



Planning Commission Report

Meeting Date: May 12, 2011

Subject: **125 South Camden Drive
Residences at Saks Fifth Avenue**

Public hearing regarding revisions to a Draft Environmental Impact Report prepared in conjunction with a request for a General Plan Amendment, Zone Change, Development Plan Review, Vesting Tentative Map and Alley Vacation to allow the demolition of an existing surface parking lot and the construction of a new six-story, 66-foot tall 118,840 square foot condominium building, containing 44 residential units and 127 parking spaces.

PROJECT APPLICANT: Casden Properties

Recommendation: That the Planning Commission:

1. Conduct a public hearing and receive testimony on the recirculated Draft Environmental Impact report;
 2. Continue the Public Hearing to a date uncertain; and
 3. Provide direction to staff as appropriate.
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REPORT SUMMARY

This report transmits the recirculated Draft Environmental Impact Report (DEIR) for a new condominium project. The recirculated DEIR was prepared for the project in response to comments received during the initial public comment period (11/15/2010 to 1/18/2011), and identifies one impact that is significant and unavoidable: construction vibration. The recirculated document also identifies two new significant, but mitigable impacts to Aesthetics and Land Use and Planning, as directed by the Planning Commission. The required review period of the recirculated DEIR began on April 15, 2011 and will end on May 16, 2011. This hearing allows the public and the Commission the opportunity to review the recirculated DEIR and comment on the revisions to the document.

Attachment(s):

- A. [Zoning Compliance Table](#)
- B. DEIR Table ES-1 - Summary of Environmental Impacts
- C. Recirculated DEIR - Provided Under Separate Cover

Report Author and Contact Information:

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BACKGROUND

File Date	May 26, 2009
Application Complete	September 11, 2009
Subdivision Deadline	N/A
Permit Streamlining	Not Applicable to projects requiring legislative actions
Applicant(s)	Casden Properties - Howard Katz
Owner(s)	Casden Properties, LLC
Representative(s)	Howard Katz and Jennifer Anderson
Prior Project Previews	Planning Commission review of DEIR on January 13, 2011. The Commission provided comments, which are incorporated in the recirculated DEIR.
Prior PC Action	Denied a requested zone text amendment, general plan amendment and alley vacation related to allowing construction of a 40-unit mixed-use condominium project with 327 residential and commercial parking spaces on March 13, 2008 (PC Resolution No.1509).
Prior Council Action	Denied an appeal of Planning Commission Resolution No. 1509

PROPERTY AND NEIGHBORHOOD SETTING

Property Information

Address	125 South Camden Drive
Legal Description	Lots 58, 59, 60, 65, 66, and 67 of Tract No. 6649
Zoning District	R-4-P and R-4X2
General Plan	High Density Multi-Family Residential
Existing Land Use(s)	Surface parking lot that serves commercial uses
Lot Dimensions & Area	Approx. 180' x 127.5' (Camden fronting); 180' x 127.5' (Peck fronting); and 15' x 180' (Portion of Alley). Total site area: 47,700 square feet.
Year Built	1946
Historic Resource	Property is not developed with any structures, and is not listed on any local, state or federal inventory
Protected Trees/Grove	None

Adjacent Zoning and Land Uses

North	C-R-PD, Commercial Uses
South	R-4X2, Multiple Family Residential Uses
East	R-4, Multiple Family Residential Uses
West	R-4 and R-4X2, Multiple Family Residential Uses and Commercial Parking Lot

Circulation and Parking

Adjacent Street(s)	South Camden and Peck Drives
Adjacent Alleys	North/South alley bisects project site, 15-feet in width
Parkways & Sidewalks	South Camden Drive: 12½-foot sidewalk/parkway. South Peck Drive: 12½-foot sidewalk/parkway.
Parking Restrictions	No parking anytime without a permit, and 1-hour meters adjacent to project
Nearest Intersection	Wilshire Boulevard/South Camden Drive and Wilshire Boulevard/South Peck Drive
Circulation Element	Wilshire Boulevard is an arterial/Camden and Peck Drives are local streets

Estimated Daily Trips¹ The portion of South Camden Drive adjacent to the site: 2,361 Daily Trips. Peck Drive was not studied because the project provides no access to Peck; however, City records indicate that Peck Drive carries approximately 1,080 Daily Trips.

PURPOSE OF HEARING

The purpose of this hearing is to review revisions to the DEIR and allow the Commission and public an opportunity to provide input on the document during the public comment period. Staff's original intent (as outlined in the public notice) was to have a discussion on the DEIR and the project itself. However, staff has learned that the applicant is currently working to make project revisions in response to the comments previously provided by the Commission. Consequently, staff recommends that the Commission's discussions focus on the content and revisions in the recirculated DEIR. Once revised plans are submitted by the applicant a subsequent hearing will be scheduled in order to review the project.

