

SAN BUENAVENTURA RESEARCH ASSOCIATES

MEMORANDUM

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To: Abe Leider, Rincon Consultants, Inc.
From: Mitch Stone, San Buenaventura Research Associates
Date: 24 April 2012
Re: Beverly Hills Gateway Overlay Zone Project, Historic Resources Report Addendum

San Buenaventura Research Associates (SBRA) prepared a historic resources report in July 2008 for the Beverly Hills Gateway project. Since that time, this project has been redefined as an overlay zone with no immediately anticipated development proposals. The original project site consisted of eight parcels located on the north side of Santa Monica Boulevard South between Linden Avenue on the east and Moreno Avenue on the west. Also included was the vacant parcels on the south side of Santa Monica Boulevard North between Linden and Moreno avenues. The current project site was expanded to include all of the parcels on the north side of Santa Monica Boulevard South. [Figure 1]

This report summarizes the relevant findings of the previous evaluation and addresses the redefined project area and project description.

1. Findings of Previous Evaluation

Of the eight properties evaluated in the 2008 Historic Resources Report, only one was found to be eligible for listing on the NRHP and CRHR and for designation as a City of Beverly Hills landmark. Construction of a medical office building on the property addressed at 9949 Santa Monica Boulevard was begun in late 1941 but apparently remained uncompleted until 1945. This building is a very good example of the Streamline Moderne architectural style and was identified in the *City of Beverly Hills Historic Resources Survey Report, Survey Area 5: Commercial Properties* survey update as a potential contributor to a multiple-resource (noncontiguous) CRHR-eligible historic district composed of six Art Deco/Moderne buildings. (Jones & Stokes, 2006)

This property was found to be a historic resource for purposes of CEQA. The remaining seven properties evaluated were found to be ineligible for listing or designation due to insufficient age, lack of significance, or a lack of integrity. The properties found to be ineligible were:

- 9775 Santa Monica Boulevard
- 9785 Santa Monica Boulevard
- 9815 Wilshire Boulevard
- 9844 Wilshire Boulevard/9811 Santa Monica Boulevard
- 9843-45-49 Santa Monica Boulevard
- 9855-57 Santa Monica Boulevard
- 9859-61-65-67 Santa Monica Boulevard

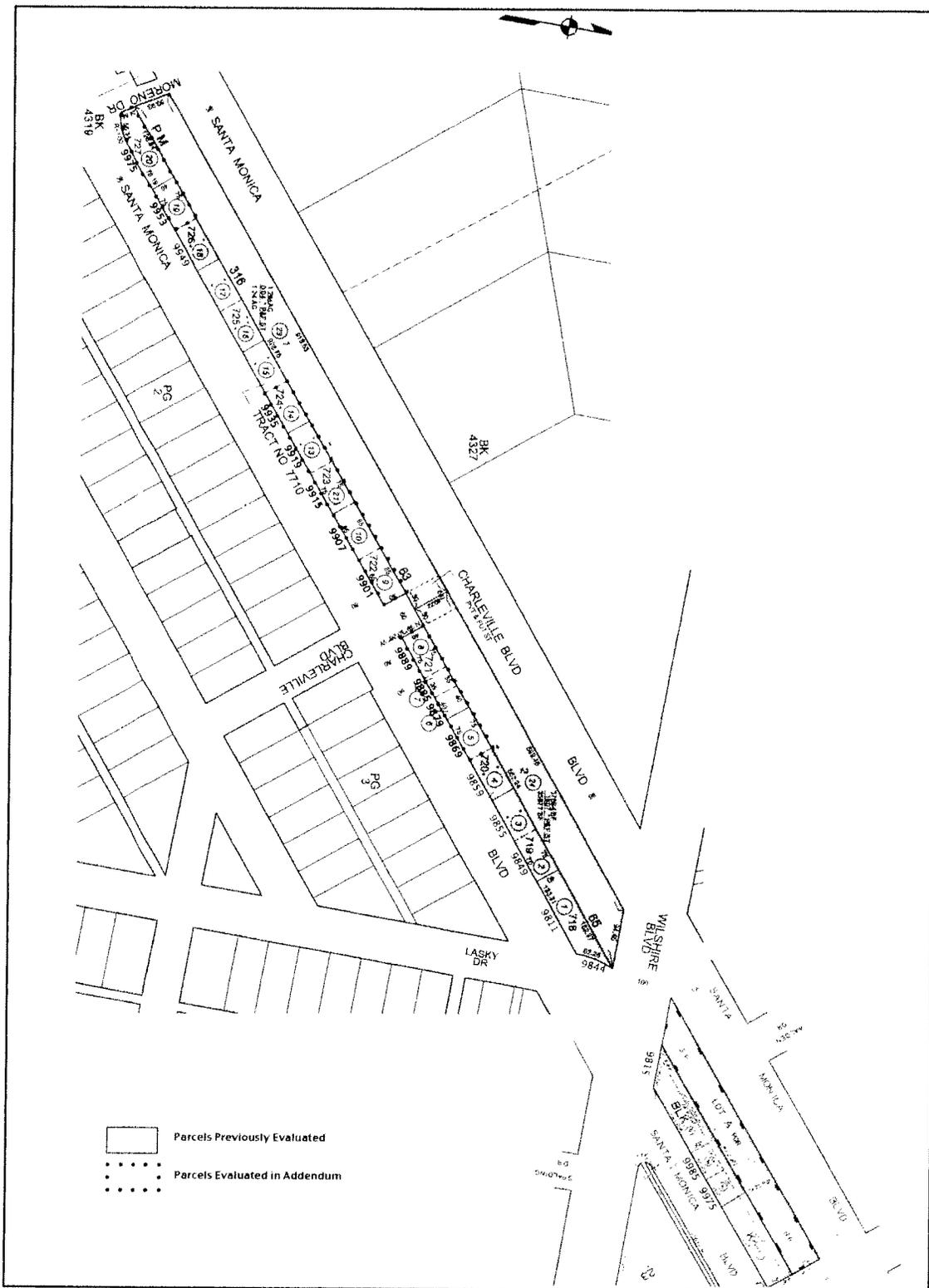


Figure 1. Project Location [Source: Los Angeles County Assessor, San Buenaventura Research Associates]

The remainder of the project site consisted of vacant land, paved parking lots, and the former right-of-way of the Pacific Electric Railroad line.

2. Additional Properties Evaluated

The expanded project site encompasses eleven additional improved parcels.

9869-77 Santa Monica Boulevard. This two-story concrete block commercial building was constructed in 1946. The designer was the architectural firm of Joseph, Fletcher and Joseph of Los Angeles. The building features four storefront bays on the ground floor and six bays of tripartite steel windows on the second floor elevation. At least three of the storefronts appear to be altered; otherwise the building appears to be essentially unaltered. [Photo 1]

9879 Santa Monica Boulevard. No original building permits were located for this two-story Roman brick commercial building, which, according to the Los Angeles County Assessor, was constructed in 1955. The building consists of two ground floor storefront bays and a separate entry. The second floor elevation features a band of four tripartite windows. The building's state of integrity is difficult to assess fully but at least one of the second floor windows has apparently been altered. [Photo 2]

9985-87 Santa Monica Boulevard. No original building permits were located for this two-story Roman brick commercial building, which, according to the Los Angeles County Assessor, was constructed in 1947. The building features two ground-floor storefronts and two, tripartite window bays on the second floor. The upper facade is terminated with a pedimented parapet. The general similarity of building materials and upper floor window treatment suggest that it was constructed at the same time as 9879 Santa Monica Boulevard. The building's state of integrity is difficult to assess, but it appears that the storefronts are substantially altered. [Photo 3]

