



Planning Commission Report

Meeting Date: September 26, 2016

Subject: **9900 Wilshire Boulevard (One Beverly Hills) Zone Text Amendment, Vesting Tentative Tract Map and Development Plan Review, Development Agreement, and Final SEIR**
Request for amendments to the 9900 Wilshire Specific Plan and associated Vesting Tentative Tract Map, Development Plan Review, and Development Agreement to convert a portion of the previously approved project from condominiums and retail space into a luxury hotel with ancillary uses. The proposed project also includes rooftop amenities, open air dining areas, and a new motor court access from North Santa Monica Boulevard. Pursuant to the provisions set forth in the California Environmental Quality Act (CEQA), the Planning Commission will also consider a Final Supplemental Environmental Impact Report (Final SEIR).

Project Applicants: Wanda Beverly Hills Properties, LLC

Recommendation: That the Planning Commission:

1. Conduct a continued public hearing and receive additional testimony regarding the Project; and
2. Provide direction to staff and the applicant as appropriate.

REPORT SUMMARY

A request has been made for a Specific Plan Amendment, as well as amendments to a Vesting Tentative Tract Map, Development Plan Review, and Development Agreement to allow amendments to the 9900 Wilshire Specific Plan to allow a 134 room luxury hotel with ancillary amenities in exchange for a reduction of condominium units and commercial/retail space, as well as a new motor court along Santa Monica Boulevard. The Planning Commission previously discussed the project at Special Meetings on August 23 and September 19, 2016, and directed staff and the applicant to return with additional information. This report contains specific analysis on those items that were requested by the Planning Commission, and staff seeks direction from the Planning Commission on the various entitlement requests. Information on the project background, neighborhood setting, project description, environmental assessment, requested entitlements, and General Plan considerations, as well as analysis of other pertinent issues, are contained in the September 19 and August 23, 2016 Staff Reports, which are included as Attachments C and D, respectively, to this report.

Attachment(s):

- A. Required Findings
- B. Public Correspondence
- C. September 19, 2016 Planning Commission Staff Report (Without Attachments)
- D. August 23, 2016 Planning Commission Staff Report (Without Attachments)
- E. May 12, 2016 Planning Commission Staff Report (Without Attachments)
- F. Peer Review of Supplemental Transportation & Parking Studies (Fehr & Peers)
- G. Updated Loading Dock Noise Memo (Rincon Consultants)
- H. Montage Beverly Hills Hotel Loading Dock 12-Hour Count Data
- I. L'Ermitage Hotel Loading Dock 3-Day Count Data
- J. Draft Project Conditions (Redlined showing changes to existing conditions)

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PUBLIC OUTREACH

Public Comment. Correspondence was received from members of the public at the September 19, 2016 Planning Commission meeting. Copies of this correspondence was distributed to the Planning Commission, and is included in Attachment B of this report. All prior correspondence received has been provided to the Planning Commission as part of the August 23, 2016 staff report.

At the September 19, 2016 Planning Commission meeting, representatives of the Beverly Hilton Hotel indicated that they have prepared studies which include additional information and analysis on traffic, construction management, and loading activities for the Planning Commission to consider. The Planning Commission indicated that they would like to review any information that is available. These materials are included in Attachment B of this report.

ANALYSIS

Staff provided analysis in the September 19 and August 23, 2016 Planning Commission meeting staff reports (Attachments C and D, respectively) regarding various issues for the Commission's consideration. During the course of the two meetings, the Planning Commission asked numerous questions and requested clarification or further information on certain topics. This staff report contains a brief summary of the responses that were provided at the September 19, 2016 Planning Commission meeting, and provides new or additional analysis regarding the following topics for the Commission's consideration in making the required findings for the Proposed Project:

- Motor Court Access
- Loading
- Simultaneous Events
- Construction Management

In addition, attached to this staff report are draft Project conditions for the Commission's review and comment. The attached draft conditions are an updated version of the approved project's conditions incorporating staff recommendations for the revised project (Attachment J). Conditions that have proposed changes are highlighted in bold text in the attachment. As part of any direction to staff, the Commission may choose to review the language of the draft conditions, suggest additional or modified conditions, and direct staff to return to a future Planning Commission hearing with draft Planning Commission resolutions incorporating the conditions of approval.

Motor Court Access and Circulation. Staff, along with the independent traffic consultant Fehr & Peers, provided a summary of analysis regarding access to the proposed hotel motor court and project circulation. The following topics were discussed:

Left Turn Access to Motor Court. With respect to the left turn access into the hotel motor court from eastbound Santa Monica Boulevard, the Planning Commission inquired whether barriers could be installed in order to prevent vehicles that are traveling eastbound on Santa Monica Boulevard to turn left into the hotel motor court. It was



determined that it would be feasible to design a type of barrier (either raised median, delineators, etc.) along Santa Monica Boulevard that would preclude vehicles from turning left into the motor court from eastbound Santa Monica Boulevard, if it were so desired. This would result in vehicles only being allowed to make two left turns as they are traveling eastbound on Santa Monica Boulevard – first into the residential driveway, and second at Merv Griffin Way. This configuration could allow a U-Turn at Merv Griffin Way to allow vehicles to access the motor court, or prohibit a U-Turn such that vehicles could only access the Motor Court if they were already traveling westbound and turned right into the motor court, or via the Merv Griffin Way driveway access, where vehicles are traveling southbound and turning right into the motor court. Due to the relatively low rate of anticipated use of the left turn lane, staff recommended to maintain the left turn option into the motor court from eastbound Santa Monica Boulevard without any peak hour restrictions in order to allow the most efficient use of the left turn lane, and to allow U-Turns to occur at Merv Griffin Way.

Diagonal Access to Motor Court. With respect to the diagonal access configuration into the motor court from the corner of Merv Griffin Way and Santa Monica Boulevard, staff and the traffic consultant provided the following reasons for not recommending the configuration:

- The diagonal entrance to the Hotel Motor Court at the Merv Griffin Way & Santa Monica Boulevard intersection could result in driver confusion. Unlike an office or residential building, most people driving to a hotel are visiting from outside the area and not familiar with the site access or surrounding roadway network. Therefore, the diagonal driveway could result in on-going driver confusion for those visiting the hotel.
- The diagonal entrance to the Hotel Motor Court could result in high travel speeds from those entering the hotel from westbound Santa Monica Boulevard. The diagonal entry way does not force vehicles to slow down upon entry. Furthermore, the One Beverly Hills driveway provides a limited distance between the Hotel Motor Court and the entry point (less than 50 feet) in comparison to the design of the Beverly Hills Hotel (over 250 feet between the entry point and the valet/pick-up/drop-off area). The limited distance of 50 feet would provide less time for vehicles to adequately slow down upon entry into the motor court.

The Planning Commission inquired whether a speed bump could be introduced into the diagonal access design to encourage vehicles to slow down, and the City's traffic consultant indicated that if a diagonal entrance design were desired, then a speed bump would be an appropriate design mitigation to reduce speeds. Other considerations to take into account with this design would be the possibility of vehicle conflicts resulting from drivers slowing down quickly as they approach the speed bump, and potentially causing backups into the Santa Monica Boulevard and Merv Griffin Way intersection.

Motor Court Access to Merv Griffin Way. The Planning Commission expressed concerns regarding the access from the hotel motor court onto Merv Griffin Way, which is intended to allow exiting vehicles to use the signalized intersection to turn left at Santa Monica



Boulevard and proceed eastbound into the City of Beverly Hills. Specifically, Commissioners were concerned that vehicles attempting to exit onto Merv Griffin Way and immediately enter the left turn lane would cause traffic congestion on Merv Griffin Way or other types of conflicts during peak hours. As a result, several alternative options were considered and analysis was presented to the Commission. In summary, the City's traffic consultant recommended that if there was a desire to restrict access from Merv Griffin Way, such restrictions should occur during the morning peak hours from 7:00am – 9:00am, since this would allow direct access to Merv Griffin Way during the majority of the day, while avoiding potential blockage of southbound vehicles on Merv Griffin Way during the AM peak traffic period.

