. On the contrary, above and beyond the positive effect on the environment, compact development typically adds to the fabric of the community and enhances it. A 2005 Urban Land Institute publication published in partnership with Sierra Club, the American Institute of Architects, and the National Multi Housing Council, "Higher-density Development: Myth and Fact" dispels some of these myths about development. Their study, based on ample evidence, found that well-designed higher density development can become a significant community asset, adding to the quality of life and property values for existing residents, while addressing the need of a growing and changing population. Some examples:

- **Myth:** Higher density development overburdens public services and infrastructure.
Fact: It actually helps to enhance and focus these services and infrastructure. It increases city revenue without having to extend services or build new infrastructure which is extremely costly.
- **Myth:** Higher density development lowers property values in surrounding areas.
Fact: No discernable difference exists in the appreciation rate of properties located near higher density development and those that are not. Some research even shows that higher density development can increase property values.
- **Myth:** Higher-density development creates more regional traffic congestion and parking problems than low density development.
Fact: Higher-density development generates less traffic than low density development per unit and it makes walking and public transit more feasible.
- **Myth:** Higher density development is unattractive, does not fit in a low density community, and is not wanted.
Fact: Attractive, well designed, and well maintained higher density development attracts good residents and tenants and fits into existing communities. According to a study done by the University of North Carolina, a majority of people prefer higher density development when properly understanding the reality of the options.
- **Myth:** No one in suburban areas wants higher density developments.
Fact: Many households now prefer higher-density development, even in suburban locations. A growing number of Americans are seeking a more convenient and vibrant lifestyle, whether in cities or the suburbs. They cite proximity to work and being able to walk or bike to destinations as leading factors in desirable communities.

Addressing Concerns



While we are fundamentally committed to green building and smart growth, we do know that new projects can be worrisome for those who fear change in their neighborhood or who don't completely understand the proposed development and its benefits. We make a concerted effort to listen to the concerns of our neighbors and we try to help them to understand the project's qualities. From the beginning of this proposed project, we tried to design a building that would fit well with the neighborhood and meet the real needs of its neighbors and the local community. In addition to all of the building's green qualities, we intentionally designed a smaller building than allowed to reduce its bulk and maximize daylighting and air circulation.

Many people in the neighborhood and the local community are impressed by what we are trying to do and they have been very supportive. Those who don't seem to want this change are very vocal in their opposition. Change in this community is inevitable and desirable. It is part of Culver City's maturation into an important commercial and creative center. The City's smart growth will help support public transit options, increase walking neighborhoods, foster a feeling of community, increase restaurant, entertainment, cultural and shopping options, and continue to make Culver City a desirable and more sustainable place to live and work.

We have consulted and we have listened and we have tried our best to respond to reasonable concerns and requests with substantive and logical changes. We don't feel it is appropriate to sacrifice our vision, a vision that we feel will produce a great building and make a valuable contribution to the entire community, to please the few outspoken champions of the status quo, but the feedback we have received from the community has led us to make changes and design a building that is compatible with and responsive to their needs while still honoring our vision for the project.

Neighbor Input or Community Engagement

REthink takes great pride in engaging neighbors in our development process well prior to completing plans. The normal public discourse about a project is often too restricted for developers to respond to neighbor's concerns and we strive to understand and respond to impacts in the most responsible manner possible. For this project, REthink conducted seven meetings with neighbors, the first of which was over a year ago, to understand their concerns prior to submitting our plans. The process included two initial open forum meetings to get feedback, the first on 9/17/07 at the home of Loni Anderson and the second on 11/14/07 at the building site. Two follow up meetings were held with some of the more outspoken individual neighbors on 12/5/07 and 12/10/07. Another meeting with a group of four neighbors was held on 2/13/08. The final open forum held on 7/22/08 was publicized by mailing over 400 postcards to neighbors and e-mailing past meeting attendees. At this meeting, we showed the results of the work we had done in response to feedback from earlier meetings. As a follow up to this meeting a small group of residents that expressed an interest in having input on the landscape design was scheduled for September 30th.



An unfortunate result of our early conversations with the neighbors was that we only provided preliminary plans that lacked key details for a complete understanding of the project. The missing details would have addressed many of the concerns that have since been raised.

The project has setbacks that exceed the zoning requirements significantly (10 feet on the north, and 23.5 feet on the west) and has upper level setbacks that are not required at all in this zone. Although there are no FAR restrictions in the IG zone, an FAR of 3.5 is theoretically possible for a total of 119,000 square feet. This project has an FAR of 1.8 and just under 63,000 square feet.

Open public input on land use in Culver City was incorporated in 1996 for the Culver City General Plan update. 60% of today's residents on the blocks of Lucerne and Higuera adjacent to the project owned their homes in the neighborhood in 1995 or earlier. The IG Zoning District is currently consistent with the Industrial land use designation of the 1996 General Plan.

Project Changes in Response to Concerns

At each of the meetings we took notes on the concerns voiced by the neighbors. The following are the concerns and our plan to address them.

1) Concern: Increased Height Compared to Existing Condition

REthink originally proposed a building that was below the height envelope allowed in the IG zone (48' = 43' height limit + 5' parapet). Despite the ample setbacks of the building from the surrounding residential neighborhood, the residents still had great concerns that the building would appear too large compared to what they were used to seeing. In response to this concern, we completely redesigned the building to remove a full floor from the residential boundary and to sink the first floor partially below ground level. Thus, the building was reduced from 48 feet to 32 feet along the residential perimeter. To offset most of the lost square footage caused by the removal of the top floor along this boundary, a floor was added to the building along the industrial boundary bringing the building height to 61 feet in that location. The change results in added expense of an additional stop on two elevators, more expensive structural support, additional expense to build circulation and common space, and a loss of 800 square feet of usable space. As a result the project will be less profitable.

The building is fully 100 feet (at a minimum) from the homes across the street on both Higuera and Lucerne and is set back from the street significantly farther than in other commercial or industrial zones. Additionally, because of the efficient radiant heating and cooling system we plan to employ there will be less HVAC equipment. The HVAC equipment that is installed on the roof will be installed such that it will be invisible from across the street. Lastly, we plan on softening the roof edge with greenery as a part of our green roof.



2) Concern: Significant Increased Traffic

The project team has gone to great lengths to address the neighbor's concern about increased traffic in the neighborhood. The traffic study prepared in accordance with the City of Culver City and City of Los Angeles guidelines showed no significant impact in the residential zone (6 new trips during morning peak hours at Higuera & Lucerne). Nonetheless, the project was planned as a Transit Oriented Development from the beginning with the goal of reducing vehicle trips, vehicle miles traveled and other traffic impacts. Based on our study of the effect of various traffic mitigation measures implemented coupled with the Expo line, we expect the project will generate a minimum of 15% less traffic than a building of similar size. The building will include the following features to encourage the use of alternative means of transportation and carpooling:

- a. Extensive bike racks in covered secure area
- b. Showers and changing rooms on every floor
- c. Shared car service: enabling tenants to take mass transportation or carpool then have access to a car or cars if needed for meetings or errands
- d. Transit info/ Ridesharing agency contact info
- e. Reserved carpool parking/ Vanpool parking: 10%
- f. Preferred parking for Alt Fuel/ Hybrid vehicles
- g. Agreed to leave the driveway that connects the project site to Higuera closed and only accessible to the fire department, pedestrians, and bicycles

3) Concern: Courtyard Noise

The building has been designed to improve its exposure to the sun and wind for maximum energy use reduction through passive strategies. One strategy to achieve this is by including a central courtyard. The central courtyard opens towards Lucerne and a concern was raised that it might reflect noise towards the neighborhood. We have gone to tremendous lengths to address this concern in several ways.