DEIR REVISIONS

Based on the comments received from the Planning Commission and public, revisions were made to the DEIR. Revisions to the document are shown in strikeout/underline format in the recirculated DEIR, and changes to the levels of significance associated with several of the impact areas are discussed below.

Aesthetics

The aesthetic impact related to the mass and scale of the project was changed from a Class III, less than significant impact, to a Class II, significant but mitigable, impact. New mitigation, in the form of mature landscaping in the courtyard areas and a pedestrian entrance on Peck Drive, reduces the impact to a less than significant level. The new mitigation would not have any secondary environmental impacts.

The aesthetic impact related to the appearance of the project in the context of City policies was changed from a Class III, less than significant impact to a Class II, significant but mitigable, impact. New mitigation, in the form of mature landscaping in the courtyard areas and a pedestrian entrance on Peck Drive, reduces the impact to a less than significant level. The new mitigation would not have any secondary environmental impacts.

Land Use and Planning

The proposed length and height of the building would exceed the allowable length and height set forth by the General Plan and zoning code. This impact changed from a Class III, less than significant impact to a Class II, significant but mitigable, impact. New mitigation, in the form of a General Plan Amendment and Zoning Ordinance Amendment, reduces the impact to a less than significant level. The new mitigation would not have any secondary environmental impacts.

The proposed building length and the lack of a pedestrian entrance on Peck Drive are inconsistent with the goals and policies of the General Plan. This impact changed from a Class III, less than significant impact to a Class II, significant but mitigable, impact. New mitigation, in the form of mature landscaping in the courtyard areas and a pedestrian entrance on Peck Drive,

¹ See DEIR Section 4.6

reduces the impact to a less than significant level. The new mitigation would not have any secondary environmental impacts.

The land use impact regarding the project's compatibility with adjacent land uses was changed from a Class III, less than significant impact to a Class II, significant but mitigable, impact. New mitigation, in the form of mature landscaping in the courtyard areas and a pedestrian entrance on Peck Drive, reduces the impact to a less than significant level. The new mitigation would not have any secondary environmental impacts.

DISCUSSION

The recirculated DEIR was revised as outlined above, in accordance with the comments received from the Commission during its initial review of the DEIR. Based on the comments received, the project now results in additional significant but mitigable impacts associated with aesthetics and land use and planning. The DEIR has been modified to reflect the direction from the Commission.

Notwithstanding the changes made to the DEIR, in this case the new impacts appear to be a result of building design, rather than environmental impacts. Design issues can be addressed through a project-level discussion and review. While every development project is unique, replacing a vacant parking lot with a new residential project on a site zoned for such use but whose height is 11-feet higher than current zoning standards permit does not necessarily translate to a significant Aesthetic impact under CEQA. Environmental Impact Reports are intended to inform the public and decision makers of potential negative environmental effects that might result from the implementation of a project. Concerns related to the location/design of ingress/egress in these areas can be addressed through specific conditions of approval or design modification prior to approval.

With respect to land use and planning, CEQA provides the following evaluation criteria to determine impacts:

1. *Would the project physically divide an established community?*
2. *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*
3. *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

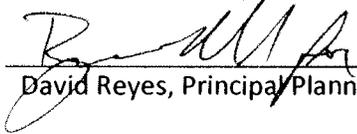
In this case, the project applicant is requesting a General Plan Amendment and Zoning Ordinance Amendment to allow increased building height and increased building length. In general, staff would recommend that these requests do not rise to the level of a significant impact as outlined in the above CEQA criteria. Recently, where projects introduced a land use not contemplated by the General Plan or a significant increase in density (the Hilton Revitalization Project and 9900 Wilshire) the Environmental Impact Reports have identified a significant impact in the area of Land Use and Planning. However, where a use is consistent with the City's General Plan, but requests are made for additional height or density, such an impact has not been identified, such as the case with the MGM (formerly known as the William Morris) Project EIR.

It is important to note that from a policy and CEQA processing perspective and notwithstanding the specifics of this project, the request for a General Plan Amendment or Zone Text Amendment, does not, in and of itself, result in a significant impact under CEQA.

NEXT STEPS

It is recommended that the Planning Commission receive public testimony, provide direction to staff regarding the content of the DEIR, and continue the item to a date uncertain.

Report Reviewed By:



David Reyes, Principal Planner

ATTACHMENT A
Zoning Compliance Table

REGULATIONS	PERMITTED / ALLOWED	PROPOSED PROJECT	NOTES
<u>Primary Building</u>			
Height	45-feet and 55-feet	66-feet	Overlay Zone Requested
Lot Coverage / Floor Area	No Limit	2.44:1 FAR	
Density	54 Units	44 Units	Complies
Building Length	175 feet	236 feet	Overlay Zone Requested
Front Setback	15' Camden and Peck	18'4" Camden 15'9" Peck	
Rear Setback	N/A		Project site has two front yards and no rear yard
Side Setback	23' total, each side min. 9'	South: 20' and 32' North: 10'	Complies
Street Side Setback	N/A		
Modulation	Camden: 3,775 s.f. Peck: 3,775 s.f.	Camden: 8,821 s.f. Peck: 11,483 s.f.	Complies
Open Space	8,800 s.f.	16,220 s.f.	Complies
<u>Parking & Circulation</u>			
Parking Spaces	116 spaces for units 11 spaces for guests 127 spaces total	116 spaces for units 11 spaces for guests 127 spaces total	Complies
Loading Zones	N/A		
Aisle Width	26-feet	26-feet	Complies
Vertical Clearance	8-feet	Varies 9-14 feet	Complies
<u>Landscaping</u>	N/A		