Loading. Staff, along with the City's independent environmental consultant Rincon and traffic consultant Fehr & Peers, provided a summary of analysis regarding loading dock operations. The following topics were discussed:

Noise Impacts. Commissioners requested clarification regarding the frequency of loading dock activities on a daily basis. Staff and the City's independent environmental consultant, Rincon Consultants, clarified that the incremental increase of loading dock activities based on the applicant's provided estimates of loading trips would be a total of six additional loading trips which would generate noise within the loading dock area for a maximum of 5 minutes each (total of 30 minutes per day), and for a maximum of 12 seconds each as they drive up the ramp and exit the loading dock (total of 1.2 minutes per day). The noise generated by these uses would be less than the ambient noise level on a 24-hour average (CNEL measurement). Rincon Consultants explained that there would be times where individual loading events would generate 6 dBA above the existing ambient noise levels at the exterior of the Beverly Hilton Hotel rooms, which would generally be audible. However, it was clarified that the additional 6 dBA would not be audible when hotel room windows are closed.

Turning Movements and Access. Staff provided a summary of the design changes made by the applicant in order to improve turning movements for loading trucks into the loading dock. The Planning Commission requested that staff independently verify that the turning movements as depicted by the applicant are accurate. Staff is working to independently review the turning movements presented by the applicant, and will work with the applicant to address any design changes that may be necessary. An update will be presented to the Planning Commission at the public hearing on September 26, 2016.

Loading Truck Trips. The applicant has provided estimates for the anticipated number of loading and garbage truck trips the Proposed Project would generate as compared to what the Approved Project would have generated. The table below shows this information.



**Proposed Project in Comparison to Approved Project:
 Estimated Delivery & Garbage Truck Trips for Site Operations**

Site Operations	Daily Truck Trips (6:00 AM - 2:30 PM)							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Weekly
Approved Project	4	6	4	3	6	1	0	24
<i>Plus Garbage Trucks</i>	1	0	1	1	1	1	0	5
Approved Project Total	5	6	5	4	7	2	0	29
One Beverly Hills	8	10	8	8	10	4	0	48
<i>Plus Garbage Trucks</i>	1	1	1	1	1	1	0	6
One Beverly Hills Total	9	11	9	9	11	5	0	54
Net Additional Truck Trips	4	4	4	5	4	3	0	24
Net Additional Total Truck Trips (with Garbage Trucks)	4	5	4	5	4	3	0	25

Source: Wanda Beverly Hills Properties, LLC

Concerns were raised by speakers at the prior Planning Commission meetings, including representatives from the Beverly Hilton Hotel, that the actual number of loading trips for a hotel like One Beverly Hills would be higher than the applicant's estimates. In an effort to provide an independent assessment of typical loading operations for luxury hotels in Beverly Hills, staff collected data from the Montage Beverly Hills Hotel (201 rooms) and the L'Ermitage Hotel (116 rooms).

Staff conducted a 12-hour on-site count of loading truck trips at the Montage Beverly Hills Hotel on Thursday, September 21, 2016 from 6:00am – 6:00pm. Any trucks that stopped at the Montage Beverly Hills loading dock to load or unload materials were counted, and truck types included box/step vans, FedEx/UPS and other parcel delivery trucks, and garbage trucks. No tractor trailers were observed during this 12-hour period. A summary of these counts is provided in the table below, and the raw data is included as Attachment H of this report.



**Montage Beverly Hills Loading Area Counts
September 16, 2016**

Hour	Box/Step Van	Parcel Delivery Truck	Garbage Truck	Tractor Trailer
6:00 – 7:00 AM	4			
7:00 – 8:00 AM	2			
8:00 – 9:00 AM				
9:00 – 10:00 AM	4	1	1	
10:00 – 11:00 AM	2	2		
11:00 – 12:00 PM	3	1		
12:00 – 1:00 PM	3		1	
1:00 – 2:00 PM	1	1		
2:00 – 3:00 PM	2	1		
3:00 – 4:00 PM	1	2		
4:00 – 5:00 PM				
5:00 – 6:00 PM				
Totals:	22	8	2	0

It should be noted that these counts represent a single day's operations, and it is not possible to determine if this data is representative of typical daily operations at the Montage Beverly Hills Hotel. Furthermore, there are a few distinctions between the Montage Beverly Hills Hotel and the proposed One Beverly Hills Hotel. The Montage Beverly Hills Hotel has a single loading dock for both the hotel/food/beverage facilities, as well as the residential units on the site. It is likely that a majority of the parcel delivery truck trips were deliveries being made to the residents of the Montage. The proposed One Beverly Hills Hotel would have a separate loading area for residential loading purposes, including parcel deliveries. Additionally, any parcel deliveries being made to the One Beverly Hills Hotel would likely utilize the motor court, since it is closer to the main hotel entrance than the loading dock, and the One Beverly Hills motor court would be larger than the Montage Beverly Hills motor court, making it easier for parcel delivery trucks to temporarily stage while making deliveries.

Staff also reviewed video footage of the loading dock area at the L'Ermitage Hotel on September 16, 17, and 18, 2016. Any trucks that stopped at the loading dock to load or unload materials were counted, and truck types included box/step vans, FedEx/UPS and other parcel delivery trucks, garbage trucks, and tractor trailers. A summary of these counts is provided in the table below, and the raw data is included as Attachment I of this report.



L'Ermitage Hotel Loading Area Counts
September 12 through 14, 2016

Day	Box/Step Van	Parcel Delivery Truck	Garbage Truck	Tractor Trailer	Total
Monday (9/12/16)	7	2	1		10
Tuesday (9/13/16)	11	1	1		13
Wednesday (9/14/16)	10	1	1	1	13

It should be noted that this data represents operations over a three-day period, and it is not possible to determine if this data is representative of typical daily operations at the L'Ermitage Hotel. Similar to the Montage Beverly Hills Hotel, the L'Ermitage has a single loading area located at the rear of the property and accessed via the alley. However, the L'Ermitage Hotel does not include any residences, and thus the number of parcel deliveries would be more in line with what is typical of a hotel-only operation.

Simultaneous Events. Staff and the City's independent traffic consultant presented a peer review of the applicant-prepared simultaneous event study, and concluded that the study analyzed the transportation impacts of a 1,000-guest weeknight event at the Beverly Hilton and a 285 guest weeknight event at One Beverly Hills. The study was found to be based on standard methodologies and prepared in accordance with the typical procedures applied to traffic studies in Beverly Hills, and Fehr and Peers concurred with the analysis results, which concluded that there would be no significant impact to the 11 study intersections under the 2020 Cumulative scenario.

Concerns were raised by the Planning Commission and members in the audience that the 1,000 guest assumption for an at-capacity scenario at the Beverly Hilton was not sufficient, and that the Hilton regularly accommodates events with higher capacities. At the September 19th Commission meeting, staff and the applicant team were subsequently directed to re-analyze the simultaneous event scenario taking into account a 2,000 guest assumption. Due to time constraints, this analysis could not be completed at the time of the writing of this report.

Construction Management. Concerns were raised by representatives of the Beverly Hilton Hotel that the proposed use of Santa Monica Boulevard as the sole access point for construction hauling and deliveries would result in significant impacts to the traffic flow on Santa Monica Boulevard. Staff and the Planning Commission recognized that this was a potential issue, and reiterated the desire to shift hauling activities during the excavation phase to the night-time hours in order to avoid trucks entering and exiting the site during peak traffic hours. The purpose of avoiding use of Wilshire Boulevard for truck hauling was to limit truck traffic in close proximity to El Rodeo School; however, the option of using both Wilshire Boulevard and Santa Monica Boulevard for hauling activities remains a possibility that the Commission may wish to consider.