- a. Staircase moved.

A previously internal stairway was moved to the exterior to create a closure on the Lucerne side of the courtyard.

- b. Heavy foliage/ green screen

The stairway and the entire Lucerne side of the courtyard will be enclosed by a green screen allowing living vines to isolate the space audibly and visually. There will also be significant



dense foliage growing as a buffer between the property and the neighborhood on the Lucerne side that will reach at least 8 feet above the courtyard level.

c. No mechanical ventilation

The building is 100% naturally ventilated with radiant heating and cooling so there will be no noise from mechanical fans on the roof.

4) Concern: Privacy

A couple neighbors expressed their concern that the project might threaten their privacy. We considered this a very reasonable concern and spent a great deal of time ensuring the project would not have such an impact.

a. Distance from neighbors

The building is a minimum of 100 feet from the front of the homes on Higuera and the west side of Lucerne. There will be effectively no views into these homes or their backyards.

b. West – limited windows with limited views

The western façade of the building is adjacent to one home on the east side of Higuera. The windows on the west side of the building are few and set high so those limited windows will constrain views in such a way that it will be impossible to look down into the neighboring yards.

c. Blocking line of site

In addition to the above measures, the site lines from the southern windows have been studied. Any views lines into neighboring yards will be blocked with shading devices.

5) Concern: Street Parking

A concern about building users parking in the residential neighborhood was raised.

a. Stickers

Rather than have the neighborhood bear the burden of parking permits, we have agreed to issue parking stickers for the cars using our parking facilities if parking in the adjacent neighborhood becomes a problem. In this way, building users that park in the neighborhood will be easily identified and discouraged from doing so in the future.

b. Support for permit parking



Should the above strategy not meet the goals of reducing use of the residential neighborhood for parking for our project, the project is willing to set aside funds to assist in the establishment of permit parking only during work hours.

6) Concern: Construction Impact

We have selected a very professional general contractor. Standard procedures will ensure that the neighbor's concerns about construction will be addressed. The measures taken will ensure no noise from radios, limit street parking to Hayden Place and non-residential streets, reduce dust by wetting down the site during excavation, and require installation of sandbags and other measures to eliminate erosion.

7) Concern: Use Area to Walk Dogs

The neighbors stated that Hayden Place is where they like to walk their dogs on weekends and evenings. While our project will not impact their ability to walk dogs in the area, we have offered to install a doggie drinking fountain, a bench, and grasscrete planted with grass in the emergency lane on the Higuera side of the project as a way to create a park-like environment and enhance their dog walking experience.

8) Concern: Building Appearance and Maintenance

Concerns were raised by some neighbors about the maintenance of the wood paneling being used on the building. The wood was chosen for compatibility with the residential neighborhood but the material being used is a zero maintenance material that will not warp, crack, or fade and will not require refinishing. In addition, the landscape will be used as a shroud to soften the building appearance. We will be retaining all of the existing street trees and as many of the trees on the site as possible. New landscaping will be added as additional buffer to the residential neighborhood.

9) Concern: Images on Façade

Our original design called for photographic images of the Hollywood history that happened on our site to be integrated in the North façade of the building. At the request of the neighbors, these images were removed.

10) Concern: Shadow

Although there were concerns raised about the project casting shadows on the adjacent neighborhood, the building has an ideal orientation with respect to the sun to the effect that the shadows cast by it have no greater impact than those cast under current conditions.



ATTACHMENT A



The California Environmental Quality Act
Addressing Global Warming Impacts at the Local Agency Level

Under the California Environmental Quality Act (CEQA), local agencies have a very important role to play in California's fight against global warming – one of the most serious environmental effects facing the State today. Where local agencies undertake projects directly, they can and should design sustainable projects from the start, incorporating global warming related considerations into their projects at the earliest feasible time. Further, local agencies can encourage well-designed, sustainable private projects by analyzing and disclosing to the public the environmental benefits of such projects in any required environmental documents. And where projects as proposed will have significant global warming related effects, local agencies can require feasible changes or alternatives, and impose enforceable, verifiable, feasible mitigation measures to substantially lessen those effects. By the sum of their decisions, local agencies will help to move the State away from "business as usual" and toward a low-carbon future.

This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project. As appropriate, the measures can be included as design features of a project, required as changes to the project, or imposed as mitigation (whether undertaken directly by the project proponent or funded by mitigation fees). The measures set forth in this package are examples; the list is not intended to be exhaustive. Moreover, the measures cited may not be appropriate for every project. The decision of whether to approve a project – as proposed or with required changes or mitigation – is for the local agency, exercising its informed judgment in compliance with the law and balancing a variety of public objectives.

The first section of this document lists examples of measures that could be applied to a diverse range of projects where the lead agency determines that the project under consideration will have significant global warming related effects. In general, a given measure should not be considered in isolation, but as part of a larger set of measures that, working together, will reduce greenhouse gas emissions and the effects of global warming.

The second section of this document lists examples of potential greenhouse gas reduction measures in the general plan context. This section is included both to suggest how the measures set forth in the first section could be incorporated into a general plan, as well as to identify measures that are general plan specific. The measures in the second section may also be appropriate for inclusion in larger scale plans, including regional plans (e.g., blueprint plans) and in specific plans. Including these types of measures at the larger planning level, as appropriate, will help to ensure more sustainable project-specific development.

The third section provides links to sources of information on global warming impacts and emission reduction measures. The list is not complete, but may be a helpful start for local agencies seeking more information to carry out their CEQA obligations as they relate to global warming.

The endnotes set forth just some of the many examples of exemplary emission reduction measures already being implemented by local governments and agencies, utilities, private industry, and others. As these examples evidence, California at every level of government is taking up the challenge, devising new and innovative solutions, and leading the charge in the fight against global warming.

(I) Generally Applicable Measures

Energy Efficiency¹

- Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.²
- Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.
- Install light colored “cool” roofs, cool pavements, and strategically placed shade trees.³
- Provide information on energy management services for large energy users.⁴
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems.⁵
- Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting.⁶
- Limit the hours of operation of outdoor lighting.
- Use solar heating, automatic covers, and efficient pumps and motors for pools and spas.⁷
- Provide education on energy efficiency.⁸

Renewable Energy

- Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives.⁹
- Install solar panels on carports and over parking areas.¹⁰
- Use combined heat and power in appropriate applications.¹¹

Water Conservation and Efficiency¹²

- Create water-efficient landscapes.¹³
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances.
- Use graywater. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines.) For example, install dual plumbing in all new development allowing graywater to be used for landscape irrigation.¹⁴
- Restrict watering methods (*e.g.*, prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-

site can drastically reduce the need for energy-intensive imported water at the site.)¹⁵

- Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.
- Provide education about water conservation and available programs and incentives.¹⁶

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Recover by-product methane to generate electricity.¹⁷
- Provide education and publicity about reducing waste and available recycling services.¹⁸

Land Use Measures

- Include mixed-use, infill, and higher density in development projects to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods.¹⁹
- Educate the public about the benefits of well-designed, higher density development.²⁰
- Incorporate public transit into project design.
- Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.
- Develop “brownfields” and other underused or defunct properties near existing public transportation and jobs.
- Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.²¹

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles, including delivery and construction vehicles.
- Use low or zero-emission vehicles, including construction vehicles.
- Promote ride sharing programs *e.g.*, by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Create car sharing programs. Accommodations for such programs include providing parking spaces for the car share vehicles at convenient locations accessible by public transportation.²²
- Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems.²³
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (*e.g.*, electric vehicle charging facilities and conveniently located alternative fueling

stations).