9889-99 Santa Monica Boulevard. This two-story brick commercial building was constructed in 1939. The designer was architect Sonke E. Sonnichsen of Los Angeles. The building features four, ground-floor storefronts and seven bays of steel casement windows on the second floor. The building addresses the intersection of Santa Monica and Charleville boulevards with a radius corner. The building appears to be essentially unaltered. [Photo 4]

9901-05 Santa Monica Boulevard. This one-story commercial building was constructed in 1948 of brick and concrete clad in plaster. The designer is architect Kenneth R. Swift of Los Angeles. The building features four storefronts and a tall, featureless upper facade. A wing-like, angular open-framed device projecting from the corner of the building addresses the intersection of Santa Monica and Charleville boulevards. The building appears to be essentially unaltered. [Photo 5]

9907-11 Santa Monica Boulevard. This one-story plastered concrete and brick commercial building was constructed in 1946. The designer was the architectural firm of Joseph, Fletcher and Joseph of Los Angeles. The building consists of five storefronts. This building appears to be substantially altered. [Photos 6, 7]

9915 Santa Monica Boulevard. This single-story medical office building was constructed in 1951. The asymmetrical street elevation features masses of brick or concrete on the east and west framing four, tall windows separated by projecting steel or aluminum mullions. A projecting pylon that extends above the roof line defines the inset entry. According to building permits, this building was constructed by California Structures, Inc. of Woodland Hills. No architect is credited. It appears to be unaltered. [Photo 8]

9919-25 Santa Monica Boulevard. According to Los Angeles County Assessor records, this one-story commercial building was constructed in 1948, but building permits indicate that construction was begun in 1946. This single-story commercial building was designed by the architectural firm of Oscar Joseph and Graeme Joseph. It features four storefront bays separated by Roman brick pilasters and a featureless upper facade. At least three of the storefronts appear to be altered. [Photo 9]

9935 Santa Monica Boulevard. No original building permits were located for this two-story commercial/office building, but according to Los Angeles County Assessor records, it was constructed in 1953. The building features a brick-faced ground floor elevation with a band of six residential-style tripartite windows flanked by faux slatted shutters. A centered double-door entry is set back from the building plane. The stucco-clad second floor is set back slight from the ground floor and features four similar windows. This building appears to be unaltered. [Photo 10]

9953 Santa Monica Boulevard. This one-story brick commercial building was constructed in 1942 as a garage. The building features two garage door openings separated by three large plate glass windows, and one smaller window on the eastern end of the street elevation. The large windows may have originally been multi-pane but otherwise the building appears to be unaltered. [Photo 11]

9975 Santa Monica Boulevard. This three and four-story commercial building was constructed in 1991. [Photo 12]

3. Preliminary Evaluation of Significance

The properties included in the expanded project area were evaluated for their potential eligibility for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR) or for designation as City of Beverly Hills landmarks, based primarily upon visual evidence, documentation in previous investigations, and the historical contextual themes developed by Jones & Stokes, 2006. Limited property-specific research was conducted, primarily utilizing building permits. [Figure 2]

Previously Found to be Eligible. As described in Section 1, above.

- 9949 Santa Monica Boulevard.

Ineligible (Insufficient Age). Of the eleven properties included in the expanded project area, one is of insufficient age to be considered potentially eligible. It should not be considered to be a historic resource on this basis.

Beverly Hills Gateway Overlay Zone Project Historic Resources Report Addendum

- 9975 Santa Monica Boulevard [Photo 12]

Ineligible (Lack of Integrity). Of the ten remaining properties, two appear to lack sufficient integrity to be considered potentially eligible. They should not be considered to be potential historic resources on this basis.

- 9907-11 Santa Monica Boulevard [Photo 7]
- 9919-25 Santa Monica Boulevard [Photo 9]

Potentially Eligible. Of the eight remaining properties, six appear to be of sufficient age and to exhibit sufficient integrity to warrant additional property-specific research. They should be considered to be potential historic resources on this basis.

- 9869-77 Santa Monica Boulevard [Photo 1]
- 9879 Santa Monica Boulevard [Photo 2]
- 9985-87 Santa Monica Boulevard [Photo 3]
- 9901-05 Santa Monica Boulevard [Photo 5]
- 9935 Santa Monica Boulevard [Photo 10]
- 9953 Santa Monica Boulevard [Photo 11]

Appears Eligible. One property typifies the Streamline Moderne architectural style of the late 1930s. Consequently it should be regarded as a potential contributor to an expanded multiple-resource (non-contiguous) CRHR-eligible historic district composed of six Art Deco/Moderne buildings as defined and identified in the *City of Beverly Hills Historic Resources Survey Report, Survey Area 5: Commercial Properties* survey update. (Jones & Stokes, 2006) It should be considered to be a potential historic resource on this basis.

- 9889-99 Santa Monica Boulevard [Photo 4]

One property typifies the “Post World War II Commercial Buildings” context described in Jones & Stokes, 2006. This context includes buildings “predominantly architect designed by practitioners offering a wide range of modernistic interpretations. Buildings include modest examples, mostly 4 to 5 stories in height, constructed after World War II.” While this context concentrates on architect-designed mid-rise buildings, this property is of sufficient architectural interest to warrant additional evaluation, and should be considered to be a potential historic resource on this basis.

- 9915 Santa Monica Boulevard. [Photo 8]

4. Evaluation of Impacts

Although no specific development proposals are included in the project description, the revised project would allow for the potential application of a zoning overlay that could facilitate development within

**Beverly Hills Gateway Overlay Zone Project
Historic Resources Report Addendum**

the area covered by the overlay zone. The overlay zone encourages the consolidation of parcels, new construction, and construction of underground parking garages. This activity can be assumed to potentially result in the demolition of historic resources located within the area covered by the project. This impact should be considered significant and adverse.

5. Mitigation of Adverse Impacts

Prior to the application of the overlay zone to individual parcels for the properties defined in the report as Previously Found to be Eligible, Potentially Eligible, or Appears to be Eligible, the City of Beverly Hills shall require the preparation of a Historic Resources Report for the involved property by a qualified historian or architectural historian. This report shall determine if the property is eligible for listing or designation in the NRHP, CRHR or as a City of Beverly Hills landmark. For properties that are found to be eligible the findings of the Historic Resources Report shall be included in the environmental document for the project.



Photo 1. 9869-77 Santa Monica Boulevard. [4-17-2012]



Photo 2. 9879 Santa Monica Boulevard. [4-17-2012]



Photo 3. 9885-87 Santa Monica Boulevard. [4-17-2012]



Photo 4. 9889-99 Santa Monica Boulevard. [4-17-2012]



Photo 5. 9901-05 Santa Monica Boulevard. [4-17-2012]



Photo 6. 9907-11 Santa Monica Boulevard. [4-17-2012]



Photo 7. 9907-11 Santa Monica Boulevard. [4-17-2012]