Summary and Recommendation. The analysis provided above, as well as the attached technical studies, provide information in response to several questions and concerns raised by the Planning Commission with regard to motor court access, loading activities, and construction management. Staff has also provided a recommended set of project conditions that could apply to the Proposed Project. Based on the analysis provided in previous staff reports, the Final SEIR, and issue-specific technical memos and diagrams, staff recommends that the Planning Commission consider these issues, as well as any other issues relating to the Proposed Project, and should the Commission reach consensus regarding project design and conditions, direct staff to return with resolutions memorializing the Planning Commission's findings regarding the Final SEIR and the requested entitlements.

NEXT STEPS

It is recommended that the Planning Commission continue holding the public hearing and receive testimony on the project, and direct staff as appropriate with respect to any project modifications, requests for information, or preparation of resolutions memorializing the Commission's findings.

Report Reviewed By:



Ryan Gohlich, AICP, Assistant Director of
Community Development / City Planner



Attachment A
Required Findings

Specific Plan Amendment

1. In considering the application for a Zone Text amendment, the Planning Commission shall consider whether the Zone Text Amendment will result in a benefit to the public interest, health, safety, morals, peace, comfort, convenience, or general welfare.
2. That the proposed Specific Plan Amendment is consistent with the General Plan.

Vesting Tentative Tract Map

1. Whether the proposed vesting tentative tract map and design or improvement of the proposed subdivision are consistent with the General Plan and applicable specific plans of the City;
2. Whether the site is physically suitable for the type of development and the proposed density;
3. Whether the design of the subdivision and the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; and
4. Whether the design of the subdivision or type of improvements is not likely to cause serious public health problems; and
5. Whether the design of the subdivision or type of improvement is likely to cause serious public health problems and whether the design of the subdivision or the type of improvement will conflict with any public easements.

Development Plan Review:

1. The proposed plan is consistent with the General Plan and any specific plans adopted for the area;
2. The proposed plan will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area;
3. The nature, configuration, location, density, height and manner of operation of any commercial development proposed by the plan will not significantly and adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property;



4. The proposed plan will not create any significantly adverse traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards; and
5. The proposed plan will not be detrimental to the public health, safety, or general welfare.

Development Agreement

1. Whether the provisions of the Development Agreement are consistent with the General Plan and comply with its objectives and policies.

Final Supplemental Environmental Impact Report (Final SEIR)

1. Certification of the Final SEIR
 - a. The Final SEIR has been completed in compliance with CEQA;
 - b. The Final SEIR was presented to the decision-making body of the lead agency and that the decision-making body reviewed and considered the information contained in the Final SEIR prior to approving the project; and
 - c. The Final SEIR reflects the lead agency's independent judgment and analysis
2. Findings for each identified significant environmental effect of the project:
 - a. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR; or,
 - b. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; or,
 - c. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final SEIR.
3. Finding that the lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if any of the following conditions would require the preparation of a subsequent EIR and only minor additions or changes would be necessary to make the previous EIR adequate for the project as revised:
 - a. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - b. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or



- c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - i. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - ii. Significant effects previously examined will be substantially more severe than shown in the previous EIR
 - iii. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternative; or
 - iv. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one of more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative
4. Statement of Overriding Considerations:
 - a. Whether adverse environmental effects may be considered "acceptable" because the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects.
5. Findings relating to feasibility of project alternatives and mitigation measures, as appropriate



Attachment B
Public Correspondence



Oasis West Realty, LLC

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Los Angeles, CA 90210
Tel: 310.274.6680
Fax: 310.274.4274

September 22, 2016

City Planning Commission
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, CA 90210

Re: New Wanda Hotel and Destination Restaurants, Bar, Spa, Retail and Condominium Project

Dear Honorable Commissioners:

The Beverly Hilton has been a member of the Beverly Hills community for over 60 years. We are proud of our relationship with the City and its residents.

We have invested hundreds of millions of dollars in the Beverly Hilton. We are now constructing the fabulous Waldorf Astoria Beverly Hills, which will be a great addition to the City. Overall our total investment in the City will approach \$1 billion.

As we have stated, the Beverly Hilton has a number of concerns regarding the Wanda project including concerns regarding impacts on the City's transportation system generally and on the circulation immediately surrounding the Beverly Hilton. These transportation and circulation issues, if we are correct and we believe we are, will have a major negative impact on the Beverly Hilton and the community. The proposed transportation plan for construction and operations of the Wanda project is likely to result in serious traffic issues on Santa Monica Boulevard. It poses a significant risk for the City, its residents and all who use Santa Monica Boulevard and surrounding streets.

Frankly we were disturbed by the last two meetings of the Planning Commission and its consideration of the Wanda Project. We are the closest immediate property owner to the proposed Wanda project. Unfortunately, we have not been given the time to present our case as to our issues of concern and potential solutions to these concerns. On Monday night, we were given an insufficient amount of time, near the end of the hearing, to try and present to you meaningful information and analysis regarding the transportation and circulation problems and a potential solution. This was after two and a half hours of presentations by staff, staff consultants, the Wanda team, and questions by commissioners to staff, staff consultants and the Wanda team. We do not understand why the Commission takes "public comment" at the end of the hearing. It seems that it would have been more helpful to have asked the public for their thoughts earlier in the hearing to help illuminate the issues for discussion and comment by the Commission and staff.

Mr. Patrick Gibson of Gibson Transportation Consulting was not permitted to make a full presentation to the Commission. Pat, for those who don't know him, is one of the foremost transportation professionals in the country. I am attaching his resume (See Attachment A) so you can get a sense of the range of clients, including many cities and issues for which Pat has been involved. He is a Fellow of the Institute of Traffic Engineers and teaches at UCLA. He is one of the deans of the industry and is a frequent lecturer across the country.

Pat and our team were prepared to present evidence about the problems with the Wanda transportation and circulation plan. The presentation was to include a detailed discussion of the issues, videos of the actual problems on existing Santa Monica Boulevard, video showing the difficulties of trying to bring larger trucks onto Merv Griffin Way to a loading dock, actual detailed counts of loading dock traffic from the Montage and Peninsula, analysis of the impact of left turns across traffic on Santa Monica Boulevard and *an alternative access plan which may reduce some of the traffic and circulation problems being created by the Wanda project that the City has not analyzed.* Unfortunately, Pat was not allowed to complete his presentation.

Due to previous commitments, Pat is not available on September 26 when you have scheduled your next meeting. Frankly it is critical in our view that Pat walk through this presentation with the Commission and be available for questions and discussion. If you would like to see the presentation and hear from Pat, we can work with staff to provide the presentation at the October meeting that was discussed by the Commission. We think the information and discussion to be provided by Pat will help the Commission, the Council and the community to understand the true gravity of the transportation and circulation problems being created by the Wanda project. And an alternative access plan which the Commission itself seemed to be asking Wanda about. An alternative access plan that we asked Wanda to explore months ago and which they refused.

In an effort to help the Commission advance the analysis between now and your October hearing on the Wanda project, we are including some information regarding the alternative access plan which may help resolve some of the complex issues created by the Wanda plan.

As you may be aware, the existing Wanda access plan included in the Supplemental EIR and presented to the Commission includes an access road on the west side of the project site adjacent to the golf course. The current Wanda plan includes a loading dock for the residential uses. See Attachment B. So to be clear, Wanda already has a planned an access road on the west side of the project adjacent to the country club extending from Wilshire to Santa Monica Boulevard. Wanda's plan includes a loading dock on this road. They are planning to use this westerly access road for residential deliveries as well as for all their residential uses.

Mr. Newman said at the hearing on Monday when asked by Commissioners Block why moving the commercial loading dock from across from the Beverly Hilton to the west side has not been studied, Mr. Newman stated that "we're trying to make as few changes as possible." Not sure that is a good justification to avoid a possible solution when 200,000 square feet of commercial uses, including 134 hotel rooms, two destination restaurants, lounges and bars, karaoke bar, 8,000 square feet of meeting space, and spa have been added to the property and the entire Santa Monica Boulevard frontage has been redesigned.