- Increase the cost of driving and parking private vehicles by, *e.g.*, imposing tolls and parking fees.
- Build or fund a transportation center where various public transportation modes intersect.
- Provide shuttle service to public transit.
- Provide public transit incentives such as free or low-cost monthly transit passes.
- Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.
- Incorporate bicycle-friendly intersections into street design.
- For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, *e.g.*, locked bicycle storage or covered or indoor bicycle parking.
- Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.²⁴
- Work with the school district to restore or expand school bus services.
- Institute a telecommute work program. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences.
- Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation.

Carbon Offsets

If, after analyzing and requiring all reasonable and feasible on-site mitigation measures for avoiding or reducing greenhouse gas-related impacts, the lead agency determines that additional mitigation is required, the agency may consider additional off-site mitigation. The project proponent could, for example, fund off-site mitigation projects (*e.g.*, alternative energy projects, or energy or water audits for existing projects) that will reduce carbon emissions, conduct an audit of its other existing operations and agree to retrofit, or purchase carbon "credits" from another entity that will undertake mitigation.

The topic of offsets can be complicated, and a full discussion is outside the scope of this summary document. Issues that the lead agency should consider include:

- The location of the off-site mitigation. (If the off-site mitigation is far from the project, any additional, non-climate related benefits of the mitigation will be lost to the local community.)
- Whether the emissions reductions from off-site mitigation can be quantified and verified.
- Whether the mitigation ratio should be greater than 1:1 to reflect any uncertainty about the effectiveness of the offset.

(2) General Plan Measures²⁵

Global warming measures may be reflected in a general plan as goals, policies, or programs; in land use designations; or as additional mitigation measures identified during the CEQA review process. Many of the measures listed above may be appropriate for inclusion in a general plan. In addition, a non-exhaustive list of measures specific to the general plan context follows. The examples are listed under required general plan elements. A given example may, however, be appropriate for inclusion in more than one element, or in a different element than listed. Global warming measures may, alternatively, be included in an optional Climate Change or Energy element.

Conservation Element²⁶

- Climate Action Plan or Policy: Include a comprehensive climate change action plan that requires a baseline inventory of greenhouse gas emissions from all sources by a date certain; greenhouse gas emissions reduction targets and deadlines; and enforceable greenhouse gas emissions reduction measures.²⁷ (Note: If the Climate Action Plan complies with the requirements of Section 15064(h)(3) of the CEQA Guidelines, it may allow for the streamlining of individual projects that comply with the plan's requirements.)
- Climate Action Plan Implementation Program: Include mechanisms to ensure regular review of progress toward the emission reduction targets established by the Climate Action Plan, report progress to the public and responsible officials, and revise the plan as appropriate, using principles of adaptive management. Allocate funding to implement the plan. Fund staff to oversee implementation of the plan.
- Strengthen local building codes for new construction and renovation to require a higher level of energy efficiency.²⁸
- Require that all new government buildings, and all major renovations and additions, meet identified green building standards.²⁹
- Adopt a "Green Building Program" to require or encourage green building practices and materials.³⁰ The program could be implemented through, *e.g.*, a set of green building ordinances.
- Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight. Orientation should optimize opportunities for on-site solar generation.
- Provide permitting-related and other incentives for energy efficient building projects, *e.g.*, by giving green projects priority in plan review, processing and field inspection services.³¹
- Conduct energy efficiency audits of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization.³² Offer financial incentives for adoption of identified efficiency measures.³³
- Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization, for low income residents.
- Target local funds, including redevelopment and Community Development Block Grant resources, to assist affordable housing developers in incorporating energy efficient designs and features.

- Provide innovative, low-interest financing for energy efficiency and alternative energy projects. For example, allow property owners to pay for energy efficiency improvements and solar system installation through long-term assessments on individual property tax bills.³⁴
- Fund incentives to encourage the use of energy efficient vehicles, equipment and lighting.³⁵ Provide financial incentives for adoption of identified efficiency measures.
- Require environmentally responsible government purchasing.³⁶ Require or give preference to products that reduce or eliminate indirect greenhouse gas emissions, *e.g.*, by giving preference to recycled products over those made from virgin materials.³⁷
- Require that government contractors take action to minimize greenhouse gas emissions, *e.g.*, by using low or zero-emission vehicles and equipment.
- Adopt a “heat island” mitigation plan that requires cool roofs, cool pavements, and strategically placed shade trees.³⁸ (Darker colored roofs, pavement, and lack of trees may cause temperatures in urban environments to increase by as much as 6-8 degrees Fahrenheit as compared to surrounding areas.³⁹) Adopt a program of building permit enforcement for re-roofing to ensure compliance with existing state building requirements for cool roofs on non-residential buildings.
- Adopt a comprehensive water conservation strategy. The strategy may include, but not be limited to, imposing restrictions on the time of watering, requiring water-efficient irrigation equipment, and requiring new construction to offset demand so that there is no net increase in water use.⁴⁰
- Adopt water conservation pricing, *e.g.*, tiered rate structures, to encourage efficient water use.⁴¹
- Adopt water-efficient landscape ordinances.⁴²
- Strengthen local building codes for new construction and implement a program to renovate existing buildings to require a higher level of water efficiency.
- Adopt energy and water efficiency retrofit ordinances that require upgrades as a condition of issuing permits for renovations or additions, and on the sale of residences and buildings.⁴³
- Provide individualized water audits to identify conservation opportunities.⁴⁴ Provide financial incentives for adopting identified efficiency measures.
- Provide water audits for large landscape accounts. Provide financial incentives for efficient irrigation controls and other efficiency measures.
- Require water efficiency training and certification for irrigation designers and installers, and property managers.⁴⁵
- Implement or expand city or county-wide recycling and composting programs for residents and businesses. Require commercial and industrial recycling.
- Extend the types of recycling services offered (*e.g.*, to include food and green waste recycling).
- Establish methane recovery in local landfills and wastewater treatment plants to generate electricity.⁴⁶
- Implement Community Choice Aggregation (CCA) for renewable electricity generation. (CCA allows cities and counties, or groups of them, to aggregate the electric loads of customers within

their jurisdictions for purposes of procuring electrical services. CCA allows the community to choose what resources will serve their loads and can significantly increase renewable energy.)⁴⁷

- Preserve existing conservation areas (*e.g.*, forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) that provide carbon sequestration benefits.
- Establish a mitigation program for development of conservation areas. Impose mitigation fees on development of such lands and use funds generated to protect existing, or create replacement, conservation areas.
- Provide public education and information about options for reducing greenhouse gas emissions through responsible purchasing, conservation, and recycling.