ATTACHMENT B

Recirculated DEIR Table ES-1

Summary of Environmental Impacts

**Table ES-1
Summary of Environmental Impacts,
Mitigation Measures and Residual Impacts**

Impact	Mitigation Measures	Residual Impact
<i>Class I (Significant and Unavoidable) Impacts</i>		
NOISE		
<p>Impact N-1 <u>Project construction would intermittently generate high noise levels and groundborne vibrations on and adjacent to the project site. Construction noise would be temporarily audible to sensitive receptors near the project site. However, all construction activities would be required to adhere to the Beverly Hills Municipal Code, which set limits on when construction can occur. Therefore, construction noise impacts would be Class III, less than significant. Construction vibration would temporarily affect nearby sensitive receptors, including residential uses immediately adjacent to the site. Mitigation Measure N-1(f) would be required to reduce impacts related to construction vibration. However, because of the difficulty associated with measuring the success of Mitigation Measure N-1(f), construction vibration impacts would be Class I, significant and unavoidable.</u></p> <p>Project construction would intermittently generate high noise levels and groundborne vibrations on and adjacent to the project site. Construction noise would be temporarily audible to sensitive receptors near the project site. However, all construction activities would be required to adhere to the Beverly Hills Municipal Code, which set limits on when construction can occur. Therefore, construction noise impacts would be Class III, less than significant. Construction vibration would temporarily affect nearby sensitive receptors, including residential uses immediately adjacent to the site. Therefore, vibration impacts during construction of the proposed project would be Class I, significant and unavoidable.</p>	<p><u>Mitigation Measure N-1(f), shown below, would be required to reduce impacts related to construction vibration. However, because of the difficulty associated with measuring the success of Mitigation Measure N-1(f), construction vibration impacts would remain significant and unavoidable.</u></p> <p><u>N-1(f) Prohibition of Large Bulldozers and Loaded Trucks.</u> <u>Large bulldozers and loaded trucks shall be prohibited within 60 feet of the residential development south of the project site to the extent feasible.</u></p> <p>Mitigation is not required for construction noise impacts. Feasible mitigation is not available for construction vibration impacts.</p>	<p><u>Construction vibration impacts would be significant and unavoidable. Please note that construction noise would be significant but mitigable and is discussed below.</u></p>
<i>Class II (Significant but Mitigable) Impacts</i>		
Impact	Mitigation Measures	Residual Impact



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Summary of Environmental Impacts,
Mitigation Measures and Residual Impacts**

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<u>AIR-QUALITY/AESTHETICS</u>		
<p><u>Impact AES-1</u> . The introduction of a multi-story building to a site currently developed as a surface parking lot would affect the visual character and quality of the site and its surroundings as well as its compatibility with surrounding development. The overall size of the project would be generally similar to that of surrounding commercial and residential development. With implementation of mitigation measures AES-1(a) and AES-1(b), the project would be compatible with the mass and scale of surrounding development. The project would require review and approval by the City's Architectural Commission, which would help to ensure an aesthetically compatible design consistent with the City's design goals. Therefore, impacts would be Class II, <i>significant but mitigable</i>.</p>	<p><u>AES-1(a) Courtyard Landscaping</u>. Prior to issuance of a building permit, the applicant shall submit a landscape plan to the Director of Community Development for approval. The landscape plan shall consist of predominantly drought tolerant native and/or naturalized species. Landscaping shall include trees or other vegetation within the courtyard areas in the northern, southern and western sides. Each of the courtyards on the northern, southern and western sides shall include one or more trees at least 15 feet in height and of sufficient crown mass to aesthetically define the courtyard space. Trees shall be maintained for the life of the project. The exact number, species and location of individual plants shall be at the discretion of the Director of Community Development. The primary purpose of courtyard landscaping shall be to provide a visual break in the building façade in order to reduce the perceived length of the façade from ground level viewpoint.</p> <p><u>AES-1(b) Pedestrian Entrance on Peck Drive</u>. In order to achieve consistency with the character of the existing residential development on Peck Drive, the project shall include a prominent pedestrian entrance on the western side of the building. The pedestrian entrance shall be located along the building façade closest to the public right-of-way, i.e. not within the courtyard, and shall provide enhanced articulation of the western façade to bring the project into consistency with surrounding residential development. The pedestrian entrance shall include features typical of pedestrian entrances on residential streets. Examples of such features may include a vestibule, walkway, handrails, landscaping, and exterior architectural articulation around the entranceway. The location and design of the pedestrian entrance on South Peck Drive shall be approved by the Director of Community Development prior to issuance of a building permit.</p>	<p><u>Less than significant.</u></p>
<p><u>Impact AES-4</u> The appearance of the project would be consistent with City policies with implementation of mitigation measures AES-1(a) and AES-1(b).. Therefore, impacts related to consistency with City policies would be Class II, <i>significant but mitigable</i>.</p>	<p><u>AES-1(a) Courtyard Landscaping</u>. Prior to issuance of a building permit, the applicant shall submit a landscape plan to the Director of Community Development for approval. The landscape plan shall consist of predominantly drought tolerant native and/or naturalized species. Landscaping shall include trees or other vegetation within the courtyard areas in the northern, southern and western sides. Each of the courtyards on the northern, southern and western sides shall</p>	<p><u>Less than significant.</u></p>