When asked by the Commission why he did not want to move the truck traffic to this westerly road, Mr. Newman said that was reserved for residents. So apparently, it is okay to run the loading dock traffic by the Beverly Hilton and the new residences on the Beverly Hilton site but it is not okay to put the commercial loading dock truck traffic on the road providing access for the Wanda residents when it is the Wanda project that is creating this new truck traffic. This doesn't seem right. And since the western road will already serve truck traffic for the residential buildings, it should be able to easily accommodate the 54 trucks that Wanda asserts is the limited number of delivery trucks required for the hotel.

We think there is a simple alternative access option that should be studied. Provide for all the site access for the Wanda project off of the already planned westerly access road next to the country club. See Attachment C. Cars and trucks can turn onto the westerly access road from either Wilshire Boulevard or Santa Monica Boulevard. A signal can be provided at Santa Monica and the westerly access road. This way cars and trucks entering the Wanda project can have a protected left turn into the site from Santa Monica Boulevard. And as Wanda maintains there are very few left turns needed since very few people actually will be driving to the hotel (and related uses) and there are only an additional 54 truck trips a week for the commercial loading dock, this should be able to be easily accommodated.

This also will provide improved access for construction trucks. All construction trucks could enter the Wanda site by a protected left turn, turn around within the construction site, and exit on Santa Monica Boulevard at the same signal.

With respect to the number of commercial deliveries to be expected for the new Wanda hotel, included at Attachment D are actual counts from truck deliveries at the Montage and Peninsula for the entire week on September 9 to September 15. The numbers appear to be dramatically higher than what was represented by Wanda. The actual truck deliveries for the Montage were 251. That number does not include the 247 personal vehicles also using the loading dock exit. The information was obtained by 24-hour video cameras and obviously has been verified by inspecting the video counts. If the City would like the actual video, we would be happy to provide it.

This raises another point of concern. The Supplemental EIR and analysis often relies on information provided by the Wanda team without verification. That is very troubling as the above delivery truck counts would seem to indicate.

Additionally, the analysis provided by Wanda regarding simultaneous events was completely out of date. The Wanda analysis relied on a decade old data regarding events at the Hilton. If staff or the City's consultants had simply asked, we could have provided real verifiable information. And as Commissioner Gordon noted, at some point traffic just hits a saturation point and one simply cannot add more cars to an intersection. It doesn't make any difference if the increment is 2% or not. It just won't work. If you look at simultaneous events at the Hilton and Wanda hotels that may well be the case. If access to the new Wanda hotel is moved to the westerly access road this may help reduce interference with Beverly Hilton events.

Equally troubling is the lack of information at times. Several questions were asked by the Commission last Monday about use and intensification and the Wanda representatives did not

have answers. Whether it was the number of valets required to park over 1,000 parking spaces or the number of seats at the restaurants, Wanda did not know. And neither did your staff or the consultants. These are important issues and it is important that real verified answers and information be provided from independent sources. The intensification of the project is a major concern. There is a lot of information in the EIR provided by the applicant and has not been verified independently.

We would be pleased to have Mr. Gibson and our team present to this Commission at the October hearing on the Wanda project. We would request we be provided whatever time is necessary to complete our presentation. In the meantime, we would be available to meet with staff and Fehr & Peers, the City's traffic consultant, to work through the Attachment C access option to further refine it for Commission consideration at the October hearing. We believe it is important to study this alternative access option. Given the opportunity to adopt an alternative access plan that reduces transportation and circulation risks otherwise posed by the proposed Wanda plan, it seems to be a very easy path to follow.

Very truly yours,



Theodore F. Kahan
President

Cc: Mahdi Aluzri
Susan Healy Keene
Ryan Gohlich
Andre Sahakian

ATTACHMENT A



Patrick A. Gibson, P.E., PTOE President

EXPERTISE

EXPERIENCE

47 Years

EDUCATION

Master of Science,
Transportation Engineering,
Northwestern University

Bachelor of Science,
Engineering Science,
Oakland University

CERTIFICATIONS

Civil Engineer, States of
California, Arizona, Illinois,
and Nevada

Traffic Engineer,
State of California

Professional Traffic
Operations Engineer,
National Registration

AFFILIATIONS

Institute of
Transportation Engineers,
Fellow, Life Member

Committee Member on
Design of Regional
Shopping Centers

PUBLICATIONS

*Shared Parking,
1st and 2nd Editions,*
Urban Land Institute and
International Council of
Shopping Centers

*Parking Requirements
for Shopping Centers,
2nd Edition*
Urban Land Institute and
International Council of
Shopping Centers

*Fast Food Restaurant
with Drive-Through
Pass-by Travel Survey*
Presented at Institute of
Transportation Engineers
Intermountain Section
Meeting, May 2011

Traffic Engineering

Directed Central Business District traffic studies in Culver City, Glendale, Long Beach, Los Angeles, Santa Monica, and Santa Rosa, California; Carson City, Las Vegas, and Reno, Nevada; Boise, Idaho; Bellevue, Washington; Phoenix and Tucson, Arizona. Led office and industrial park traffic planning in Century City, El Segundo, Glendale, Irvine, Long Beach, Los Angeles, Mountain View, Pasadena, Redwood City, Riverside, San Francisco, Santa Clara, Sunnyvale, Thousand Oaks, and Universal City, California; and Reno and Stead, Nevada.

Directed campus traffic planning for California Polytechnic University, Pomona, California State University, Chico; California State University, Long Beach; California State University, Northridge; East Los Angeles College; Los Angeles Trade Technical College; Marymount College; Oakland University in Rochester, Michigan; Pasadena City College; San Jose State University; University of Arizona; University of California, Los Angeles West Campus; University of Illinois, Chicago Circle Campus; University of Redlands; University of Southern California (University Park and Health Sciences campuses); and West Los Angeles College. Directed pedestrian, bicycle, and school safety studies in Arcadia, Culver City, Cupertino, Glendale, Lawndale, Los Angeles, Moorpark, Newhall, Palo Alto, Pasadena, San Fernando, San Marino, Santa Barbara, Sierra Madre, and South Pasadena, California; Glendale, Arizona; and Reno, Nevada.

Directed traffic and transit studies for new and expanded shopping centers in Anaheim, Arcadia, Arroyo Grande, Burbank, Carlsbad, Carson, Chino, Concord, Corona, Culver City, Cupertino, Escondido, Fairfield, Glendale, Irvine, Larkspur, Los Angeles, Manhattan Beach, Marina del Rey, Monterey, Moreno Valley, Newark, North Hollywood, Oakland, Pasadena, Pleasanton, Redondo Beach, Redwood City, Riverside, Roseville, San Diego, San Francisco, San Jose, San Mateo, Santa Ana, Santa Clara, Santa Clarita, Santa Monica, Santa Rosa, Saratoga, Sonoma, Sunnyvale, Thousand Oaks, California; Glendale, Paradise Valley, Phoenix, Tempe, and Tucson, Arizona; Las Vegas and Reno, Nevada; Portland, Oregon; Bellevue, Olympia, Renton and Tacoma, Washington; and Anchorage, Alaska.

Directed traffic signal timing/phasing analyses in Anaheim, Arcadia, Lawndale, Monrovia, Redwood City, San Francisco, San Jose, Santa Clara, and South Pasadena, California; Phoenix and Tucson, Arizona; and Carson City and Reno, Nevada. Led traffic signal system analyses in Culver City, Los Gatos, San Mateo, Santa Monica and Santa Rosa, California; Reno, Nevada; and Bellevue, Washington.

Mixed-Use Projects

Prepared the traffic, parking, and transportation demand management programs for large, mixed-use developments for Universal Studios Hollywood, Hollywood & Highland, Paramount Pictures Studios, LAX Northside Project, and the Village at Westfield Topanga, in Los Angeles; Second + PCH in Long Beach; Millenia Town Center in Chula Vista; Parsons Headquarters in Pasadena; Disney | ABC's Golden Oak Ranch in Los Angeles County; and One Paseo in Carmel Valley, San Diego.