Land Use Element⁴⁸

- Adopt land use designations to carry out policies designed to reduce greenhouse gas emissions, *e.g.*, policies to minimize or reduce vehicle miles traveled, encourage development near existing public transportation corridors, encourage alternative modes of transportation, and promote infill, mixed use, and higher density development.
- Identify and facilitate the development of land uses not already present in local districts – such as supermarkets, parks and recreation fields, and schools in neighborhoods; or residential uses in business districts – to reduce vehicle miles traveled and allow bicycling and walking to these destinations.
- Create neighborhood commercial districts.
- Require bike lanes and bicycle/pedestrian paths.
- Prohibit projects that impede bicycle and walking access, *e.g.*, large parking areas that cannot be crossed by non-motorized vehicles, and new residential communities that block through access on existing or potential bicycle and pedestrian routes.
- Site schools to increase the potential for students to walk and bike to school.
- Enact policies to limit or discourage low density development that segregates employment, services, and residential areas.⁴⁹
- Where there are growth boundaries, adopt policies providing certainty for infill development.⁵⁰
- Require best management practices in agriculture and animal operations to reduce emissions, conserve energy and water, and utilize alternative energy sources, including biogas, wind and solar.

Circulation Element⁵¹

- In conjunction with measures that encourage public transit, ride sharing, bicycling and walking, implement circulation improvements that reduce vehicle idling. For example, coordinate controlled intersections so that traffic passes more efficiently through congested areas.⁵²
- Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking. Before funding transportation improvements that increase vehicle miles

traveled, consider alternatives such as increasing public transit or improving bicycle or pedestrian travel routes.

- Give funding preference to investment in public transit over investment in infrastructure for private automobile traffic.⁵³
- Include safe and convenient bicycle and pedestrian access in all transportation improvement projects. Ensure that non-motorized transportation systems are connected and not interrupted by impassable barriers, such as freeways⁵⁴ and include amenities such as secure bicycle parking.
- Provide adequate and affordable public transportation choices including expanded bus routes and service and other transit choices such as shuttles, light rail, and rail where feasible.
- Assess transportation impact fees on new development in order to maintain and increase public transit service.⁵⁵
- Provide public transit incentives, including free and reduced fare areas.⁵⁶
- Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation.⁵⁷ For example, reduce parking for private vehicles while increasing options for alternative transportation; eliminate minimum parking requirements for new buildings; “unbundle” parking (require that parking is paid for separately and is not included in rent for residential or commercial space); and set appropriate pricing for parking.
- Develop school transit plans to substantially reduce automobile trips to, and congestion surrounding, schools. (According to some estimates, parents driving their children to school account for 20-25% of the morning commute.) Plans may address, *e.g.*, necessary infrastructure improvements and potential funding sources; replacing older diesel buses with low or zero-emission vehicles; mitigation fees to expand school bus service; and Safe Routes to School programs⁵⁸ and other formal efforts to increase walking and biking by students.
- Create financing programs for the purchase or lease of vehicles used in employer ride sharing programs.
- Enter into partnerships to create and expand polluting vehicle buy-back programs to include vehicles with high greenhouse gas emissions.
- Provide public education and information about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (*e.g.*, keeping tires inflated); low or zero-emission vehicles; and car and ride sharing.

Housing Element⁵⁹

- Improve the jobs-housing balance and promote a range of affordable housing choices near jobs, services and transit.
- Concentrate mixed use, and medium to higher density residential development in areas near jobs, transit routes, schools, shopping areas and recreation.
- Increase density in single family residential areas located near transit routes or commercial areas. For example, promote duplexes in residential areas and increased height limits of multi-unit buildings on main arterial streets, under specified conditions.

- Encourage transit-oriented developments.⁶⁰
- Impose minimum residential densities in areas designated for transit-oriented, mixed use development to ensure higher density in these areas.
- Designate mixed use areas where housing is one of the required uses.
- In areas designated for mixed use, adopt incentives for the concurrent development of different land uses (*e.g.*, retail with residential).
- Promote infill, mixed use, and higher density development by, for example, reducing developer fees;⁶¹ providing fast-track permit processing; reducing processing fees; funding infrastructure loans; and giving preference for infrastructure improvements in these areas.

Open Space Element⁶²

- Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas and other open space that provide carbon sequestration benefits.
- Establish a mitigation program for development of those types of open space that provide carbon sequestration benefits. Require like-kind replacement for, or impose mitigation fees on development of such lands. Use funds generated to protect existing, or create replacement, open space.
- Allow alternative energy projects in areas zoned for open space where consistent with other uses and values.
- Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance, *e.g.*, requiring that trees larger than a specified diameter that are removed to accommodate development must be replaced at a set ratio.
- Connect parks and publicly accessible open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.

Safety Element⁶³

- Address expected effects of climate change that may impact public safety, including increased risk of wildfires, flooding and sea level rise, salt water intrusion; and health effects of increased heat and ozone, through appropriate policies and programs.
- Adopt programs for the purchase, transfer or extinguishment of development rights in high risk areas.
- Monitor the impacts of climate change. Use adaptive management to develop new strategies, and modify existing strategies, to respond to the impacts of climate change.

Energy Element

Many of the goals, policies, or programs set forth above may be contained in an optional energy element. The resources set forth below may be useful to local agencies in developing an energy element or an energy conservation plan.

- The Local Government Commission produced a detailed report in 2002 entitled General Plan Policy Options for Energy Efficiency in New and Existing Development. The document sets forth energy saving policies suitable for inclusion in general plans. Policies range from

exceeding State minimum building efficiency standards, to retrofit buildings to reduce energy consumption, to implementing energy conservation strategies for roofs, pavement and landscaping. The report also contains suggested general plan language. The report is available here: http://www.redwoodenergy.org/uploads/Energy_Element_Report.pdf.

- The California Energy Commission summarizes the energy-related efforts of Humboldt County, City of Pleasanton, City of Pasadena, City and County of San Francisco, the Los Angeles area, City of Chula Vista, the San Diego region, City of San Diego, City and County of San Luis Obispo, and City of Santa Monica, in the 2006 Integrated Energy Policy Report at pp. 82-87, available here: <http://www.energy.ca.gov/2006publications/CEC-100-2006-001/CEC-100-2006-001-CMF.PDF>.
- In 2006, the Association of Monterey Bay Area Governments published a regional energy plan, available here: http://www.ambag.org/EnergyWatch/regional_plan.html. Part 1 describes the plan's goals and course of action. Part 2 describes actions that local agencies already have taken and identifies the most cost-effective measures in each sector. The appendices list existing energy programs that may provide support and funding for energy efficiency projects, suggest language for energy-related provisions to be included in general plans, and list and give brief explanations of more than one hundred energy-saving measures.
- The California Local Energy Efficiency Program (CALeep) has available on its website, <http://www.caleep.com/default.htm>, various resources and documents, including an energy "Workbook." The Workbook lays out a process for instituting local energy efficiency programs based in part on information developed in six California pilot projects (Inland Empire Utilities Agency, City of Oakland, San Joaquin Valley, Sonoma County, South Bay Cities Council of Governments, and Ventura County Regional Energy Alliance). The Workbook is designed to be used by local officials to initiate, plan, organize, implement, and assess energy efficiency activities at the local and regional level.

(3) Resources About Global Warming and Local Action

The following web sites and organizations provide general information about mitigating global warming impacts at the local level. These sites represent only a small fraction of the available resources. Local agencies are encouraged to conduct their own research in order to obtain the most current and relevant materials.