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Impact	Mitigation Measures	Residual Impact
	<p><u>include one or more trees at least 15 feet in height and of sufficient crown mass to aesthetically define the courtyard space. Trees shall be maintained for the life of the project. The exact number, species and location of individual plants shall be at the discretion of the Director of Community Development. The primary purpose of courtyard landscaping shall be to provide a visual break in the building façade in order to reduce the perceived length of the façade from ground level viewpoint.</u></p> <p><u>AES-1(b) Pedestrian Entrance on Peck Drive.</u> <u>In order to achieve consistency with the character of the existing residential development on Peck Drive, the project shall include a prominent pedestrian entrance on the western side of the building. The pedestrian entrance shall be located along the building façade closest to the public right-of-way, i.e. not within the courtyard, and shall provide enhanced articulation of the western façade to bring the project into consistency with surrounding residential development. The pedestrian entrance shall include features typical of pedestrian entrances on residential streets. Examples of such features may include a vestibule, walkway, handrails, landscaping, and exterior architectural articulation around the entranceway. The location and design of the pedestrian entrance on South Peck Drive shall be approved by the Director of Community Development prior to issuance of a building permit.</u></p>	
<u>AIR QUALITY</u>		
<p><u>Impact AQ-1</u> <u>Temporary air pollutant emissions generated by construction activities associated with the project would not exceed SCAQMD thresholds for ROG, NO_x, CO, PM₁₀ or PM_{2.5}. However, temporary emissions would exceed LST thresholds for PM₁₀ and PM_{2.5}. Mitigation measure AQ-1 would reduce impacts associated with construction-related emissions to a Class II, <i>significant but mitigable</i>, level. Temporary air pollutant emissions generated by construction activities associated with the project would not exceed SCAQMD thresholds for ROG, NO_x, CO, PM₁₀ or PM_{2.5}. However, temporary emissions would exceed LST thresholds for PM₁₀ and PM_{2.5}. Mitigation measure AQ-1 would reduce impacts associated with</u></p>	<p><u>AQ-1 Fugitive Dust Control.</u> <u>The following shall be implemented during construction to minimize fugitive dust emissions:</u></p> <ul style="list-style-type: none"> • <i>Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require three daily applications (once in the morning, once at midday and once at the end of the workday). Increased watering is required whenever wind speeds exceed 15 mph. Grading shall be suspended if wind gusts exceed 25 mph.</i> • <i>Soil with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard.</i> • <i>All material excavated or graded shall be treated with soil binders or shall be sufficiently watered at least twice daily</i> 	<p>Less than significant.</p>