- Continued -

Patrick A. Gibson, P.E., PTOE President

Transportation Planning

Served as the joint venture team project director on the Los Angeles Community Plan Revision Program, which developed updated specific plans for the 35 planning areas in the City of Los Angeles. Directed the transportation planning team in the development of the Los Angeles Downtown Strategic Plan.

Directed long-range transportation planning for new towns or large-scale multi-use developments in Anaheim, Chula Vista, Los Angeles, Long Beach, Playa Vista, Redwood City, Richmond, San Ramon, and Santa Monica, California; Shenandoah, Georgia; and Erin Mills and Meadowvale in Toronto, Ontario, Canada. Directed areawide transportation planning studies in Irvine, Mountain View, Riverside, San Bernardino County, and Santa Clarita, California; and San Juan, Puerto Rico; and thoroughfare and general plan updates in Hollywood, Long Beach, Los Angeles, Malibu, Morgan Hill, Pasadena, and Riverside, California.

Parking

Directed over 50 downtown parking studies, including the Downtown San Jose Parking Management Plan, Downtown Pomona Parking Management Plan, and downtown parking studies for Beverly Hills, Brea, Buena Park, Fullerton, Long Beach, Los Gatos, Monrovia, Pasadena, San Diego, Temecula, and Whittier, California.

Conducted parking needs, feasibility, and functional design studies, as well as numerous shared parking and parking financial analyses, in Downtown Los Angeles, Anaheim, Arcadia, Culver City, Glendale, Hollywood, Huntington Beach, Irvine, Long Beach, Los Gatos, Monrovia, Pasadena, Pomona, San Diego, San Francisco, Santa Ana, Santa Barbara, Santa Monica, Santa Rosa, Tustin, West Hollywood, and Whittier, California; Phoenix and Tucson, Arizona; Reno, Nevada; Boise, Idaho; Tacoma, Washington; and Honolulu, Hawaii.

Prepared parking studies for universities, stadia, new and expanded regional shopping centers and retail/entertainment centers throughout the United States.

Theme Park and Visitor/Event Center Parking and Transportation Planning

Currently conducting transportation studies for Dodger Stadium and Disneyland. Directed parking and transportation/traffic portions of the entitlement process and assisted in the implementation of transportation improvements for the Disneyland Resort expansion in Anaheim, California. Conducted traffic and parking analyses for Downtown Disney at Disney World in Orlando, Florida and for LEGOLAND in Carlsbad, California. Directed parking analyses for Club Disney in Thousand Oaks, California and The Huntington Library Education and Visitors Center in San Marino, California. Analyzed parking and traffic issues for long-range plan scenarios for Universal Studios in Hollywood and in Southeast Asia. Directed traffic studies for Great America theme parks. Directed the analysis of transportation and parking planning and the development of design alternatives for Huangguoshu Falls in Guizhou Province, China, and both an Entertainment District complex and the Dubailand World theme parks in Dubai, UAE.

Directed transportation and parking plans for Levi's Stadium, STAPLES Center, Anaheim Stadium, Honda Center, the Rose Bowl, Arizona Stadium, University of Phoenix Stadium, Gila River Arena (formerly Jobing.com Arena), Long Beach Aquarium of the Pacific, the Queen Mary, the Long Beach Convention Center, and the Los Angeles Convention Center.

- Continued -

Patrick A. Gibson, P.E., PTOE

President

Transit Planning

Participated on the design of the Los Angeles Streetcar. Worked with the San Bernardino Associated Governments and the University of Redlands on the design of a light rail station at the University. Directed light rail transit corridor studies in the San Gabriel Valley and San Diego, and transit development programs in Del Mar, Irvine, San Diego, and Santa Cruz, California and Reno, Nevada. Conducted transit terminal studies in Anaheim, Long Beach, Los Angeles, Pasadena, Sacramento, San Diego, and San Jose, California.

Mixed-Use Projects

Prepared the traffic, parking, and transportation demand management programs for large, mixed-use developments for Universal Studios Hollywood, Hollywood & Highland, Paramount Pictures Studios, LAX Northside Project, and The Village at Westfield Topanga, in Los Angeles; Second + PCH in Long Beach; Millenia Town Center in Chula Vista; Parsons Headquarters in Pasadena; Disney | ABC's Golden Oak Ranch in Los Angeles County; and One Paseo in Carmel Valley, San Diego.

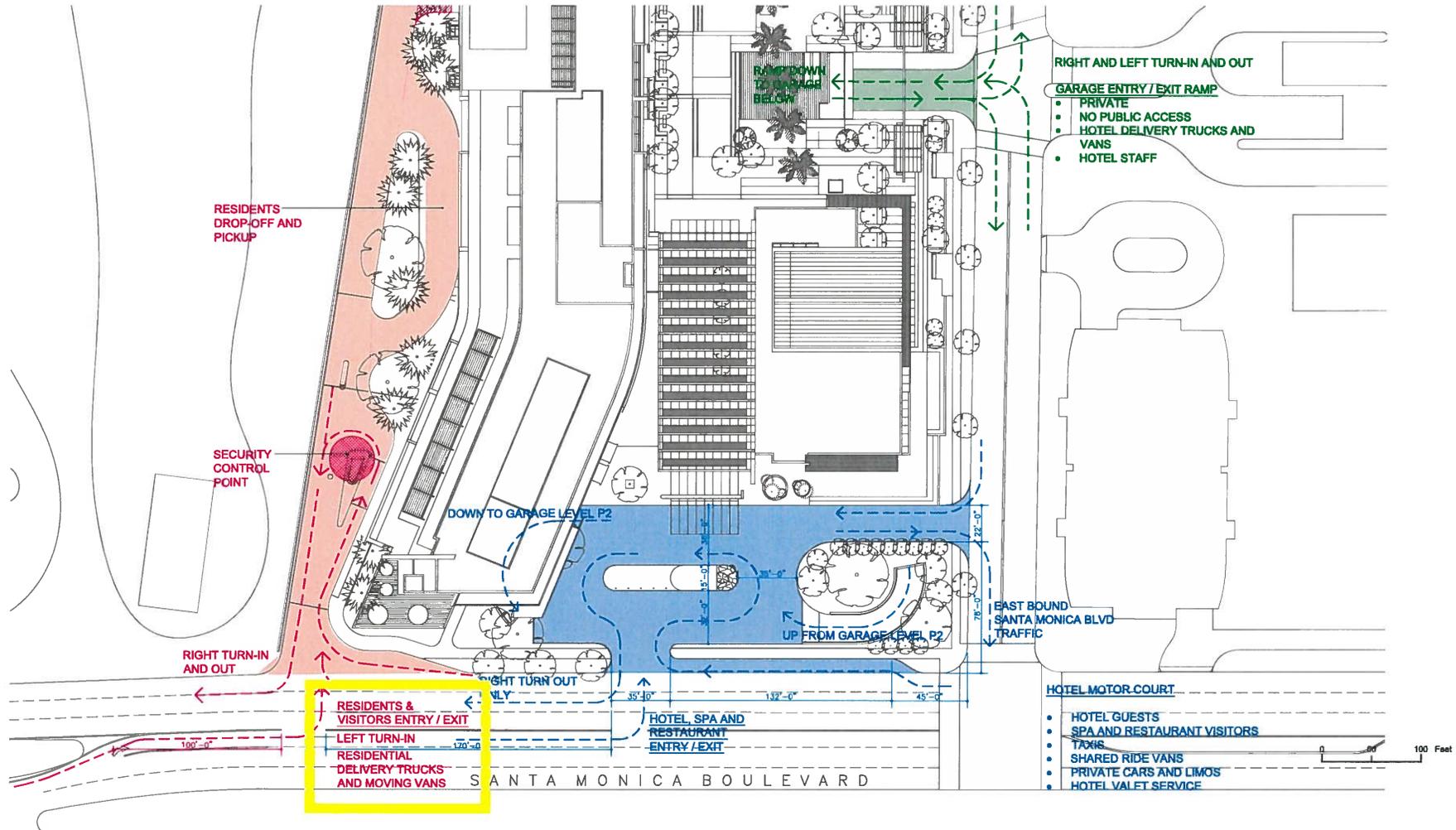
Land Use Planning

Conducted citywide growth management studies in Moorpark, Oceanside, and San Clemente, California.