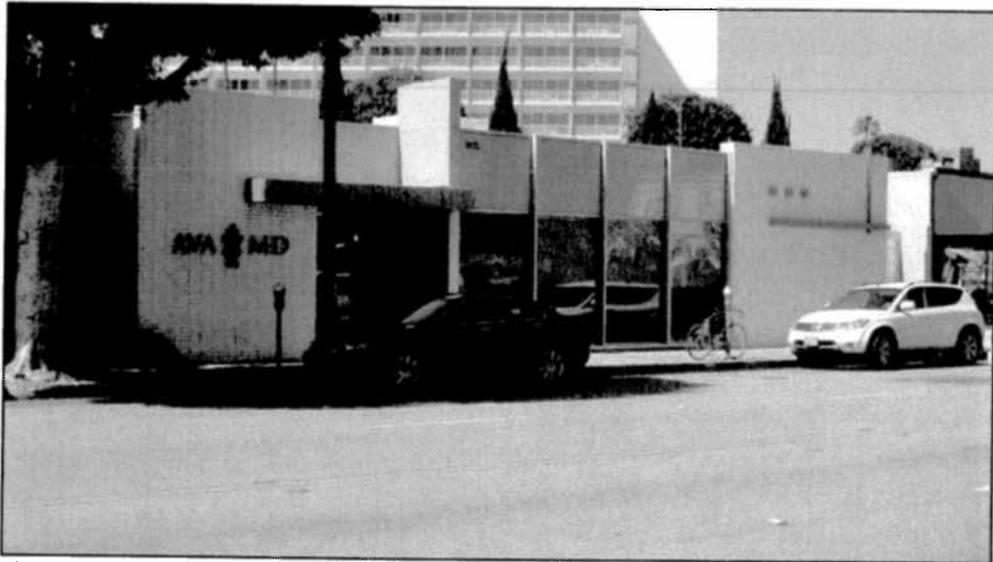


Photo 8. 9915 Santa Monica Boulevard. [4-17-2012]



Photo 9. 9919-25 Santa Monica Boulevard. [4-17-2012]

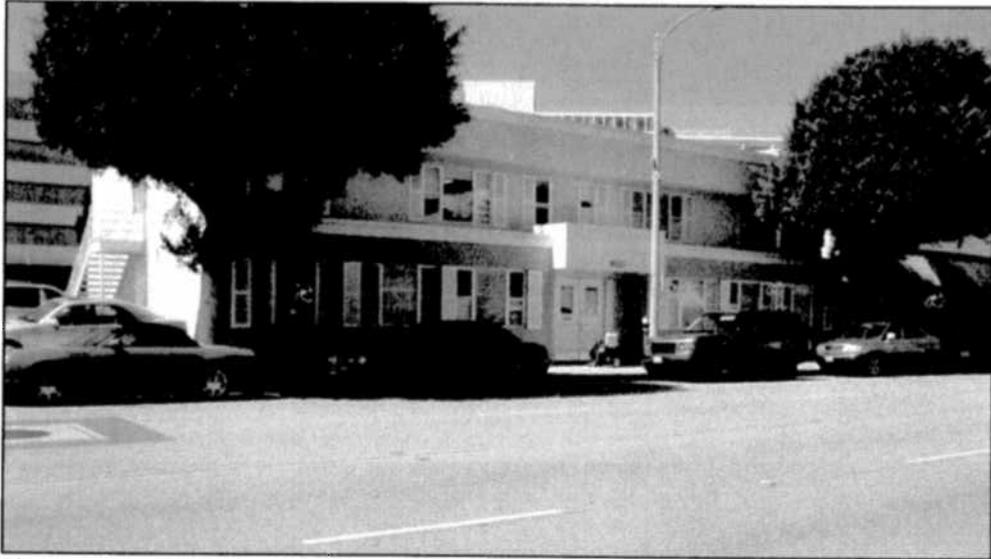


Photo 10. 9935 Santa Monica Boulevard. [4-17-2012]

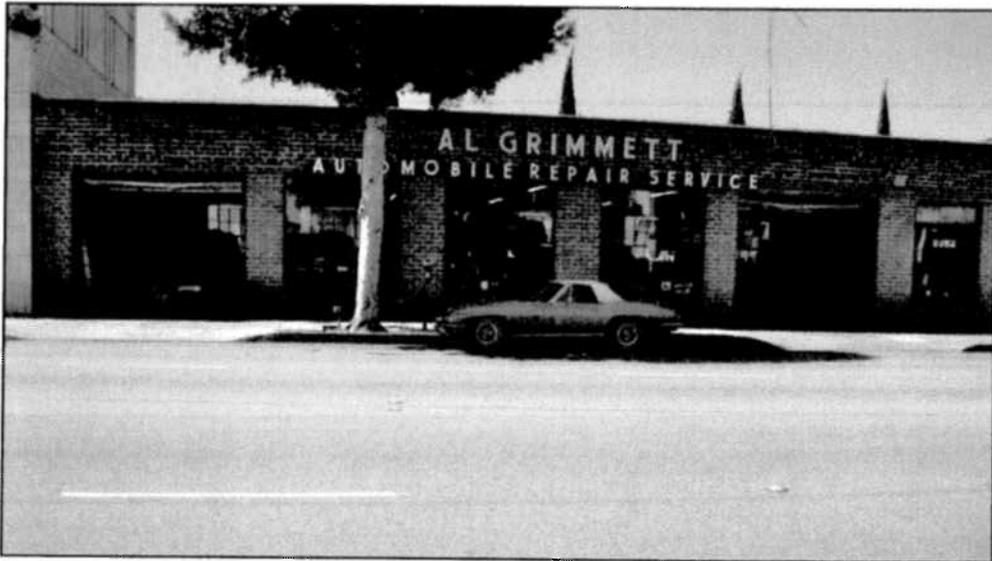


Photo 11. 9953 Santa Monica Boulevard. [4-17-2012]



Photo 12. 9975 Santa Monica Boulevard. [4-17-2012]

Attachment 2

Supplemental Traffic Memorandum





MEMORANDUM

Date: April 30, 2012
To: Abe Leider, Rincon
From: Tamar Fuhrer, AICP & Sarah Brandenburg, PE
Subject: Beverly Hills Gateway Overlay Zone Supplemental Analysis

SM12-2201.04

This memorandum describes additional transportation services provided for the Beverly Hills Gateway Study. These services include reviewing and comparing the proposed overlay zone to the land use described in the Beverly Hills Gateway Project Draft EIR and comparing impacts between the two scenarios.

PROJECT DESCRIPTION

The City is interested in developing a "Gateway Overlay Zone" at the site of the Beverly Hills Gateway Project. Rather than being a development project in and of itself, the Overlay Zone is a programmatic zoning that would allow design flexibility on parcels within the plan area. The proposed Overlay Zone contains C-3 (general commercial) and T-1 (transportation zone) zoned land uses. With the Overlay Zone, the three parcels analyzed in the Beverly Hills Gateway Project EIR and the immediately adjacent C-3 parcels will be able to have some land use and design flexibility, including consolidating parcels to increase the floor-to-area ratio (FAR) over one parcel or increase the building height and land use. In doing so the design of the zone as a whole is more flexible and has the potential to be more pedestrian-oriented. The entire overlay zone would have a maximum FAR.