- The U.S. Conference of Mayors' Climate Protection Agreement contains valuable information for the many local agencies that are joining the fight against global warming. The Agreement is available here: http://www.coolcities.us/resources/bestPracticeGuides/USM_ClimateActionHB.pdf. Over one hundred and twenty California cities have joined the "Cool Cities" campaign, which means they have signed the U.S. Mayor's Climate Protection Agreement and are taking concrete steps toward addressing global warming. These steps include preparing a city-wide greenhouse gas emissions inventory and creating and implementing a local Climate Action Plan. Additional resources, including various cities' Climate Action Plans, are located at the Cool Cities website: <http://www.coolcities.us/resources.php>.
- In July 2007, Alameda County became one of twelve charter members of the "Cool Counties" initiative. Participating counties sign a Climate Stabilization Declaration, which is available at the website for King County (Washington State): <http://www.metrokc.gov/exec/news/2007/0716dec.aspx>. Participating counties agree to work with local, state, and federal governments and other leaders to reduce county geographical greenhouse gas emissions to 80% below current levels by 2050 by developing a greenhouse gas emissions inventory and regional reduction plan. Current member counties

are recruiting new members and are committed to sharing information. Cool Counties contact information is available at: <http://www.kingcounty.gov/exec/coolcounties/Joinus.aspx>.

- Local Governments for Sustainability, a program of International Cities for Local Environmental Initiatives (ICLEI), has initiated a campaign called Cities for Climate Protection (CCP). The membership program is designed to empower local governments worldwide to take action on climate change. Many California cities have joined ICLEI. More information is available at the organization's website: <http://www.iclei.org/>.
- The Institute for Local Government (ILG), an affiliate of the California State Association of Counties and the League of California Cities, has instituted a program called the California Climate Action Network (CaliforniaCAN!). The program provides information about the latest climate action resources and case studies. More information is available at the CaliforniaCAN! website: <http://www.cacities.org/index.jsp?displaytype=§ion=climate&zone=ilsg>.

ILG's detailed list of climate change "best practices" for local agencies is available at http://www.cacities.org/index.jsp?displaytype=§ion=climate&zone=ilsg&sub_sec=climate_local.

ILG maintains a list of local agencies that have Climate Action Plans. The list is available here: <http://www.cacities.org/index.jsp?zone=ilsg&previewStory=27035>. According to ILG, the list includes Marin County and the cities of Arcata, Berkeley, Los Angeles, Palo Alto, San Diego, and San Francisco. Many additional local governments are in the process of conducting greenhouse gas inventories.

- The non-profit group Natural Capitalism Solutions (NCS) has developed an on-line Climate Protection Manual for Cities. NCS states that its mission is "to educate senior decision-makers in business, government and civil society about the principles of sustainability." The manual is available at <http://www.climatemanual.org/Cities/index.htm>.
- The Local Government Commission provides many planning-related resources for local agencies at its website: <http://www.lgc.org/>.

In cooperation with U.S. EPA, LGC has produced a booklet discussing the benefits of density and providing case studies of well-designed, higher density projects throughout the nation. *Creating Great Neighborhoods: Density in Your Community* (2003) is available here: http://www.lgc.org/freepub/PDF/Land_Use/reports/density_manual.pdf.

- The Pew Center on Global Climate Change was established in 1998 as a non-profit, non-partisan and independent organization. The Center's mission is to provide credible information, straight answers, and innovative solutions in the effort to address global climate change. See <http://www.pewclimate.org>. The Pew Center has published a series of reports called Climate Change 101. These reports provide a reliable and understandable introduction to climate change. They cover climate science and impacts, technological solutions, business solutions, international action, recent action in the U.S. states, and action taken by local governments. The Climate Change 101 reports are available at http://www.pewclimate.org/global-warming-basics/climate_change_101.
- The Climate Group, www.theclimategroup.org, is a non-profit organization founded by a group of companies, governments and activists to "accelerate international action on global warming with a new, strong focus on practical solutions." Its website contains a searchable database of about fifty case studies of actions that private companies, local and state governments, and the United Kingdom, have taken to reduce GHG emissions. Case studies include examples from California. The database, which can be searched by topic, is available at

http://theclimategroup.org/index.php/reducing_emissions/case_studies.

- U.S. EPA maintains a list of examples of codes that support “smart growth” development, available here: <http://www.epa.gov/piedpage/codeexamples.htm>. Examples include transit-oriented development in Pleasant Hill and Palo Alto, rowhouse design guidelines from Mountain View, and street design standards from San Diego.
- The Urban Land Institute (ULI) is a nonprofit research and education organization providing leadership in responsible land use and sustainability. In 2007, ULI produced a report entitled, “Growing Cooler: The Evidence on Urban Development and Climate Change,” which reviews existing research on the relationship between urban development, travel, and greenhouse gases emitted by motor vehicles. It further discusses the emissions reductions that can be expected from compact development and how to make compact development happen. “Growing Cooler” is available at <http://www.uli.org/growingcooler>.
- The California Department of Housing and Community Development, <http://www.hcd.ca.gov/>, has many useful resources on its website related to housing policy and housing elements and specific recommendations for creating higher density and affordable communities. See <http://www.hcd.ca.gov/hpd/hrc/plan/he/>.
- The California Transportation Commission (CTC) recently made recommendations for changes to regional transportation guidelines to address climate change issues. Among other things, the CTC recommends various policies, strategies and performance standards that a regional transportation agency should consider including in a greenhouse reduction plan. These or analogous measures could be included in other types of planning documents or local climate action plans. The recommendation document, and Attachment A, entitled Smart Growth/Land Use Regional Transportation Plan Guidelines Amendments, are located at http://www.dot.ca.gov/hq/transprog/ctcbooks/2008/0108/12_4.4.pdf.
- The California Energy Commission’s Public Interest Energy Research (PIER) Program supports energy research, development and demonstration projects designed to bring environmentally safe, affordable and reliable energy services and products to the marketplace. On its website, <http://www.energy.ca.gov/pier/>, PIER makes available a number of reports and papers related to energy efficiency, alternative energy, and climate change.
- The Governor’s Office of Planning and Research (OPR) provides valuable resources for lead agencies related to CEQA and global warming at <http://opr.ca.gov/index.php?a=ceqa/index.html>. Among the materials available are a list of environmental documents addressing climate change and greenhouse gas emissions and a list of local plans and policies addressing climate change. In addition, OPR’s The California Planners’ Book of Lists 2008, which includes the results of surveys of local agencies on matters related to global warming, is available at <http://www.opr.ca.gov/index.php?a=planning/publications.html#pubs-C>.
- The California Air Pollution Control Officers Association has prepared a white paper entitled “CEQA and Climate Change” (January 2008). The document includes a list of mitigation measures and information about their relative efficacy and cost. The document is available at <http://www.capcoa.org/ceqa/?docID=ceqa>.
- The Attorney General’s global warming website includes a section on CEQA. See <http://ag.ca.gov/globalwarming/ceqa.php>. The site includes all of the Attorney General’s public comment letters that address CEQA and global warming.