**Table ES-1
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<p>construction-related emissions to a Class II, significant but mitigable, level.</p>	<p><i>with complete coverage, preferably in the late morning and after work is done for the day.</i></p> <ul style="list-style-type: none"> • <i>All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust.</i> • <i>All material transported off-site shall be securely covered to prevent excessive amounts of dust.</i> 	
<p><u>LAND USE AND PLANNING</u></p>		
<p><u>LU-1 The proposed project's height and building length would exceed zoning ordinance and General Plan maximums. Additionally, the alley would be vacated as part of the project. The requested entitlements for the project include a zoning text amendment, zone change, General Plan Amendment, vacation, and amendment to the City's Streets Master Plan. The zoning ordinance amendment would create a Multiple Residential Planned Development Overlay Zone (MR-PD) that would allow the increased height and length. Approval of these requests would make the project consistent with zoning regulations, the General Plan, and the Streets Master Plan. Impacts would be Class II, significant but mitigable.</u></p>	<p><u>LU-1(a) General Plan Amendment. The entire site carries a General Plan land use designation of Multi-Family Residential High Density Maximum 50 Dwelling Units/Acre and 60-foot Maximum Height Limit. Because the project would include a maximum height of 66 feet in the northern portion of the site, a General Plan Amendment would be required to allow the 60-foot maximum height limit to be exceeded. Therefore, the applicant must obtain a General Plan Amendment for the project site to allow the current 60-foot maximum height limit to be exceeded.</u></p> <p><u>LU-1(b) Zoning Ordinance Amendment. The current zoning of the project site allows a maximum building length of 175 feet and a maximum building height of 45 feet on the four southern parcels and 55 feet on the other two parcels. Because the project would have a maximum length of approximately 239 feet and a maximum height of 66 feet in the northern portion of the site, an amendment to the current zoning ordinance would be required to allow the building length to exceed 175 feet and the building height to exceed 55 feet. Therefore, the applicant must obtain an amendment to the zoning ordinance to create a Multiple Residential Planned Development Overlay Zone (MR-PD) on the project site.</u></p>	<p><u>Less than significant</u></p>
<p><u>Impact LU-2 The proposed building length and lack of a pedestrian entrance on South Peck Drive would be inconsistent with several goals and policies of the Beverly Hills General Plan. However, with implementation of mitigation measures AES-1(a) and AES-1(b), the project would be potentially consistent with all applicable goals and policies of the General Plan. Therefore, Impacts would be Class II, significant but mitigable.</u></p>	<p><u>AES-1(a) Courtyard Landscaping. Prior to issuance of a building permit, the applicant shall submit a landscape plan to the Director of Community Development for approval. The landscape plan shall consist of predominantly drought tolerant native and/or naturalized species. Landscaping shall include trees or other vegetation within the courtyard areas in the northern, southern and western sides. Each of the courtyards on the northern, southern and western sides shall include one or more trees at least 15 feet in height and of sufficient crown mass to aesthetically define the courtyard space. Trees shall be maintained for the life of the project. The exact number, species and location of individual plants shall be at the</u></p>	<p><u>Less than significant.</u></p>



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	<p><u>discretion of the Director of Community Development. The primary purpose of courtyard landscaping shall be to provide a visual break in the building façade in order to reduce the perceived length of the façade from ground level viewpoint.</u></p> <p><u>AES-1(b) Pedestrian Entrance on Peck Drive.</u> <u>In order to achieve consistency with the character of the existing residential development on Peck Drive, the project shall include a prominent pedestrian entrance on the western side of the building. The pedestrian entrance shall be located along the building façade closest to the public right-of-way, i.e. not within the courtyard, and shall provide enhanced articulation of the western façade to bring the project into consistency with surrounding residential development. The pedestrian entrance shall include features typical of pedestrian entrances on residential streets. Examples of such features may include a vestibule, walkway, handrails, landscaping, and exterior architectural articulation around the entranceway. The location and design of the pedestrian entrance on South Peck Drive shall be approved by the Director of Community Development prior to issuance of a building permit.</u></p>	
<p><u>LU-3</u> <u>With implementation of mitigation measures AES-1(a) and AES-1(b), the proposed project would be generally compatible with existing adjacent residential and commercial land uses in the project vicinity. Therefore, impacts related to land use compatibility would be Class II, significant but mitigable.</u></p>	<p><u>AES-1(a) Courtyard Landscaping.</u> <u>Prior to issuance of a building permit, the applicant shall submit a landscape plan to the Director of Community Development for approval. The landscape plan shall consist of predominantly drought tolerant native and/or naturalized species. Landscaping shall include trees or other vegetation within the courtyard areas in the northern, southern and western sides. Each of the courtyards on the northern, southern and western sides shall include one or more trees at least 15 feet in height and of sufficient crown mass to aesthetically define the courtyard space. Trees shall be maintained for the life of the project. The exact number, species and location of individual plants shall be at the discretion of the Director of Community Development. The primary purpose of courtyard landscaping shall be to provide a visual break in the building façade in order to reduce the perceived length of the façade from ground level viewpoint.</u></p> <p><u>AES-1(b) Pedestrian Entrance on Peck Drive.</u> <u>In order to achieve consistency with the character of the existing residential development on Peck Drive, the project shall include a prominent pedestrian entrance on the western side of the building. The</u></p>	<p><u>Less than significant.</u></p>