TRAFFIC ASSESSMENT

Summary of Beverly Hills Gateway Impacts

The Beverly Hills Gateway EIR was prepared for a specific development project with a combination of retail and office land uses. As such, it was assessed for impacts directly related to the size and land use mix of the project. The Beverly Hills Gateway EIR circulation chapter identified significant impacts at three intersections under cumulative conditions:

- Olympic Boulevard & Spalding Drive
- South Santa Monica Boulevard & Moreno Drive
- South Santa Monica Boulevard & Wilshire Boulevard

A summary of the impacted locations and proposed mitigation measures is provided below:

- **Olympic Boulevard & Spalding Drive:** The impact at Olympic Boulevard & Spalding Drive was identified as *less than significant* with traffic mitigation. The prescribed mitigation was restriping the southbound approach to provide a right-turn lane with a separate through/left-turn lane. Since the EIR was published, the City of Beverly Hills extended the red curb at the west side of the southbound approach to 180 feet from the intersection. As such, the southbound approach currently operates as a right-turn lane with a shared through/left-turn lane. With the updated lane configuration, there is no longer a significant impact at the intersection of Spalding Drive & Olympic Boulevard.
- **South Santa Monica Boulevard & Moreno Drive:** The intersection of South Santa Monica Boulevard & Moreno Drive would operate at a sufficient level of service (LOS) of D or better both with and without the addition of the Beverly Hills Gateway project. However, the project-related increase at this intersection exceeded the City's threshold of significance. The southern approach to this intersection would be a driveway for Parcel 1 of the Beverly Hills Gateway project. The mitigation identified in the EIR was to reconfigure the future project driveway for Parcel 1 to provide two outbound vehicle lanes (to separate vehicles turning left from those traveling through the intersection or making a right-turn). With this mitigation in place, the impact at this intersection would be less than significant.
- **South Santa Monica Boulevard & Wilshire Boulevard:** The intersection of South Santa Monica Boulevard & Wilshire Boulevard had an impact that was significant and unavoidable. This intersection was already assumed to be widened to reflect the improvements identified in the William Morris EIR; with implementation of this improvement, the intersection would be built out so no additional improvements would be feasible within the intersection's right-of-way.

In summary, if the Beverly Hills Gateway project were assessed under current conditions, there would be two impacts. There would no longer be an impact at Spalding Drive & Olympic Boulevard, there would be an impact that could be mitigated at South Santa Monica Boulevard & Moreno Drive, and there would be a significant and unavoidable impact at South Santa Monica Boulevard & Wilshire Drive. As such, the latter two locations are relevant to assessing potential impacts for the Beverly Hills Gateway Overlay Zone.

Review of the Proposed Overlay Zone

Since the Overlay Zone is a program-level plan as opposed to project-level, there is not a direct comparison of square footage available between the Beverly Hills Gateway Project assessed in the EIR and the proposed Overlay Zone. Rather, the zoning allows for individual development projects that would be subject to independent traffic studies as the projects develop. With ultimate buildout of the Overlay Zone, however, the project area would have less intense development and a lower overall FAR than the Gateway Project studied in the EIR. For C-3 commercial properties, the 2.0 FAR assumed in the Gateway Project would remain, but the FAR

for T-1 properties would be reduced from 2.0 to 1.5. Furthermore, the T-1 FAR of 1.5 would only be allowed if a C-3 property were incorporated into the project. Otherwise the T-1 FAR would be limited to 0.5.

The land use proposed in the Beverly Hills Gateway Project EIR was a combination of office and retail space. The Overlay Zone would include the aforementioned land uses, but could also include restaurant, theatre, museum and hotel land uses which as a whole would generate fewer trips than the office and retail land uses. Since the overall development of the Overlay Zone would be less intense and the land use mix would generate (on average) fewer trips per square foot of development, the ultimate buildout of the Overlay Zone is anticipated to generate fewer trips than what was identified in the Beverly Hills Gateway Project EIR. Attachment A identifies the trip generation rates per square feet of development for proposed land uses in the Beverly Hills Gateway Project and Beverly Hills Gateway Overlay Zone.

Assessment of Potential Impacts Associated with the Proposed Overlay Zone

As previously noted, there are two potentially significant traffic impacts associated with the Gateway area, as identified in the Beverly Hills Gateway Project EIR. These impacts are at the intersections of South Santa Monica Boulevard & Moreno Drive and South Santa Monica Boulevard & Wilshire Boulevard.

The EIR identified that the mitigation at South Santa Monica Boulevard & Moreno Drive would be to reconfigure the southbound approach at the intersection, which is incidentally a project driveway for Parcel 1. This impact and subsequent mitigation would therefore be dependent on how the access point for Parcel 1 would be developed as part of the Overlay Zone. The project description notes that the egress point for Parcel 1 would be Moreno Drive; providing two outbound lanes at the project driveway is expected to eliminate the significant impact at this intersection.

The EIR also identified that the impact at South Santa Monica Boulevard & Wilshire Boulevard would be significant and unavoidable as roadway improvements connected to other development projects would yield a built-out intersection with no additional right-of-way for further improvements. While less intense development in the Overlay Zone will lessen the impact, it will likely still be significant and unavoidable.

SUMMARY AND CONCLUSIONS

We have completed a high-level assessment of the potential impacts associated with the proposed Beverly Hills Gateway Overlay Zone as compared to the Beverly Hills Gateway Project EIR. While the Overlay Zone is a development program that allows land use and design flexibility, the ultimate buildout of the Overlay Zone would be less intense in both density and overall trip generation than the land uses contained in the Beverly Hills Gateway Project EIR.

Mr. Abe Leider
April 30, 2012
Page 4

Three intersections were identified as having significant impacts in the EIR. Since the EIR was published, the City has modified the intersection of Olympic Boulevard & Spalding Drive such that there would no longer be a significant impact at this location. Of the remaining two intersections, South Santa Monica Boulevard & Moreno Drive would not have a significant impact provided that the development occurring at Parcel 1 of the Overlay Zone provides a two-lane outbound driveway at the southbound approach of this intersection. The second intersection, South Santa Monica Boulevard & Wilshire Boulevard, would likely remain as having a significant and unavoidable impact. Since this intersection is already assumed to be built-out with the mitigation measures identified in the William Morris EIR and further physical mitigations are infeasible, the impact at this location would likely be significant and unavoidable.

We hope that you find this information helpful. Please contact Tamar Fuhrer or Sarah Brandenburg at (310) 458-9916 with any questions or comments pertaining to this memorandum.

**ATTACHMENT A
BEVERLY HILLS GATEWAY TRIP GENERATION COMPARISON**

Land Use	Trip Generation		
	Unit	AM Trip Rate	PM Trip Rate
Beverly Hills Gateway Project			
Office [a]	ksf	1.55	1.49
Retail [a]	ksf	1.00	3.73
Beverly Hills Gateway Overlay Zone			
Office [a]	ksf	1.55	1.49
Retail [a]	ksf	1.00	3.73
Boutique Hotel [b][c]	ksf	0.66	0.72
Museum [b]	ksf	0.40	0.39
Movie Theater [a][d]	ksf	N/A	0.15
Quality Restaurant [a]	ksf	0.81	7.49

Notes:

[a] Trip Generation derived from *Trip Generation (7th ed.)* (Institute of Transportation Engineers)

[b] Trip Generation derived from local empirical traffic studies

[c] Hotel room rate assumes 500 square feet per room

[d] Movie theater peak hour of adjacent street traffic interpolated from peak hour of generator.

Attachment D

Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
AIR QUALITY							
<p>AQ-1(a) Ozone Precursor Control. The following shall be implemented during construction to minimize emissions from construction equipment:</p> <ul style="list-style-type: none"> Equipment engines shall be maintained in good condition and in proper tune as per manufacturer's specifications. Use new technologies as they become available to control ozone precursor emissions. Diesel oxidation catalysts and particulate filters shall be installed on all on and off road construction vehicles. 	Verify implementation of the listed actions during grading and construction.	During grading and construction.	Periodically during grading and construction.	Community Development Department/ Building & Safety Division			
<p>AQ-1(b) Fugitive Dust Control. The following shall be implemented during construction to minimize fugitive dust emissions:</p> <ul style="list-style-type: none"> 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 morning, once at midday and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph. 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. All material excavated or graded shall be treated with soil binders or shall be sufficiently watered at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds 	Verify implementation of the listed actions during grading.	During grading and construction.	Periodically during grading and construction.	Community Development Department/ Building & Safety Division			