(4) Endnotes

1. Energy efficiency leads the mitigation list because it promises significant greenhouse gas reductions through measures that are cost-effective for the individual residential and commercial energy consumer.
2. Leadership in Energy and Environmental Design (LEED) administers a Green Building Ratings program that provides benchmarks for the design, construction, and operation of high-performance green buildings. More information about the LEED ratings system is available at <http://www.usgbc.org/DisplayPage.aspx?CategoryId=19>. Build it Green is a non-profit, membership organization that promotes green building practices in California. The organization offers a point-based, green building rating system for various types of projects. See <http://www.builditgreen.org/guidelines-rating-systems>. Lawrence Berkeley National Laboratories' Building Technologies Department is working to develop coherent and innovative building construction and design techniques. Information and publications on energy efficient buildings are available at the Department's website at <http://btech.lbl.gov>. The California Department of Housing and Community Development has created an extensive Green Building & Sustainability Resources handbook with links to green building resources, available at http://www.hcd.ca.gov/hpd/green_build.pdf.
3. For more information, see Lawrence Berkeley National Laboratories, Heat Island Group at <http://eetd.lbl.gov/HeatIsland/>.
4. See California Energy Commission, "How to Hire an Energy Services Company" (2000) at http://www.energy.ca.gov/reports/efficiency_handbooks/400-00-001D.PDF.
5. Energy Star is a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy that certifies energy efficient products and provides guidelines for energy efficient practices for homes and businesses. More information about Energy Star-certified products is available at <http://www.energystar.gov/>. The Electronic Product Environmental Assessment Tool (EPEAT) is a system that ranks computer products based on their conformance to a set of environmental criteria, including energy efficiency. More information about EPEAT is available at <http://www.epeat.net/AboutEPEAT.aspx>.
6. LED lighting is substantially more energy efficient than conventional lighting and can save money. See http://www.energy.ca.gov/efficiency/partnership/case_studies/TechAsstCity.pdf (noting that installing LED traffic signals saved the City of Westlake about \$34,000 per year). As of 2005, only about a quarter of California's cities and counties were using 100% LEDs in traffic signals. See California Energy Commission (CEC), Light Emitting Diode Traffic Signal Survey (2005) at p. 15, available at <http://www.energy.ca.gov/2005publications/CEC-400-2005-003/CEC-400-2005-003.PDF>. The CEC's Energy Partnership Program can help local governments take advantage of energy saving technology, including, but not limited to, LED traffic signals. See <http://www.energy.ca.gov/efficiency/partnership/>.
7. See Palm Desert Energy Partnership at <http://www.sce.com/rebatesandsavings/palmdesert>. The City, in partnership with Southern California Edison, provides incentives and rebates for efficient equipment. See Southern California Edison, Pool Pump and Motor Replacement Rebate Program at http://www.sce.com/RebatesandSavings/Residential/_Pool/PoolPumpandMotor/.

8. Many cities and counties provide energy efficiency education. See, for example, the City of Stockton's Energy Efficiency website at <http://www.stocktongov.com/energysaving/index.cfm>. See also "Green County San Bernardino," <http://www.greencountysb.com/> at pp. 4-6. Private projects may also provide education. For example, a homeowners' association could provide information and energy audits to its members on a regular basis.
9. See <http://www.gosolarcalifornia.ca.gov/documents/CEC-300-2007-008-CMF.PDF>. At the direction of Governor Schwarzenegger, the California Public Utilities Commission (CPUC) approved the California Solar Initiative on January 12, 2006. The initiative creates a \$3.3 billion, ten-year program to install solar panels on one million roofs in the State. See <http://www.gosolarcalifornia.ca.gov/nshp/index.html>.
10. For example, Alameda County has installed two solar tracking carports, each generating 250 kilowatts. By 2005, the County had installed eight photovoltaic systems totaling over 2.3 megawatts. The County is able to meet 6 percent of its electricity needs through solar power. See <http://www.acgov.org/gsa/Alameda%20County%20-%20Solar%20Case%20Study.pdf>.
11. Many commercial, industrial, and campus-type facilities (such as hospitals, universities and prisons) use fuel to produce steam and heat for their own operations and processes. Unless captured, much of this heat is wasted. Combined heat and power (CHP) captures waste heat and re-uses it, e.g., for residential or commercial space heating or to generate electricity. See U.S. EPA, Catalog of CHP Technologies at http://www.epa.gov/chp/documents/catalog_of_%20chp_tech_entire.pdf. The average efficiency of fossil-fueled power plants in the United States is 33 percent. By using waste heat recovery technology, CHP systems typically achieve total system efficiencies of 60 to 80 percent. CHP can also substantially reduce emissions of carbon dioxide. <http://www.epa.gov/chp/basic/efficiency.html>. Currently, CHP in California has a capacity of over 9 million kilowatts. See list of California CHP facilities at <http://www.eea-inc.com/chpdata/States/CA.html>.
12. The California Energy Commission has found that the State's water-related energy use – which includes the conveyance, storage, treatment, distribution, wastewater collection, treatment, and discharge – consumes about 19 percent of the State's electricity, 30 percent of its natural gas, and 88 billion gallons of diesel fuel every year. See <http://www.energy.ca.gov/2007publications/CEC-999-2007-008/CEC-999-2007-008.PDF>. Accordingly, reducing water use and improving water efficiency can help reduce energy use and associated greenhouse gas emissions.
13. The Water Conservation in Landscaping Act of 2006 (AB 1881) requires the Department of Water Resources (DWR), not later than January 1, 2009, to update the Model Water Efficient Landscape Ordinance. The draft of the entire updated Model Water Efficient Landscape Ordinance will be made available to the public. See <http://www.owue.water.ca.gov/landscape/ord/updatedOrd.cfm>.
14. See Graywater Guide, Department of Water Resources, Office of Water Use Efficiency and Transfers at http://www.owue.water.ca.gov/docs/graywater_guide_book.pdf. See also The Ahwahnee Water Principles, Principle 6, at http://www.lgc.org/ahwahnee/h2o_principles.html. The Ahwahnee Water Principles have been adopted by City of Willits, Town of Windsor, Menlo Park, Morgan Hill, Palo Alto, Petaluma, Port Hueneme, Richmond, Rohnert Park, Rolling Hills Estates, San Luis Obispo, Santa Paula, Santa Rosa, City of Sunnyvale, City of Ukiah, Ventura, Marin County, Marin Municipal Water District, and Ventura County.