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	<p><u>pedestrian entrance shall be located along the building façade closest to the public right-of-way, i.e. not within the courtyard, and shall provide enhanced articulation of the western façade to bring the project into consistency with surrounding residential development. The pedestrian entrance shall include features typical of pedestrian entrances on residential streets. Examples of such features may include a vestibule, walkway, handrails, landscaping, and exterior architectural articulation around the entranceway. The location and design of the pedestrian entrance on South Peck Drive shall be approved by the Director of Community Development prior to issuance of a building permit.</u></p>	
<u>NOISE</u>		
<p><u>Impact N-1</u> Project construction would intermittently generate high noise levels and groundborne vibrations on and adjacent to the project site. Construction noise would be temporarily audible to sensitive receptors near the project site. However, all construction activities would be required to adhere to the Beverly Hills Municipal Code, which set limits on when construction can occur. Therefore, construction noise impacts would be Class III, <i>less than significant</i>. Construction vibration would temporarily affect nearby sensitive receptors, including residential uses immediately adjacent to the site. Mitigation Measure N-1(f) would be required to reduce impacts related to construction vibration. However, because of the difficulty associated with measuring the success of Mitigation Measure N-1(f), construction vibration impacts be Class I, <i>significant and unavoidable</i>.</p>	<p><u>N-1(a) Construction Management Plan.</u> The applicant shall submit a Construction Management Plan to the City of Beverly Hills Building Official for review and approval prior to issuance of grading or building permits. At a minimum, the plan shall meet the following standards to the satisfaction of the City:</p> <p><i>Schedule deliveries and pick-ups of construction materials to non-peak travel periods, to the maximum extent feasible. Coordinate deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time. Prohibit off-site heavy truck activities in local residential areas. Identify designated transport routes for heavy trucks (in addition to haul trucks) to be used over the duration of the proposed project.</i></p> <p><u>N-1(b) Staging Area.</u> The contractor shall provide staging areas on site to minimize off-site transportation of heavy construction equipment. The distance between staging areas and sensitive receptors shall be maximized to reduce noise levels associated with idling construction equipment.</p> <p><u>N-1(c) Diesel Equipment Mufflers.</u> All diesel equipment shall be operated with closed engine doors and shall be equipped with factory- recommended mufflers.</p> <p><u>N-1(d) Electrically-Powered Tools and Facilities.</u> Electrical power shall be used to run air compressors and similar power</p>	<p>Construction noise would be less than significant with mitigation incorporated. Construction vibration effects would be significant and unavoidable, as discussed above.</p>



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Summary of Environmental Impacts,
Mitigation Measures and Residual Impacts**

Impact	Mitigation Measures	Residual Impact
	<p><u>tools and to power any temporary structures, such as construction trailers or caretaker facilities.</u></p> <p><u>N-1(e) Additional Noise Attenuation Techniques.</u> <u>For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.</u></p> <p><u>N-1(f) Prohibition of Large Bulldozers and Loaded Trucks.</u> <u>Large bulldozers and loaded trucks shall be prohibited within 60 feet of the residential development south of the project site. The construction management plan required in Mitigation Measure N-1(a) shall include this restriction, as well as a staging plan demonstrating how it will be implemented, including specifications for the reduced-sized bulldozers and loaded trucks that may perform work along the south property lines near the residences.</u></p>	
TRANSPORTATION/CIRCULATION		
<p>Impact T-3 Construction activities for the proposed project would result in temporary, but potentially significant, traffic impacts. Impacts would occur as a result of frequent haul truck traffic, construction-worker parking, and cumulative construction traffic. However, mitigation is available for all three sources of traffic and would reduce impacts to less than significant levels. Impacts would be Class II, <i>significant but mitigable</i>.</p>	<p>T-3(a) Construction Traffic Management Plan. A Construction Traffic Management Plan shall be submitted to the City for review and approval by the proposed project applicant prior to issuance of demolition, grading or building permits. The plan shall address the following items at a minimum:</p> <ul style="list-style-type: none"> • <i>Maintain existing access for land uses in proximity of the project site during project construction.</i> • <i>Schedule deliveries and pick-ups of construction materials to non-peak travel periods, to the maximum extent feasible.</i> • <i>Coordinate deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time.</i> • <i>Minimize obstruction of through-traffic lanes on South Camden Drive, South Peck Drive, and of Wilshire Boulevard.</i> • <i>Construction equipment traffic from the contractors shall be controlled by flagman and traffic control devices.</i> • <i>Identify designated transport routes for heavy trucks (in addition to haul trucks) to be used over the duration of the project.</i> • <i>Schedule vehicle movements to ensure that there are no vehicles waiting off-site</i> 	<p>Less than significant.</p>



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Mitigation Measures and Residual Impacts**

Impact	Mitigation Measures	Residual Impact
	<p><i>and impeding public traffic flow on the surrounding streets.</i></p> <ul style="list-style-type: none"> • <i>Establish requirements for loading/unloading and storage of materials on the project site, including where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, and sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses.</i> • <i>Coordinate with adjacent businesses and emergency service providers to ensure adequate access exists to the project site and neighboring businesses.</i> <p>T-3(b) Worker Parking Management Plan. A Worker Parking Management Plan shall be submitted to the City for review and approval by the applicant prior to the issuance of demolition, grading or building permits. To the maximum extent feasible, all working parking shall be accommodated on the project site <u>and shall not be allowed on residential streets.</u> During any demolition and construction activities when construction worker parking cannot be accommodated on the project site, the Plan shall identify alternate parking locations for construction workers and method of transportation to and from the project site for approval by the City 30 days prior to commencement of construction. The Construction Workers Parking Plan must include appropriate measures to ensure that the parking location requirements for construction workers will be strictly enforced. These include but are not limited to the following measures:</p> <ul style="list-style-type: none"> • <i>Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on any residential street or in public parking structures.</i> • <i>No construction worker parking shall be permitted within 500 feet of the nearest point of the project site except within designated areas. The contractor shall be responsible for informing subcontractors and construction workers of this requirement, and if necessary, for hiring a security guard to enforce these parking provisions. Contractor shall be responsible for all costs associated with enforcement of this mitigation measure.</i> • <i>Identify sites where construction workers could park off-site, if necessary.</i> 	