Mitigation Measure/Condition of Approval	Action Required	When Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
(i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust. • All material transported off-site shall be securely covered to prevent excessive amounts of dust. • Face masks shall be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever. • All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted in a prominent and visible location at the construction site, and shall be maintained throughout the construction process. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints. • Visible dust beyond the property line emanating from the project shall be prevented to the maximum extent feasible. • These control techniques shall be indicated in project specifications. Compliance with the measure shall be subject to periodic site inspections by the City.	Receive and review pedestrian facilities plans, and bring before the Architectural Commission for review and approval	Prior to the issuance of any building permits for parcels 1 and 2	Once	Community Development Department			
AESTHETICS							
AES-2 Pedestrian Facility Design Review. Prior to the issuance of any building permits for parcels 1 and 2, the Architectural Commission shall review and confirm that the pedestrian facilities, including but not limited to public sidewalks, crosswalk landings, building entry courts and plazas, are substantially consistent with such facilities as they exist along nearby commercial corridors.	Receive and review building materials plans	Prior to the issuance of any	Once	Community Development			
AES-3 Building Material Specifications. Prior to the issuance of any building permits, the applicant shall submit							

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Plans and specifications for all building materials to the Planning Division for review and approval by the Architectural Commission. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass with over 25% reflectivity, as determined by the Division of Building & Safety, shall be prohibited in the exterior of all buildings on the project site.	for the stated specifications, and bring before the Architectural Commission for review and approval	building permits		Department			
CULTURAL RESOURCES							
CR-1(a) The property located at 9949 Santa Monica Boulevard shall be photographed by a qualified archival photographer according to accepted archival methods, and a written historic report prepared by a qualified historic preservation professional. This documentation shall be donated to a suitable repository, such as the City of Beverly Hills Public Library, prior to issuance of a demolition permit for the structure.	Receive and review documentation, and ensure donation to appropriate repository	Prior to issuance of demolition permits	Once	Community Development Department			
CR-1(b) The remaining properties within the potential multiple-resource (noncontiguous) CRHR-eligible Art Deco/Moderne historic district shall be fully documented and recorded on DPR 523 forms by a qualified historic preservation professional. These forms shall include historical and architectural context supporting the eligibility of the district and property-specific research on the contributing properties. This documentation shall be submitted to the California Office of Historic Preservation as a nomination to the CRHR prior to issuance of a demolition permit for the structure.	Receive and review documentation, and ensure transmittal to SHPO per the measure	Prior to issuance of demolition permits	Once	Community Development Department			
CR-3 (a) Archeological Monitoring. In the event a previously unknown artifact or fossil is uncovered during project construction, all work shall cease until a certified archaeologist and/or paleontologist can investigate the finds and make appropriate recommendations. Any artifacts uncovered shall be recorded and removed for storage at a location to be determined by the monitor.	Verify implementation of the listed actions during grading.	During grading	Periodically during grading and construction.	Community Development Department/ Building & Safety Division			
CR-3 (b) Coroner Notification. If human remains are	Verify implementation of	During grading.	Periodically	Community			

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
<p>unearted, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.</p>	<p>the listed actions during grading.</p>		<p>during grading and construction.</p>	<p>Development/ Building & Safety Division</p>			
HAZARDS AND HAZARDOUS MATERIALS							
<p>HAZ-1 Asbestos. Prior to issuance of a demolition permit for any structure, an asbestos survey shall be performed by a qualified and appropriately licensed professional. All testing procedures shall follow recognized local standards as well as established California and Federal assessment protocols and SCAQMD Rule 1403. The asbestos survey report shall quantify the areas of asbestos containing materials.</p> <p>Prior to any demolition or renovation, onsite structures that contain asbestos must have the asbestos containing material removed according to proper abatement procedures recommended by the asbestos consultant and as required by the SCAQMD. All abatement activities shall be in compliance with California and Federal OSHA, and with the SCAQMD requirements including SCAQMD Rule 1403. Following completion of the asbestos abatement, the asbestos consultant shall provide a report to the Community Development Department documenting the abatement procedures used, the volume of asbestos-containing materials removed, where the material was moved to, and include transportation and disposal manifests or dump tickets.</p>	<p>Receive and review asbestos results; ensure recommendations are implemented during demolition.</p>	<p>Prior to issuance of demolition permits.</p>	<p>Once prior to demolition, once during demolition.</p>	<p>Community Development/ Building & Safety Division</p>			
<p>HAZ-2 Lead Based Paint. Prior to the issuance of a permit for the renovation or demolition of any structure on any of the site parcels, the developer shall contract with a</p>	<p>Receive and review lead paint results; ensure recommendations are</p>	<p>Prior to issuance of demolition permits.</p>	<p>Once prior to demolition, once during</p>	<p>Community Development/ Department/</p>			

Beverly Hills Gateway Project EIR
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<p>licensed lead-based paint consultant to evaluate the structure for lead-based paint. If lead-based paint is discovered, it shall be removed according to proper abatement procedures recommended by the consultant. All abatement activities shall be in compliance with California and Federal OSHA requirements. Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept the waste. Following completion of the lead based paint abatement, the lead based paint consultant shall provide a report to the Community Development Department documenting the abatement procedures used, the volume of lead based paint materials removed, where the material was moved to, and include transportation and disposal manifests or dump tickets.</p>	<p>implemented during demolition.</p>		<p>demolition.</p>	<p>Building & Safety Division</p>			
<p>HAZ-3(a) Excavation and Demolition Contingency Plans. The developer shall prepare a contingency plan for all excavation and demolition projects conducted within the combined project area to be implemented in the event that contaminants or structural features not previously known of are suspected or discovered. The contingency plan shall identify appropriate measures to be followed if contaminants are found or suspected. The appropriate measures shall identify personnel to be notified, emergency contacts, and a sampling protocol. The excavation and demolition contractors shall be made aware of the possibility of encountering unknown hazardous materials, and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating at what point it is safe to continue with the excavation or demolition, and identify the person authorized to make that determination.</p>	<p>Receive and review contingency plan; ensure implementation during grading.</p>	<p>Prior to issuance of a grading permit.</p>	<p>Once prior to issuance of a grading permit; periodically during grading.</p>	<p>Community Development Department/ Building & Safety Division</p>			
<p>HAZ-3(b) Soil Sampling and Remediation for above grade Construction. If grading or construction above</p>	<p>Verify transmittal of testing results to</p>	<p>Prior to and during grading.</p>	<p>Once prior to grading.</p>	<p>Community Development</p>			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<p>grade is proposed on any of the three project parcels, or the soil is otherwise to be disturbed, the elevated arsenic and lead concentrations shall be further evaluated through additional soil sampling and analysis. Elevated arsenic concentrations are known to be present in each parcel, while lead was detected in parcels 1 and 3. The developer shall forward results of the soil sampling to the local regulatory agency (County of Los Angeles Fire Department CUPA, Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). The agency will review the data and either sign off on the property or determine if any additional investigation or remedial activities are deemed necessary. The developer shall submit all correspondence to the Community Development Department prior to issuance of grading or building permits. Any remediation activities recommended by either agency shall be implemented in full.</p>	<p>identified agencies and implementation of any required remediation.</p>		<p>periodically during grading and construction.</p>	<p>Department/ Building & Safety Division</p>			
<p>HAZ-3(c) Soil Sampling and Remediation for Subterranean Construction. Soil materials on all three subject parcels shall be evaluated, profiled and remediated either prior to construction of structures or concurrent with excavation. The contaminated materials shall be profiled for disposal and remedial excavation shall proceed under the supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall also be approved by a regulatory oversight agency, such as the (County of Los Angeles Fire Department CUPA), Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). The developer shall submit all correspondence to the Beverly Hills Department of Community Development prior to issuance of grading or building permits. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, a qualified environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after</p>	<p>Verify transmittal of testing results to identified agencies and implementation of any required remediation.</p>	<p>Prior to and during grading.</p>	<p>Once prior to grading, periodically during grading and construction.</p>	<p>Community Development Department/ Building & Safety Division</p>			