Teaching

Teaches the transportation engineering classes at the University of California, Los Angeles and East Los Angeles College and has been a guest lecturer for the University of Southern California; California Polytechnic University, Pomona; California State University, Los Angeles; University of California, Berkeley; San Jose State University; and the Northwestern University Traffic Institute.

ATTACHMENT B

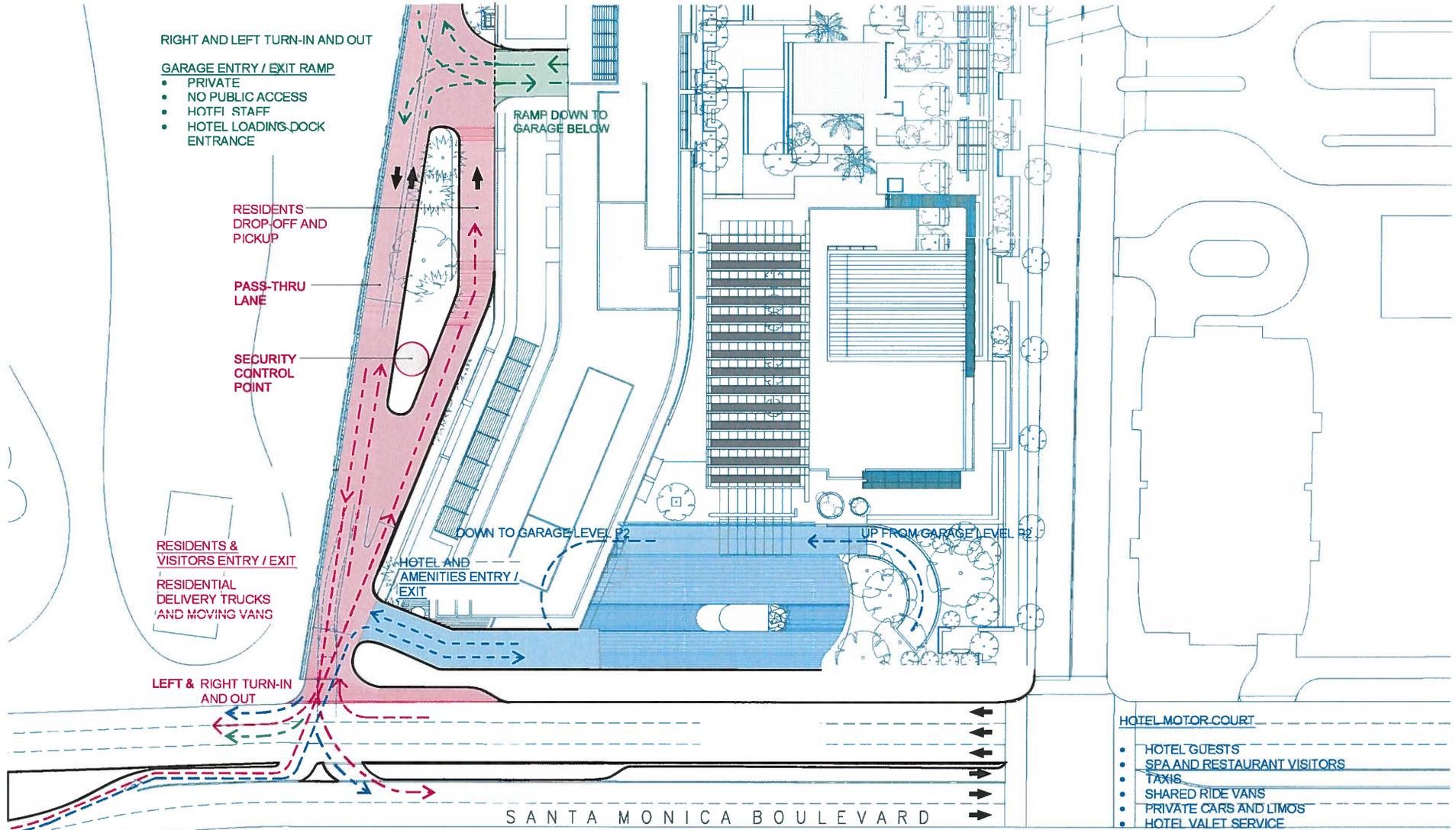


Motor Court Option 1

ATTACHMENT C

PROPOSED CIRCULATION ACCESS

- ALL VEHICULAR ACCESS OCCURS FROM COUNTRY CLUB DRIVE
- NO CONGESTION OR QUEUEING ISSUES AT SANTA MONICA BLVD AND MERV GRIFFIN WAY



ATTACHMENT D

Montage Exit
Friday, September 09, 2016

OUT							IN					
Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck		Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
00:00							00:00					
00:15							00:15					
00:30	1						00:30					
00:45							00:45					
01:00							01:00					
01:15							01:15					
01:30							01:30					
01:45							01:45					
02:00							02:00					
02:15							02:15					
02:30							02:30					
02:45							02:45					
03:00							03:00					
03:15							03:15					
03:30							03:30					
03:45							03:45					
04:00							04:00					
04:15			1				04:15					
04:30							04:30					
04:45	1						04:45					
05:00							05:00					
05:15			1				05:15					
05:30			1				05:30					
05:45						1	05:45					
06:00		1					06:00					
06:15	1						06:15					
06:30			1			1	06:30					
06:45			1				06:45					
07:00							07:00					
07:15		1					07:15					
07:30		1					07:30					
07:45	1		1				07:45					
08:00	2					2	08:00					
08:15			1				08:15					
08:30	1						08:30					
08:45		1					08:45					
09:00		1					09:00					
09:15			1				09:15					
09:30			2				09:30					
09:45	1	1					09:45					
10:00			4				10:00					
10:15							10:15					
10:30		1					10:30					
10:45			1				10:45					
11:00	1	2					11:00					
11:15	1		1				11:15					
11:30	1					1	11:30					
11:45	1						11:45					
12:00	2		1				12:00					
12:15		1	1				12:15					
12:30		1					12:30					
12:45		1					12:45					
13:00	1	1	1				13:00					
13:15	1		4	1		1	13:15					
13:30	1						13:30					
13:45	1						13:45					
14:00	1	1	2				14:00					
14:15	2	1					14:15					
14:30	1						14:30					
14:45	2						14:45	1				
15:00	2	1					15:00					
15:15	1						15:15					
15:30	1	1					15:30					
15:45	2	1	1				15:45					
16:00		1					16:00					
16:15	1						16:15					
16:30	2						16:30					
16:45	1		1				16:45		1			
17:00			1				17:00					
17:15							17:15					
17:30	1						17:30					
17:45	1						17:45					
18:00							18:00					
18:15	1						18:15	1				
18:30		1					18:30		1			
18:45	1						18:45					
19:00	1						19:00					
19:15	2						19:15	2				
19:30	1						19:30					
19:45							19:45					
20:00							20:00					
20:15	1						20:15					
20:30	1						20:30	1				
20:45	1						20:45					
21:00							21:00					
21:15							21:15					
21:30			1				21:30					
21:45	1						21:45					
22:00	1		1				22:00					
22:15	1						22:15					
22:30							22:30					
22:45	1						22:45					
23:00							23:00					
23:15	2						23:15	1				
23:30							23:30					
23:45							23:45					
	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
Total	50	20	30	1	4	2	5	2	1	0	0	0