**Table ES-1
Summary of Environmental Impacts,
Mitigation Measures and Residual Impacts**

Impact	Mitigation Measures	Residual Impact
	<p>In lieu of the above, the project developer/construction contractor has the option of phasing demolition and construction activities such that all construction worker parking can be accommodated on the project site throughout the entire duration of demolition and construction activities.</p> <p>T-3(c) Construction Coordination. The applicant shall coordinate with any nearby development that is also proposing to begin construction or is currently undergoing construction regarding the following:</p> <ul style="list-style-type: none"> • All temporary roadway closures shall be coordinated to limit overlap of roadway closures. • All major deliveries for both projects shall be coordinated to limit the occurrence of simultaneous deliveries. The project applicants shall ensure that deliveries of items such as concrete and other high-volume items shall not be done simultaneously. • The applicants shall coordinate regarding the loading and unloading of delivery vehicles. Any off-site staging areas for delivery vehicles shall be consolidated and shared. • Applicants or their representatives shall meet on a regular basis during construction to address any outstanding issues related to construction traffic, deliveries, and worker parking. • All construction hauling and delivery shall be scheduled in coordination with any adjacent major constructions projects, as applicable. 	
<p>Impact T-4 The additional traffic associated with project development has the potential to develop traffic hazards with respect to accessibility, design, and spacing. However, mitigation is available to reduce impacts to a less than significant level. Therefore, impacts would be Class II, <i>significant but mitigable</i>.</p>	<p>T-4(a) Driveway Width and Alignment. To prevent potential vehicle conflicts, the applicant shall submit a revised site plan to the City with the ramp into the project site parking garage at its point of curvature moved east and widened. This plan shall be reviewed and approved by the City Engineer before final site plan approval.</p> <p>T-4(b) Pedestrian-Vehicle Conflicts. To prevent potential pedestrian-vehicle conflicts, the applicant shall submit a revised site plan or other drawings to the City showing how such conflicts would be avoided in the area of the Motor Court where both vehicles and pedestrians access the parking garage. This plan or drawing shall be reviewed and approved by the City Engineer before final site plan approval.</p>	<p>Less than significant.</p>
<p align="center">Class III (Less than Significant) Impacts</p>		



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Impact	Mitigation Measures	Residual Impact
AESTHETICS		
<p>Impact AES-1 The introduction of a multi-story building to a site currently developed as a surface parking lot would affect the visual character and quality of the site and its surroundings as well as its compatibility with surrounding development. However, the overall size of the project would be generally similar to that of surrounding commercial and residential development and thus compatible as to mass and scale. In addition, the project would require review and approval by the City's Architectural Commission, which would help to ensure an aesthetically compatible design consistent with the City's design goals. Therefore, impacts would be Class III, <i>less than significant</i>.</p>	Mitigation is not required.	Less than significant.
<p>Impact AES-2 The proposed project would add new sources of light and glare on and around the project site, due to the increased size and scale of development. However, because the project site is in an urbanized area already characterized by light and glare levels typical of urban areas, the incremental increase in lighting would not substantially alter light/glare conditions. Impacts related to light and glare would be Class III, <i>less than significant</i>.</p>	Mitigation is not required.	Less than significant.
<p>Impact AES-3 The project would cast shadows onto adjacent properties, particularly in the wintertime when shadows are most extreme. However, as no shadow-sensitive land uses would be shaded for extended periods, shadow impacts would be Class III, <i>less than significant</i>.</p>	Mitigation is not required.	Less than significant.
AIR QUALITY		
<p>Impact AQ-2 Operation of the proposed project would generate air pollutant emissions, but emissions would not exceed SCAQMD operational significance thresholds. Therefore, the project's operational impact to regional air quality would be Class III, <i>less than significant</i>.</p>	Mitigation is not required.	Less than significant.
<p>Impact AQ-3 Project-generated traffic, together with other cumulative traffic in the area, would incrementally increase</p>	Mitigation is not required.	Less than significant.