Beverly Hills Gateway Project EIR
 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
completion of the remediation, including all waste disposal or treatment manifests.							
HAZ-3(d) Groundwater Sampling and Remediation. If, during the soil sampling on any of the three subject parcels, groundwater contamination is suspected, or if soil contamination is detected at depths at or greater than 30 feet below grade, then the developer shall perform a groundwater sampling assessment. If contaminants are detected in groundwater at levels that exceed maximum contaminant levels for those constituents in drinking water, then the results of the groundwater sampling shall be forwarded to the appropriate regulatory agency (County of Los Angeles Fire Department CUPA), Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). The agency shall review the data and sign off on the property or determine if any additional investigation or remedial activities are deemed necessary. The developer shall submit all correspondence to the Beverly Hills Department of Community Development prior to issuance of grading or building permits.	Verify transmittal of testing results to identified agencies and implementation of any required remediation.	Prior to and during grading.	Once prior to grading, periodically during grading and construction.	Community Development Department/ Building & Safety Division			
NOISE							
N-1(a) Heavy Truck Restrictions. Contractor shall prohibit off-site heavy truck activities in local residential areas.	Verify implementation of the truck circulation restrictions during grading and construction.	During grading and construction.	Periodically during grading and construction.	Community Development Department/ Building & Safety Division			
N-1(b) Staging Area. Contractor shall provide staging areas on site to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.	Verify adherence to this measure during grading and construction.	During grading and construction.	Periodically during grading and construction.	Community Development Department/ Building & Safety Division			
N-1(c) Diesel Equipment Mufflers. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended	Verify adherence to this measure during grading and construction.	During grading and construction.	Periodically during grading and construction.	Community Development Department/			

Beverly Hills Gateway Project EIR
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<p>N 1(d) Electrically-Powered Tools and Facilities. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.</p>	<p>Verify adherence to this measure during grading and construction.</p>	<p>During grading and construction.</p>	<p>Periodically during grading and construction.</p>	<p>Building & Safety Division Community Development Department/ Building & Safety Division</p>			
<p>N 1(e) Additional Noise Attenuation Techniques. 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, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors in order to ensure noise levels at nearby hotels do not exceed 65 dBA to the maximum extent feasible. The contractor shall perform at least one noise measurement at each of the nearest sensitive uses, The Peninsula Hotel and the Beverly Hilton Hotel, during excavation and foundation/conditioning work to confirm that the noise attenuation techniques are reducing the noise levels sufficiently. If sufficient attenuation is not being achieved, the contractor shall cease work and consult the City on additional noise attenuation techniques such as reducing the number of machines operating at one time, larger temporary barriers, or thicker sound blankets.</p>	<p>Verify that field test is performed per the measure, and that additional noise measures are implemented if needed.</p>	<p>Prior to approval of building plans and during grading and construction, if required.</p>	<p>Once prior to approval of building plans and periodically during grading and construction, if required.</p>	<p>Community Development Department/ Building & Safety Division/ City Engineer</p>			
<p>N-1(f) Alternative Pile Types. If pile driving activities are required for construction, alternative pile types that are quieter to install, such as pin piles/micro piles/mini piles, Tubex Grout Injection Piles, or Geoclet foundation units, shall be utilized where feasible in place of traditional driven piles to reduce noise and vibration generation. The City of Beverly Hills Deputy City Engineer and City Building Official shall determine the feasibility of these alternatives pile types for the required applications.</p>	<p>Verify that construction plans include appropriate alternative (quieter) pile types per the measure if pile driving is required, and that such alternative pile types are used.</p>	<p>Prior to issuance of a grading permit and during pile driving, if required.</p>	<p>Once prior to issuance of a grading permit and once during pile driving, if required.</p>	<p>Community Development Department/ Building & Safety Division/ City Engineer</p>			
<p>N-1(g) Additional Pile Driving Measures. If pile</p>	<p>Verify that field test is</p>	<p>Prior to approval</p>	<p>Once prior to</p>	<p>Community</p>			

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<p>driving activities are required for construction, a field test program shall be conducted on the site prior to approval of building plans. The test shall include driving piles at several locations on the project site in the general locations where piles would be required for project construction. The test shall also include testing of various noise control measures including, but not limited to, sound blanket enclosures around pile hammers. Quantitative noise and vibration measurements, together with a subjective assessment of the resulting conditions, shall be recorded. The results of the test program shall be presented to the City of Beverly Hills Community Development Director. Based on the results of the tests, the Director shall have the right to require additional noise control measures at the site during pile driving, such as temporary sound berms and dampening enclosures.</p>	<p>performed per the measure, and that additional noise/vibration measures are implemented if needed.</p>	<p>of building plans and during grading and construction, if required.</p>	<p>approval of building plans and periodically during pile driving, if required.</p>	<p>Development Department/ Building & Safety Division/ City Engineer</p>			
<p>N-3(a) Rooftop Ventilation. Parapets shall be installed around all rooftop ventilation systems.</p>	<p>Verify adherence to this measure on building plans and during construction.</p>	<p>Prior to and during construction.</p>	<p>Once prior to, and periodically during, construction.</p>	<p>Community Development Department/ Building & Safety Division</p>			
<p>N-3(b) Truck Deliveries and Trash Pick-Up. All commercial truck deliveries and trash pickups shall be restricted to daytime operating hours (7:00AM to 10:00 PM Monday through Friday, and 8:00 AM to 10:00 PM on weekends).</p>	<p>Verify adherence to this measure during project operation.</p>	<p>After occupancy.</p>	<p>Periodically after occupancy.</p>	<p>Community Development Department/ Building & Safety Division</p>			
PUBLIC SERVICES AND UTILITIES							
<p>PSU-1 Fire Flow Upgrade. If the City Engineer determines that upgrades to the existing fire flow infrastructure are required to serve the proposed project(s), the applicant shall pay its "fair share" for the cost of the upgrade as determined by the City. Payment for this upgrade shall be made prior to the issuance of a building permit.</p>	<p>Determine whether updates are required, and verify collection of "fair share" payment</p>	<p>Prior to the issuance of a building permit</p>	<p>Once prior to the issuance of a building permit, once to verify payment.</p>	<p>Department of Public Works/Civil Engineering Division and Community Development Department</p>	<p>Fire</p>		

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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PSU-4 The project developers shall provide a fair-share contribution of funds, proportional to each project's contribution of wastewater to the affected infrastructure elements, towards necessary upgrades to sewer conveyance infrastructure to the satisfaction of the City Engineer. Funds shall be paid prior to issuance of building permits for each parcel.	Verify collection of payment.	Prior to the issuance of a building permit for each parcel.	Once prior to the issuance of a building permit.	Department of Public Works/Civil Engineering Division and Community Development Department			
PSU-5 The project developers for parcels 1 and 2 shall provide a fair-share contribution of funds, proportional to each project's contribution of increased stormwater runoff to the affected infrastructure elements, towards necessary upgrades to stormwater infrastructure to the satisfaction of the City Engineer. Funds shall be paid prior to issuance of building permits for each parcel.	Verify collection of payment.	Prior to the issuance of a building permit for each parcel.	Once prior to the issuance of a building permit.	Department of Public Works/Civil Engineering Division and Community Development Department			
PSU-6(a) Construction Recycling. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. This requirement shall be printed on the grading and construction plan. The applicant shall provide the Department of Community Development with receipts for recycled materials.	Verify recycling provisions on grading and building plans, and during construction.	Prior to the issuance of a grading or building permit and during construction.	Once prior to the issuance of a grading or building permit and periodically during construction.	Community Development Department/ Building & Safety Division			
PSU-6(b) Recycling Collection. The proposed project shall include equal recycling collection space in comparison to rubbish collection facilities. The recycling bins shall be clearly marked with a description of what types of materials can be recycled. The applicant shall establish recycling service with the City's waste hauler. Documentation of service shall be submitted to the Department of Community Development.	Verify recycling provisions on building plans, and during operation.	Prior to the issuance of a building permit and during operation.	Once prior to the issuance of a grading or building permit and periodically during operation.	Community Development Department/ Building & Safety Division			
TRANSPORTATION AND CIRCULATION							
T-1 Spalding Drive/Olympic Boulevard. Spalding Drive shall be re-stripped to provide a southbound right-	Verify implementation of measure prior to	Prior to occupancy.	Once prior to occupancy.	Department of Public			