15. See Office of Environmental Health Hazard Assessment and the California Water and Land Use Partnership, Low Impact Development, at <http://www.coastal.ca.gov/nps/lid-factsheet.pdf>.
16. See, for example, the City of Santa Cruz, Water Conservation Office at <http://www.ci.santa-cruz.ca.us/wt/wtcon/index.html>; Santa Clara Valley Water District, Water Conservation at <http://www.valleywater.org/conservation/index.shtm>; and Metropolitan Water District and the Family of Southern California Water Agencies, Be Water Wise at <http://www.bewaterwise.com>. Private projects may provide or fund similar education.
17. See Public Interest Energy Research Program, Dairy Power Production Program, Dairy Methane Digester System, 90-Day Evaluation Report, Eden Vale Dairy (Dec. 2006) at <http://www.energy.ca.gov/2006publications/CEC-500-2006-083/CEC-500-2006-083.PDF>. See also discussion in the general plan section, below, relating to wastewater treatment plants and landfills.
18. Many cities and counties provide information on waste reduction and recycling. See, for example, the Butte County Guide to Recycling at <http://www.recyclebutte.net>. The California Integrated Waste Management Board's website contains numerous publications on recycling and waste reduction that may be helpful in devising an education project. See <http://www.ciwmb.ca.gov/Publications/default.asp?cat=13>. Private projects may also provide education directly, or fund education.
19. See U.S. EPA, Our Built and Natural Environments, A Technical Review of the Interactions between Land Use, Transportation, and Environmental Quality (Jan. 2001) at pp. 46-48 <http://www.epa.gov/dced/pdf/built.pdf>.
20. See California Department of Housing and Community Development, Myths and Facts About Affordable and High Density Housing (2002), available at <http://www.hcd.ca.gov/hpd/mythsnfacts.pdf>.
21. Palo Alto's Green Ribbon Task Force Report on Climate Protection recommends pedestrian and bicycle-only streets under its proposed actions. See <http://www.city.palo-alto.ca.us/civica/filebank/blobload.asp?BlobID=7478>.
22. There are a number of car sharing programs operating in California, including City CarShare <http://www.citycarshare.org/>, Zip Car <http://www.zipcar.com/> and Flexcar <http://www.flexcar.com/>.
23. The City of Lincoln has a NEV program. See <http://www.lincolnev.com/index.html>.
24. See, for example, Marin County's Safe Routes to Schools program at <http://www.saferoutestoschools.org/>.
25. For information on the general plan process, see Governor's Office of Planning and Research, General Plan Guidelines (1998), available at <http://ceres.ca.gov/planning/genplan/gpg.pdf>.
26. The Conservation Element addresses the conservation, development, and use of natural resources including water, forests, soils, rivers, and mineral deposits. Measures proposed for the Conservation Element may alternatively be appropriate for other elements. In practice, there may be substantial overlap in the global warming mitigation measures appropriate for the Conservation and Open Space Elements.

27. See the Attorney General's settlement agreement with the County of San Bernardino, available at http://ag.ca.gov/cms_pdfs/press/2007-08-21_San_Bernardino_settlement_agreement.pdf. See also Marin County Greenhouse Gas Reduction Plan (Oct. 2006) at http://www.co.marin.ca.us/depts/CD/main/pdf/final_ghg_red_plan.pdf; Marin Countywide Plan (Nov. 6, 2007) at http://www.co.marin.ca.us/depts/CD/main/fm/cwpdocs/CWP_CD2.pdf; Draft Conservation Element, General Plan, City of San Diego at <http://www.sandiego.gov/planning/genplan/pdf/generalplan/ce070918.pdf>.
28. Public Resources Code Section 25402.1(h)2 and Section 10-106 of the Building Energy Efficiency Standards establish a process that allows local adoption of energy standards that are more stringent than the statewide Standards. More information is available at the California Energy Commission's website. See http://www.energy.ca.gov/title24/2005standards/ordinances_exceeding_2005_building_standards.html.
29. See, e.g., LEED at <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>; see also Build it Green at <http://www.builditgreen.org/guidelines-rating-systems>.
30. The City of Santa Monica, for example, has instituted a Green Building Program. See <http://www.greenbuildings.santa-monica.org/>. The City of Pasadena also has a green building ordinance that applies to public and private buildings. See <http://www.ci.pasadena.ca.us/permitcenter/greencity/building/gbprogram.asp> and http://ordlink.com/codes/pasadena/index.htm?Search_Code=Begin+Searching+Municipal+Code at Title 14. The City of San Francisco is considering adopting green building performance requirements that would apply to public and private buildings. See <http://www.sfenvironment.org/downloads/library/gbtfrrreleasev1.3.pdf>.
31. See, e.g., "Green County San Bernardino," <http://www.greencountysb.com/>. As part of its program, the County is waiving permit fees for alternative energy systems and efficient heating and air conditioning systems. See <http://www.greencountysb.com/> at p. 3. For a representative list of incentives for green building offered in California and throughout the nation, see U.S. Green Building Council, Summary of Government LEED Incentives (updated quarterly) at <https://www.usgbc.org/ShowFile.aspx?DocumentID=2021>.
32. For example, Riverside Public Utilities offers free comprehensive energy audits to its business customers. See <http://www.riversideca.gov/utilities/busi-technicalassistance.asp>.
33. Under Southern California Gas Company's Energy Efficiency Program for Commercial/Industrial Large Business Customers, participants are eligible to receive an incentive based on 50% of the equipment cost, or \$0.50 per therm saved, whichever is lower, up to a maximum amount of \$1,000,000 per customer, per year. Eligible projects require an energy savings of at least 200,000 therms per year. See <http://www.socalgas.com/business/efficiency/grants/>.
34. The City of Berkeley is in the process of instituting a "Sustainable Energy Financing District." According to the City, "The financing mechanism is loosely based on existing 'underground utility districts' where the City serves as the financing agent for a neighborhood when they move utility poles and wires underground. In this case, individual property owners would contract directly with qualified private solar installers and contractors for energy efficiency and solar projects on their building. The

City provides the funding for the project from a bond or loan fund that it repays through assessments on participating property owners' tax bills for 20 years." See <http://www.cityofberkeley.info/Mayor/PR/pressrelease2007-1023.htm>.

The California Energy Commission's Public Interest Energy Research Program estimates that the technical potential for rooftop applications of photovoltaic systems in the State is about 40 gigawatts in 2006, rising to 68 gigawatts in 2016. See Public Interest Energy Research Program, California Rooftop Photovoltaic (PV) Resource Assessment and Growth Potential by County (2007), available at <http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-500-2007-048>.

35. As described in its Climate Action Plan, the City of San Francisco uses a combination of incentives and technical assistance to reduce lighting energy use in small businesses such as grocery stores, small retail outlets, and restaurants. The program offers free energy audits and coordinated lighting retrofit installation. In addition, the City offers residents the opportunity to turn in their incandescent lamps for coupons to buy fluorescent units. See San Francisco's Climate Action Plan, available at <http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>.
36. Among other strategies for reducing its greenhouse gas emissions, Yolo County has adopted purchasing policies for computers and electrical equipment. <http://www.yolocounty.org/docs/press/GreenhouseGas.htm>.
37. See, for example, Los Angeles County Green Purchasing Policy, June 2007 at <http://www.responsiblepurchasing.org/UserFiles/File/General/Los%20Angeles%20County.%20Green%20Purchasing%20Policy.%20June%202007.pdf>. The policy requires County agencies to purchase products that minimize environmental impacts, including greenhouse gas emissions.
38. Some local agencies have implemented a cool surfaces programs in conjunction with measures to address storm water runoff and water quality. See, for example, The City of Irvine's Sustainable Travelways/Green Streets program at http://www.cityofirvine.org/depts/redevelopment/sustainable_travelways.asp; The City of Los Angeles's Green Streets LA program at http://water.lgc.org/water-workshops/la-workshop/Green_Streets_Daniels.pdf; see also The Chicago Green Alley Handbook at http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/GreenAlleyHandbook_Jan.pdf.
39. See the website for Lawrence Berkeley National Laboratory's Urban Heat Island Group at <http://eetd.lbl.gov/HeatIsland/LEARN/> and U.S. EPA's Heat Island website at www.epa.gov/heatisland/. To learn about the effectiveness of various heat island mitigation strategies, see the Mitigation Impact Screening Tool, available at <http://www.epa.gov/heatisld/resources/tools.html>.
40. For example, the City of Lompoc has a policy to "require new development to offset new water demand with savings from existing water users, as long as savings are available." See <http://www.ci.lompoc.ca.us/departments/comdev/pdf07/RESRCMGMT.pdf>.
41. The Irvine Ranch Water District in Southern California, for example, uses a five-tiered rate structure that rewards conservation. The water district has a baseline charge for necessary water use. Water use

that exceeds the baseline amount costs incrementally more money. While “low volume” water use costs \$.082 per hundred cubic feet (ccf), “wasteful” water use costs \$7.84 per ccf. See http://www.irwd.com/AboutIRWD/rates_residential.php. Marin County has included tiered billing rates as part of its general plan program to conserve water. See Marin County Countywide Plan, page 3-204, PFS-2.q, available at http://www.co.marin.ca.us/depts/CD/main/fm/cwpdocs/CWP_CD2.pdf.