**Table ES-1
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Impact	Mitigation Measures	Residual Impact
carbon monoxide levels in the site vicinity. However, because concentrations would remain below state and federal standards, this impact would be Class III, <i>less than significant</i> .		
GLOBAL CLIMATE CHANGE		
Impact GHG-1 The proposed project would generate GHG emissions from both mobile and operational sources. However, project emissions would not exceed the 10,000 tons CDE/year threshold and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, impacts would be Class III, <i>less than significant</i> .	Mitigation is not required.	Less than significant.
LAND USE AND PLANNING		
Impact LU-1 The proposed project's height and building length would exceed zoning ordinance and General Plan maximums. Additionally, the alley would be vacated as part of the project. The requested entitlements for the project include a zoning text amendment, zone change, General Plan Amendment, vacation, and amendment to the City's Streets Master Plan. The zoning ordinance amendment would create a Multiple Residential Planned Development Overlay Zone (MRPD) that would allow the increased height and length. Approval of these requests would make the project consistent with zoning regulations, the General Plan, and the Streets Master Plan. Therefore, impacts related to consistency with the zoning regulations, General Plan requirements, and the Streets Master Plan would be Class III, <i>less than significant</i>.	Mitigation is not required.	Less than significant.
Impact LU-2 The project appears to be consistent with the applicable goals and policies of the Beverly Hills General Plan with approval of a General Plan Amendment that would allow the project height to be 66 feet. Impacts would be Class III, <i>less than significant</i> .	Mitigation is not required.	Less than significant.



**Table ES-1
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Impact	Mitigation Measures	Residual Impact
<p>Impact LU-3 The proposed project would be generally compatible with existing adjacent residential and commercial land uses in the project vicinity. Therefore, impacts related to land use compatibility would be Class III, less than significant.</p>	<p>Mitigation is not required.</p>	<p>Less than significant.</p>
NOISE		
<p>Impact N-2 Project-generated traffic would incrementally increase noise levels along area roadways. However, the increase in roadway noise as a result of the proposed project would not exceed established thresholds. Therefore, impacts related to project-generated traffic noise would be Class III, <i>less than significant</i>.</p>	<p>Mitigation is not required.</p>	<p>Less than significant.</p>
<p>Impact N-3 Operation of the proposed project would generate audible noises in the project vicinity. However, noise levels associated with operation of the project are expected to be lower than noise levels associated with operation of the existing onsite surface parking lot. Therefore, impacts related to operational noise would be Class III, <i>less than significant</i>.</p>	<p>Mitigation is not required.</p>	<p>Less than significant.</p>
<p>Impact N-4 Future residents of the proposed project would potentially be exposed to high noise levels from commercial uses to the north, northwest, and northeast of the site, the parking lot noise to the west of the site, and traffic on South Peck and South Camden Drives. However, with adherence to Title 24 of the California Code of Regulations and the City of Beverly Hills Municipal Code, impacts would be Class III, <i>less than significant</i>.</p>	<p>Mitigation is not required.</p>	<p>Less than significant.</p>
TRANSPORTATION AND CIRCULATION		
<p>Impact T-1 <u>Development of the proposed project, in combination with existing traffic, would not result in significant impacts at any of the study area intersections based on City of Beverly Hills significance criteria. In addition, development of the project, in combination with cumulative traffic growth, would not result in significant impacts at any of the study area intersections based on</u></p>	<p>Mitigation is not required.</p>	<p>Less than significant.</p>



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Mitigation Measures and Residual Impacts**

Impact	Mitigation Measures	Residual Impact
<p><u>City of Beverly Hills significance criteria. Therefore, this impact would be Class III, less than significant.</u> Development of the proposed project, in combination with cumulative traffic growth, would not result in significant impacts at any of the study area intersections based on City of Beverly Hills significance criteria. Therefore, this impact would be Class III, less than significant.</p>		
<p>Impact T-2 Development of the proposed project would incrementally increase traffic on local streets. However, the increase would be below City of Beverly Hills significance thresholds and the impact would be Class III, <i>less than significant</i>.</p>	<p>Mitigation is not required.</p>	<p>Less than significant.</p>
<p>Impact T-5 The proposed project would provide 127 parking spaces onsite in a two-story subterranean parking garage. This would fulfill the City of Beverly Hills parking code requirement of 127 spaces for the proposed residential use of the property. Parking impacts would be Class III, <i>less than significant</i>.</p>	<p>Mitigation is not required.</p>	<p>Less than significant.</p>
<p>Impact T-6 The existing 139-space onsite parking lot would be replaced by the proposed project. As such, there would be a reduction in the overall parking supply in the project area. However, there is sufficient daily parking capacity in nearby commercial lots to meet parking demand. Therefore, impacts related to the reduction in parking supply would be Class III, <i>less than significant</i>.</p>	<p>Mitigation is not required.</p>	<p>Less than significant.</p>
<p>Impact T-7 The proposed project would add trips to local transit lines, and would have the potential to adversely affect existing or future transit infrastructure, thus conflicting with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decreasing the performance or safety of such facilities. However, the number of trips added to local transit lines by the proposed</p>	<p>Mitigation is not required.</p>	<p>Less than significant.</p>



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Impact	Mitigation Measures	Residual Impact
project, and its physical impacts, would not produce a significant impact in this regard. This impact would be Class III, <i>less than significant</i> .		
Impact T-8 Based on Los Angeles County Congestion Management Program (CMP) criteria, the proposed project's impacts to CMP identified freeway monitoring segments and arterial intersections would be Class III, <i>less than significant</i> .	Mitigation is not required.	Less than significant.