Beverly Hills Gateway Project EIR
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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turn lane and northbound right-turn lane combined with through/left-turn lanes. In addition, the traffic signal shall be modified to include a right turn arrow facing southbound to work during east and west left-turn phases. This would mitigate the large right turn demand. Re-striping may require the removal of a limited amount of on-street parking. Currently, only a small portion of the curb has red striping, which limits parking and shall be extended at least 50 feet from the intersection (allowing two vehicles to queue in the turn lanes) during peak traffic hours. As this impact occurs under the Existing Plus Project Scenario, the project would be responsible for implementing this mitigation measure.	occupancy.			Works/Civil Engineering Division and Community Development Department			
T-2 South Moreno Drive/South Santa Monica Boulevard. The driveway that would serve Parcel 1 shall be reconfigured by converting the existing inbound lane to an outbound lane in order to provide two outbound lanes. This would be within the existing right-of-way and is within the jurisdiction of the City of Beverly Hills. The project will be responsible for this improvement. This measure applies to buildout of all three subject parcels ("combined project").	Verify implementation of measure prior to occupancy.	Prior to occupancy.	Once prior to occupancy.	Department of Public Works/Civil Engineering Division and Community Development Department			
T-4 Construction Coordination. The applicant for any parcel proposing to develop pursuant to the requested General Plan Amendment and Rezone shall coordinate with any nearby development that is also proposing to begin construction or is currently undergoing construction regarding the following:	Verify coordination, as identified in the measure.	Prior to commencement of grading or construction.	Once prior to commencement of grading or construction.	Community Development Department			

- All temporary roadway closures shall be coordinated to limit overlap of roadway closures.
- All major deliveries for the 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-

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<ul style="list-style-type: none"> 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 adjacent major construction projects (9900, Hilton, Sun-Cal, other projects) as applicable. 							
<p>T-5(a) Construction Traffic Management Plan. A Construction Traffic Management Plan shall be submitted to the City for review and approval by all applicants proposing development pursuant to the requested General Plan Amendment and Rezone prior to issuance of demolition, grading or building permits. Each plan shall address the following items at a minimum:</p> <ul style="list-style-type: none"> Maintain existing access for land uses in proximity to the project site during project construction. 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. Minimize obstruction of through-traffic lanes on Santa Monica Boulevard. Construction equipment traffic from the contractors shall be controlled by flagman and traffic control devices. Identify designated transport routes for heavy trucks (in addition to haul trucks) to be used over the duration of the proposed project. Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets. Establish requirements for loading/unloading and storage of materials on the project site, where 	Review and approve plan, and verify implementation.	Prior to issuance of demolition, grading or building permits.	Once prior to issuance of demolition, grading or building permits, and periodically during grading and construction.	Community Development Department			

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<p>parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses.</p> <ul style="list-style-type: none"> Coordinate with adjacent businesses and emergency service providers to ensure adequate access exists to the project site and neighboring businesses. 							
<p>T-5(b) Worker Parking Management Plan. A Worker Parking Management Plan shall be submitted to the City for review and approval by all applicants proposing development pursuant to the requested General Plan Amendment and Rezone 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. 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"> 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. Prohibit construction worker parking within 500 feet of the nearest point of the project site except within designated areas. The contractor shall be responsible for informing subcontractors and 	<p>Review and approve plan, and verify implementation.</p>	<p>Prior to issuance of demolition, grading or building permits.</p>	<p>Once prior to issuance of demolition, grading or building permits, and periodically during grading and construction.</p>	<p>Community Development Department</p>			

Beverly Hills Gateway Project EIR
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<p>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.</p> <ul style="list-style-type: none"> Identify sites where construction workers could park off-site, if necessary. <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>Verification that identified plans have been provided to the listed agencies and review of comments provided.</p>	<p>Prior to issuance of demolition, grading or building permits.</p>	<p>Once prior to issuance of demolition, grading or building permits.</p>	<p>Community Development Department</p>			
<p>T-5(c) Construction Management Coordination. Prior to submittal to the City of Beverly Hills, the applicants shall provide their Construction Traffic Management Plan and Construction Working Parking Management Plan to the Beverly Hills Unified School District and the Los Angeles County Metropolitan Transportation Authority for their review and comment. The applicants shall notify the City of Beverly Hills of all comments received from these agencies related to the Construction Traffic Management Plan.</p>							

Attachment E
Letters

SOUTHWEST BEVERLY HILLS HOMEOWNERS ASSOCIATION

C/O 208 McCarty Drive
Beverly Hills, CA 90212

May 18, 2012

Beverly Hills City Council
455 N. Rexford Drive
Beverly Hills, CA 90210

RE: “Little Santa Monica” Proposed
“T-1” Rezoning

Dear Mayor Brien and Members of the Council:

The Southwest Beverly Hills Homeowners Association is concerned about the proposed Overlay Zone (C-PD-G) for the north side of “Little Santa Monica” from Moreno to Linden. We hope you will take the following concerns into account in making any decisions with respect to this proposal. Please also consider whether or not it makes good planning sense to change the zoning on these parcels NOW, before anyone knows what is going to happen re: the Wilshire/Santa Monica intersection, the subway and what parking/transportation needs in the area will be. For example, what if the preferred solution to the Wilshire/Santa Monica intersection involves a deceleration lane along Big Santa Monica or other land need that might be impossible to achieve after this property is re-zoned and/or developed?

1. Traffic: Obviously this “stretch” of Little Santa Monica is already incredibly packed with traffic, especially in the AM and PM peak hours. The AM peak traffic includes workers going eastbound to Century City, as well as students going to

the High School. The PM peak traffic is backed up for blocks with eastbound cars leaving Century City, Westwood, etc. No one who traverses these streets and intersections daily—like many of us do--could realistically come to a different conclusion.

a. The 37-story condo building apparently approved for the corner of Moreno and Little Santa Monica will simply exacerbate the existing problem, as will the already-approved 35+ story building at the corner of Avenue of the Stars and Santa Monica, the planned 35+ office tower at the corner of Avenue of the Stars and Constellation and the planned expansion of the Century Plaza land. It is “easy” to say that these developments in Los Angeles should not “prejudice” development in Beverly Hills; but to ignore those additional traffic and impacts would be to ignore the ability of both residents and shoppers to get around in our City.

b. Obviously expanding the buildable areas along Little Santa Monica is simply going to produce more traffic and put more stress on already over crowded streets. (*Please also see Paragraph 3 below.*)

2. “Big” Santa Monica: Clearly if there were an entrance to the future projects on the “T-1” [former railroad] site from “Big” Santa Monica, that would alleviate the principal concern that our HOA has. (*Please see Paragraph 3 below.*) We are told, however, that staff has not favored this because it would be an impediment to traffic along “Big” Santa Monica.

a. A “deceleration lane” leading into those future projects would likely not impede traffic on “Big” Santa Monica and could actually help by providing a right turn lane onto eastbound Wilshire.

b. But please understand the effect of a decision not to have an entrance from “Big” Santa Monica: That will simply place greater stress on “Little Santa Monica” bearing the entire brunt of ingress and egress to these future

projects and will, therefore, also place a much greater burden on the adjacent residential areas, such as ours. In other words, you would be forcing traffic from a major arterial onto both a much smaller roadway and, to a significant degree, onto our residential streets. That doesn't, in our view, make much sense.