42. See the City of Fresno’s Watering Regulations and Ordinances at <http://www.fresno.gov/Government/DepartmentDirectory/PublicUtilities/Watermanagement/Conservation/WaterRegulation/WateringRegulationsandRestrictions.htm>.
43. See, e.g., the City of San Diego’s plumbing retrofit ordinance at <http://www.sandiego.gov/water/conservation/selling.shtml>.
44. The City of Roseville offers free water conservation audits through house calls and on-line surveys. See http://www.roseville.ca.us/eu/water_utility/water_conservation/for_home/programs_n_rebates.asp.
45. See Landscape Performance Certification Program, Municipal Water District of Orange County at http://waterprograms.com/wb/30_Landscapers/LC_01.htm.
46. For example, San Diego’s Metropolitan Wastewater Department (SDMWD) installed eight digesters at one of its wastewater treatment plants. Digesters use heat and bacteria to break down the organic solids removed from the wastewater to create methane, which can be captured and used for energy. The methane generated by SDMWD’s digesters runs two engines that supply enough energy for all of the plant’s needs, and the plant sells the extra energy to the local grid. See <http://www.sandiego.gov/mwwd/facilities/ptloma.shtml>. In addition, the California Air Resources Board approved the Landfill Methane Capture Strategy as an early action measure. <http://www.arb.ca.gov/cc/ceea/landfills/landfills.htm>. Numerous landfills in California, such as the Puente Hills Landfill in Los Angeles County (http://www.lacsd.org/about/solid_waste_facilities/puente_hills/clean_fuels_program.asp), the Scholl Canyon Landfill in the City of Glendale (<http://www.glendalewaterandpower.com/Renewable%20Energy%20Development.asp>), and the Yolo Landfill in Yolo County, are using captured methane to generate power and reduce the need for other more carbon-intensive energy sources.
47. On April 30, 2007, the Public Utilities Commission authorized a CCA application by the Kings River Conservation District on behalf of San Joaquin Valley Power Authority (SJVPA). SJVPA’s Implementation Plan and general CCA program information are available at www.communitychoice.info. See also <http://www.co.marin.ca.us/depts/CD/main/comdev/advance/Sustainability/Energy/cca/CCA.cfm>. (County of Marin); and http://sfwater.org/mto_main.cfm/MC_ID/12/MSD_ID/138/MTO_ID/237 (San Francisco Public Utilities Commission). See also Public Interest Energy Research, Community Choice Aggregation (fact sheet) (2007), available at <http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-500-2006-082>.
48. The Land Use Element designates the type, intensity, and general distribution of uses of land for housing, business, industry, open-space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.

49. Samples of local legislation to reduce sprawl are set forth in the U.S. Conference of Mayors' Climate Action Handbook. See http://www.iclei.org/documents/USA/documents/CCP/Climate_Action_Handbook-0906.pdf.
50. For a list and maps related to urban growth boundaries in California, see Urban Growth Boundaries and Urban Line Limits, Association of Bay Area Governments (2006) at <http://www.abag.ca.gov/jointpolicy/Urban%20Growth%20Boundaries%20and%20Urban%20Limit%20Lines.pdf>.
51. The Circulation Element works with the Land Use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.
52. See Orange County Transportation Authority, Signal Synchronization at <http://www.octa.net/signals.aspx>. Measures such as signal synchronization that improve traffic flow must be paired with other measures that encourage public transit, bicycling and walking so that improved flow does not merely encourage additional use of private vehicles.
53. San Francisco's "Transit First" Policy is listed in its Climate Action Plan, available at <http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>. The City's policy gives priority to public transit investments and provides public transit street capacity and discourages increases in automobile traffic. This policy has resulted in increased transit service to meet the needs generated by new development.
54. The City of La Mesa has a Sidewalk Master Plan and an associated map that the City uses to prioritize funding. As the City states, "The most important concept for sidewalks is connectivity. For people to want to use a sidewalk, it must conveniently connect them to their intended destination." See <http://www.ci.la-mesa.ca.us/index.asp?NID=699>.
55. San Francisco assesses a Downtown Transportation Impact Fee on new office construction and commercial office space renovation within a designated district. The fee is discussed in the City's Climate Action plan, available at <http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>.
56. For example, Seattle, Washington maintains a public transportation "ride free" zone in its downtown from 6:00 a.m. to 7:00 p.m. daily. See http://transit.metrokc.gov/tops/accessible/paccessible_map.html#fare.
57. See, e.g., Reforming Parking Policies to Support Smart Growth, Metropolitan Transportation Commission (June 2007) at http://www.mtc.ca.gov/planning/smart_growth/parking_seminar/Toolbox-Handbook.pdf; see also the City of Ventura's Downtown Parking and Mobility Plan, available at http://www.cityofventura.net/depts/comm_dev/resources/mobility_parking_plan.pdf, and its Downtown Parking Management Program, available at http://www.cityofventura.net/depts/comm_dev/downtownplan/chapters/5_programs_implementation.pdf.

58. See Safe Routes to School Toolkit, National Highway Traffic Safety Administration (2002) at www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002; see also www.saferoutestoschools.org (Marin County).
59. The Housing Element assesses current and projected housing needs. In addition, it sets policies for providing adequate housing and includes action programs for that purpose.
60. The U.S. Conference of Mayors cites Sacramento's Transit Village Redevelopment as a model of transit-oriented development. More information about this project is available at <http://www.cityofsacramento.org/planning/projects/65th-street-village/>. The Metropolitan Transportation Commission (MTC) has developed policies and funding programs to foster transit-oriented development. More information is available at MTC's website: http://www.mtc.ca.gov/planning/smart_growth/#tod. The California Department of Transportation maintains a searchable database of 21 transit-oriented developments at <http://transitorienteddevelopment.dot.ca.gov/miscellaneous/NewHome.jsp>.
61. The City of Berkeley has endorsed the strategy of reducing developer fees or granting property tax credits for mixed-use developments in its Resource Conservation and Global Warming Abatement Plan. City of Berkeley's Resource Conservation and Global Warming Abatement Plan p. 25 at <http://www.baaqmd.gov/pln/GlobalWarming/BerkeleyClimateActionPlan.pdf>.
62. The Open Space Element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and the identification of agricultural land. As discussed previously in these Endnotes, there may be substantial overlap in the measures appropriate for the Conservation and Open Space Elements.
63. The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.