Montage Exit
 Saturday, September 10, 2016

	OUT						IN					
	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
00:00	2											
00:15												
00:30												
00:45												
01:00												
01:15												
01:30												
01:45												
02:00												
02:15												
02:30	1											
02:45												
03:00												
03:15												
03:30												
03:45												
04:00												
04:15												
04:30												
04:45												
05:00												
05:15												
05:30												
05:45												
06:00												
06:15												
06:30												
06:45			1									
07:00		1										
07:15		1	1									
07:30												
07:45	1											
08:00												
08:15			1									
08:30		1										
08:45			1									
09:00												
09:15												
09:30	1											
09:45		1	1									
10:00			1									
10:15			1									
10:30												
10:45		1										
11:00												
11:15	1						1					
11:30	3				1							
11:45												
12:00		1			1							
12:15	1											
12:30	1						1					
12:45	2											
13:00												
13:15												
13:30												
13:45	1		1									
14:00	2											
14:15												
14:30							1					
14:45	1											
15:00												
15:15												
15:30												
15:45												
16:00	1											
16:15												
16:30												
16:45												
17:00												
17:15												
17:30	2											
17:45							1					
18:00	1											
18:15												
18:30	1											
18:45												
19:00												
19:15												
19:30												
19:45	1											
20:00												
20:15												
20:30	1											
20:45	2											
21:00	1											
21:15												
21:30	1											
21:45												
22:00	1											
22:15												
22:30												
22:45												
23:00												
23:15												
23:30	2											
23:45	1											
	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
Total	32	6	8	0	2	0	4	0	0	0	0	0

Montage Exit
 Sunday, September 11, 2016

OUT							IN					
Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck		Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
00:00							00:00					
00:15							00:15					
00:30							00:30					
00:45							00:45					
01:00		1					01:00					
01:15							01:15					
01:30							01:30					
01:45							01:45					
02:00							02:00					
02:15							02:15					
02:30							02:30					
02:45							02:45					
03:00							03:00					
03:15							03:15					
03:30							03:30					
03:45							03:45					
04:00							04:00					
04:15							04:15					
04:30							04:30					
04:45							04:45					
05:00							05:00					
05:15							05:15					
05:30							05:30					
05:45		1					05:45					
06:00							06:00					
06:15							06:15					
06:30			1				06:30					
06:45							06:45					
07:00	2						07:00					
07:15							07:15					
07:30		1					07:30					
07:45							07:45					
08:00			2				08:00					
08:15							08:15					
08:30		1					08:30					
08:45	1						08:45					
09:00							09:00					
09:15							09:15					
09:30	1						09:30					
09:45							09:45					
10:00							10:00					
10:15	1						10:15					
10:30							10:30					
10:45			1				10:45					
11:00							11:00					
11:15							11:15					
11:30							11:30					
11:45							11:45					
12:00							12:00					
12:15							12:15					
12:30							12:30					
12:45	1		1		1		12:45					
13:00							13:00					
13:15							13:15					
13:30	1						13:30					
13:45							13:45					
14:00							14:00					
14:15							14:15					
14:30							14:30					
14:45							14:45					
15:00							15:00					
15:15	1						15:15					
15:30							15:30					
15:45	1						15:45					
16:00	1						16:00					
16:15							16:15					
16:30		1					16:30					
16:45							16:45					
17:00							17:00					
17:15							17:15					
17:30							17:30					
17:45							17:45					
18:00	2						18:00					
18:15							18:15					
18:30	1						18:30					
18:45							18:45	1				
19:00	1						19:00	1				
19:15							19:15					
19:30							19:30					
19:45							19:45					
20:00							20:00					
20:15							20:15					
20:30	1						20:30					
20:45	1						20:45					
21:00	1						21:00					
21:15	1						21:15					
21:30							21:30					
21:45							21:45					
22:00							22:00					
22:15							22:15					
22:30	1						22:30					
22:45							22:45					
23:00							23:00					
23:15							23:15					
23:30							23:30					
23:45	1						23:45					
	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
Total	20	5	5	0	1	0	2	0	0	0	0	0

Sunday

Montage Edit
Monday, September 12, 2016

OUT							IN					
Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck		Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
00:00							00:00					
00:15							00:15					
00:30							00:30					
00:45							00:45					
01:00							01:00					
01:15	1						01:15					
01:30							01:30					
01:45	1						01:45					
02:00							02:00					
02:15							02:15					
02:30							02:30					
02:45							02:45					
03:00							03:00					
03:15							03:15					
03:30							03:30					
03:45		1					03:45					
04:00							04:00					
04:15							04:15					
04:30							04:30					
04:45							04:45					
05:00							05:00					
05:15			1				05:15					
05:30							05:30					
05:45							05:45					
06:00							06:00					
06:15							06:15					
06:30							06:30					
06:45							06:45					
07:00							07:00					
07:15							07:15					
07:30							07:30					
07:45				1			07:45					
08:00			2				08:00					
08:15							08:15					
08:30							08:30					
08:45	1	1					08:45					
09:00							09:00					
09:15			3			1	09:15					
09:30			1				09:30					
09:45	1	1					09:45					
10:00	1			1			10:00					
10:15	1						10:15					
10:30	2		1		1		10:30					
10:45		1	1				10:45					
11:00	1						11:00					
11:15	3				1		11:15					
11:30	1	2	1		2		11:30	1				
11:45	2						11:45					
12:00							12:00					
12:15	1						12:15					
12:30	1	1					12:30					
12:45							12:45					
13:00	1						13:00					
13:15	1						13:15					
13:30	2						13:30					
13:45							13:45					
14:00		1	2			1	14:00					
14:15	1						14:15					
14:30			1				14:30					
14:45							14:45					
15:00							15:00					
15:15	1	1					15:15					
15:30		1	1				15:30					
15:45			2				15:45					
16:00	2						16:00					
16:15	1						16:15					
16:30		1					16:30					
16:45				1			16:45					
17:00							17:00					
17:15	1		1				17:15					
17:30	1						17:30					
17:45	3						17:45					
18:00							18:00					
18:15	1						18:15					
18:30							18:30					
18:45	2						18:45			1		
19:00	2						19:00					
19:15	1						19:15					
19:30							19:30					
19:45							19:45					
20:00	1		1				20:00					
20:15			1				20:15					
20:30							20:30					
20:45	1		1				20:45					
21:00							21:00					
21:15							21:15					
21:30							21:30					
21:45							21:45					
22:00							22:00					
22:15							22:15					
22:30							22:30					
22:45							22:45					
23:00							23:00					
23:15							23:15					
23:30	3	1					23:30					
23:45							23:45					
	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
Total	42	12	20	0	7	2	0	1	0	1	0	0

Montage Exit
 Tuesday, September 13, 2016

OUT							IN					
Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck		Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
00:00							00:00					
00:15							00:15					
00:30							00:30					
00:45	1						00:45					
01:00							01:00					
01:15							01:15					
01:30							01:30					
01:45					1		01:45					
02:00							02:00					
02:15							02:15					
02:30							02:30					
02:45							02:45					
03:00							03:00					
03:15							03:15					
03:30					1		03:30					
03:45							03:45					
04:00		1					04:00					
04:15							04:15					
04:30							04:30					
04:45							04:45					
05:00			1				05:00					
05:15							05:15					
05:30							05:30					
05:45		1					05:45					
06:00							06:00					
06:15					1		06:15					
06:30		1	1				06:30					
06:45							06:45					
07:00			2				07:00					
07:15							07:15					
07:30					2		07:30					
07:45	1						07:45					
08:00		1					08:00					
08:15							08:15					
08:30							08:30					
08:45			1	1			08:45					
09:00		1	1		1		09:00					
09:15							09:15					
09:30	1	1					09:30		1			
09:45							09:45					
10:00		2					10:00					
10:15		2					10:15					
10:30	3		3		1		10:30	1				
10:45	1	1	2				10:45	2				
11:00	2		2				11:00		1			
11:15		1	1	1			11:15					
11:30	2		2				11:30					
11:45	1	1	1				11:45					
12:00			1				12:00					
12:15		2					12:15					
12:30	3			1			12:30					
12:45	4			1			12:45					
13:00	2	1	1				13:00					
13:15	1	1	1				13:15					
13:30	1	1	1				13:30					
13:45	1						13:45					
14:00		2					14:00					
14:15		1					14:15					
14:30		1					14:30		1			
14:45	1						14:45					
15:00	1						15:00					
15:15							15:15					
15:30							15:30					
15:45	2				1		15:45					
16:00	2		1				16:00					
16:15	1						16:15	1				
16:30							16:30					
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18:45	3						18:45					
19:00	1						19:00					
19:15							19:15					
19:30	1						19:30					
19:45	1						19:45					
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	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
Total	43	24	23	2	10	0	4	3	0	0	0	0