(1) A potential solution, which our HOA strongly favors, would be to put a signal across “Big” Santa Monica for traffic to access the future projects, as well as accessing the Hilton and Wilshire.

3. Ingress and Egress to these Future Projects: The principal concern of the Southwest HOA is the manner of ingress and egress to the future projects. The plans we had previously seen all show a subterranean parking garage with its entrance/exit directly across from where Charleville dead ends. That will simply mean that—with all the traffic that will already be on Little Santa Monica at the morning and evening rush hours—a huge percentage of cars entering and exiting that garage will choose to take Charleville and then continue eastbound, take residential streets southbound, or take Charleville to ultimately go northbound. This is likely to further decrease the quality of residential life in the residential areas to the south and east of this area.

a. If you decide to grant a zoning change and additional development rights on the T-1 zoned parcels and along Little Santa Monica, you must protect the residential areas by requiring the entrance(s) and exit(s) from these future projects to restrict access to and from Charleville into their parking areas. And we ask that this be a part of any re-zoning and not simply left to “future consideration of a particular project.”

We note that there will be costs to any of these protective measures, but that the owners of the T-1 properties will presumably have their land holdings greatly increased by any such re-zoning as is contemplated.

We appreciate your consideration of our views and of our residential areas.

Very truly yours,

The Southwest Beverly Hills Homeowners Association

By: *Ken Goldman*

Kenneth Goldman, President

Cc: Board of Directors

Jeff Kolin

Jonathan Lait

March 22, 2012

BY HAND DELIVERY

Honorable Dan Yukelson, Planning Commission Chair
Honorable Members of the Planning Commission
City of Beverly Hills
455 North Rexford
Beverly Hills, CA 90210

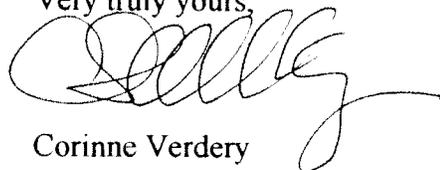
Re: Gateway Overlay Zone/T-1 Parcel Development Support

Dear Mr. Yukelson:

Oasis West Realty LLC would like to extend its support to the City's consideration of redevelopment of the T-1 zoned parcels, located directly adjacent to The Beverly Hilton on the southeast side of Santa Monica Boulevard. The Beverly Hilton is pleased with the direction that the City is taking to come to a creative solution that will eventually allow the development of these underutilized parcels. Given that the T-1 parcels are so unique, we support the implementation of an overlay zone that will allow flexibility for future development. The Beverly Hilton is especially pleased with the prospect that these parcels could contribute to a more pleasing aesthetic to the south and east of The Beverly Hilton.

We are hopeful that the redevelopment of the T-1 parcels will enhance the area for residents, visitors, and those who own the respective sites.

Very truly yours,



Corinne Verdery

cc: Mr. Jeff Kolin, City Manager
Ms. Susan Healy Keene, AICP, Director of Community Development
Mr. Jonathan Lait, AICP, Assistant Director of Community Development
Ms. Rita Naziri, Senior Planner
Mr. Maynard Brittan

From: omranihamid@aol.com [mailto:omranihamid@aol.com]
Sent: Thursday, May 17, 2012 7:43 PM
To: Michele McGrath
Cc: omranihamid@aol.com
Subject: Fwd: GATE WAY PROJECT

Date: 5/17/2012

From : Hamid Omrani

To : City of Beverly Hills

Department of Commiunity development

planning

planning commision

Regarding : Gate Way project

Proposed Poject :The raised pedestian promonade top of existing city parking structure and parcel

1 ,2 and 3 . from west end of the City to City Hall.

Proposed F.A.R. : Existing F.A.R. (0.5) +F.A.R. (2.0) under ground

Air Right to City of Beverly Hills top of proposed structure at 20' H.

For more information please visit our web site at : www.beverlyhills2000.com

Best regards

Hamid Omrani
E-Mail : omranihamid@aol.com
Tel : 310 - 560 6161

Attachment F
Notice of Public Hearing



NOTICE OF PUBLIC HEARING

DATE: May 24, 2012

TIME: 7:00 p.m., or as soon thereafter as the matter may be heard

LOCATION: Council Chambers
Beverly Hills City Hall
455 North Rexford Drive
Beverly Hills, CA 90210

The Planning Commission of the City of Beverly Hills, at its regular meeting on Thursday, May 24, 2012, will hold a public hearing beginning at 7:00 p.m., or as soon thereafter as the matter may be heard, to consider the project described below:

A proposed overlay zone for three parcels of former railroad right-of-way property located at 9900 Santa Monica Boulevard, 9848 Wilshire Boulevard and 9817 Wilshire Boulevard currently zoned Transportation (T-1) (known as the Gateway project) and all immediately adjacent parcels currently zoned Commercial (C-3), and a General Plan land use amendment for future commercial or mixed use development of these parcels. Development under the proposed overlay zone would be consistent with the objectives and development standards associated with the proposed overlay zone.

A Final Environmental Impact Report including the Draft Environmental Impact Report and Comments and Responses has been prepared for the Gateway project. The Final EIR also includes updated technical studies that have been prepared to document the changes in impacts associated with the proposed Overlay zone for the three parcels at 9900 Santa Monica Boulevard, 9844 Wilshire Boulevard and 9817 Wilshire Boulevard and the immediate commercially zoned properties. The Planning Commission has directed staff to prepare a resolution for Planning Commission consideration and recommendation to the City Council.

The properties, which together total approximately 4.6 acres in size, are located along Santa Monica Boulevard, between the north roadway of Santa Monica Boulevard and the parcels fronting onto the south roadway of Santa Monica Boulevard, on either side of the intersection of Santa Monica and Wilshire Boulevards.

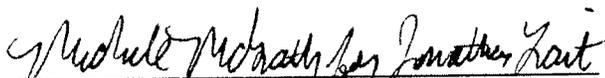
This project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City, and an Environmental Impact Report has been prepared.

Notice of Public hearing
Planning Commission Meeting of May 24, 2012
The Gateway Project

Copies of all relevant material, including the project specifications, the environmental initial study and all documents referenced in the EIR are available for review in the offices of the Community Development Department of the City of Beverly Hills.

If you challenge the Commission's final action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City, either at or prior to the public hearing.

If there are any questions regarding this notice, please contact Rita Naziri, Senior Planner in the Community Development Department, Planning Division at 310.285.1136 or by email at rnaziri@beverlyhills.org. Copies of the applications, plans, and all environmental documents are on file in the Planning Department, and can be reviewed by any interested person at 455 N. Rexford Drive, Suite 100, Beverly Hills, CA. 90210. Please note that the Planning Commission meeting on May 24, 2012 at 7:00 p.m. will be televised. Beverly Hills residents will be able to view the Planning Commission meeting live on Channel 10 and 35 on Time Warner cable.


Jonathan Lait, AICP, City Planner

Mailed and published: May 11, 2012