OUT							IN					
Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck		Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
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15:45	2	1					15:45					
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16:30	1						16:30					
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	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
Total	27	21	30	0	4	1	5	4	4	0	0	0

Montage Exit
Thursday, September 15, 2016

OUT							IN					
Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck		Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
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	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck	Personal Vehicle	Van	Delivery Truck - Fixed Trailer	Delivery Truck - Articulated Trailer	Service Truck	Trash Truck
Total	33	17	28	0	3	0	3	4	1	0	0	0

Wanda Group's New Hotel and Commercial Project:

Key Issues for the Planning Commission & Staff to Address

1. Alternative Site Access Study – Provide an analysis of a circulation plan that locates all access, including all loading, along the approved western road along LA Country Club. Assess alternative access plan developed by Beverly Hilton.
2. Parking – Confirm whether off-site parking allowed. The Supplemental EIR states that no off-site parking is allowed. However, Wanda's proposed edits to the Specific Plan state that off-site is allowed for employees. The City should conduct its own study as to whether 40 spaces for employees will actually be sufficient. There is no justification for a 15% parking reduction or any reductions for commercial uses associated with hotels. Evaluate employee parking figures provided by Beverly Hilton.
3. Loading Dock –
 - Wanda's revised plan still requires illegal turns. The Commission cannot approve a loading dock that requires illegal turns.
 - The City should conduct its own study of the number of truck deliveries required for the Project. The City should analyze data collected by Beverly Hilton on Montage and Peninsula loading dock activities.
 - The City should require staff to evaluate whether employee access to the loading dock will be safe with the large trucks utilizing the dock.
4. Traffic Impacts from Simultaneous Events at the Project and the Beverly Hilton – The City should conduct its own independent study of the number of attendees that could exit from both events at the same time. The LLG analysis relies on bad data because it understates activities at the Beverly Hilton. The City should request event data from the Beverly Hilton to use in its study.
5. Specific Plan – Provide a revised version of the Specific Plan for Commission and public to review.
5. Haul Route – Staff must evaluate haul route options further, including reconsidering a Wilshire/Santa Monica Boulevard route and routes from the east, as well as a staging location closer to the Site.
6. Construction Traffic – Staff must evaluate whether Wanda's estimated number of trips is accurate.

Wanda Group's New Hotel and Commercial Project:

Draft Conditions of Approval

The Planning Commission should consider the following revisions to the Draft Conditions of Approval.

Draft Condition No. 5. Square footage of each hotel dining, bar, meeting rooms, and ancillary amenities should be specified with a maximum square footage for each. Change is consistent with prior Conditions of Approval.

Draft Condition No. 7. Parking spaces should not reflect 15% discount or parking reductions for restaurants combined with hotel. Total parking spaces required on site should account for 105 employee parking spaces. All parking shall be provided on-site, including all employee parking.

Draft Condition No. 12. Minimum number of parking spaces meeting ADA requirements shall be specified.

Draft Condition No. 13. Number of dedicated employee parking spaces should be specified.

Draft Condition No. 14. Two hours of free validated parking shall be provided for events.

Draft Condition No. 20. Delivery trucks, including garbage, to commercial and residential portions of project shall be limited to 55 per week.

Draft Condition No. 23. Project shall be constructed to meet LEED Gold standards.

Draft Condition No. 25. [Compare to current language. It's different than the Hilton's condition.]

Draft Condition No. 47. Construction fencing shall be designed to be attractive and to minimize aesthetic impacts and shall include landscaping.

The following conditions of approval were imposed on the Beverly Hilton in 2008. For the benefit of the community and the City, the same conditions should be imposed on the Wanda Group's new project.

Environmental Compliance Monitor

46. The Construction Management Plan Coordinator shall provide assistance in the selection of a full-time Environmental Compliance Monitor. The developer shall deposit funds sufficient to pay for the Environmental Compliance Monitor who shall be hired by and work for the City. The Environmental

53. The Construction Management Plan Coordinator shall provide assistance in the selection of these specialists.

54. Consultants hired to provide specialty testing services shall be selected from a list of individuals or firms deemed qualified by the Director of Community Development, and shall be mutually agreed upon by the City of Beverly Hills and the Beverly Hills Unified school District. If the District does not agree with the City on specialty testing consultants within a 14 day period after being presented with the list of qualified specialty testing consultants, the Director of Community Development shall have the authority to select the specialty testing consultants.

55. All test results shall be maintained on file with the Environmental Compliance Monitor and included in monthly reports submitted to the City and School District.

56. Construction noise and vibration shall be monitored at El Rodeo School as part of the Construction Management Plan. Construction activities and/or measures may be modified to correct any excesses in the event acceptable thresholds are exceeded.

57. The Environmental Monitor shall initiate, and the Developer shall pay for a traffic study to be undertaken within 45 days after the beginning of each school year during construction of the Project to measure the then existing conditions and to determine whether unanticipated impacts resulting from the Project construction are occurring. Additional measures as maybe identified by any such study that address impacts from the Project shall be implemented by the developer.

58. Construction traffic shall be monitored at the site so that the frequency of construction to/from the project site during the periods when most school children are arriving/departing to/from schools will be reduced in the event that construction traffic exceeds thresholds that shall be identified in the Construction Management Plan.



MONTAGE BEVERLY HILLS LOADING DOCK EXIT VIEW FROM
RODEO REALTY BEVERLY HILLS OFFICE



Attachment C

September 19, 2016 Planning Commission Staff Report
(Without Attachments)



Planning Commission Report

Meeting Date: September 19, 2016

Subject: **9900 Wilshire Boulevard (One Beverly Hills)**
Zone Text Amendment, Vesting Tentative Tract Map and Development Plan Review, Development Agreement, and Final SEIR
Request for amendments to the 9900 Wilshire Specific Plan and associated Vesting Tentative Tract Map, Development Plan Review, and Development Agreement to convert a portion of the previously approved project from condominiums and retail space into a luxury hotel with ancillary uses. The proposed project also includes rooftop amenities, open air dining areas, and a new motor court access from North Santa Monica Boulevard. Pursuant to the provisions set forth in the California Environmental Quality Act (CEQA), the Planning Commission will also consider a Final Supplemental Environmental Impact Report (Final SEIR).

Project Applicants: Wanda Beverly Hills Properties, LLC

Recommendation: That the Planning Commission:
1. Conduct a public hearing and receive testimony on the Project; and
2. Provide direction to staff and the applicant as appropriate.

REPORT SUMMARY

A request has been made for a Specific Plan Amendment, as well as amendments to a Vesting Tentative Tract Map, Development Plan Review, and Development Agreement to allow amendments to the 9900 Wilshire Specific Plan to allow a 134 room luxury hotel with ancillary amenities in exchange for a reduction of condominium units and commercial/retail space, as well as a new motor court along Santa Monica Boulevard. The Planning Commission previously discussed the project at a Special Meeting on August 23, 2016, and directed staff and the applicant to return with additional information. This report contains specific analysis on those items that were requested by the Planning Commission, including traffic and circulation, parking, loading, and construction management, and seeks direction from the Planning Commission on the various entitlement requests. Information on the project background, neighborhood setting, project description, environmental assessment, requested entitlements, and General Plan considerations, as well as analysis on other pertinent issues, are contained in the August 23, 2016 Staff Report, which is included as Attachment B to this report.

Attachment(s):

- A. Required Findings
- B. August 23, 2016 Planning Commission Staff Report (Without Attachments)
- C. May 12, 2016 Planning Commission Staff Report (Without Attachments)
- D. Loading Dock Operational Noise Memo prepared by Rincon Consultants
- E. Supplemental Transportation Data prepared by Fehr & Peers
- F. Revised Loading Dock Entrance Design
- G. Parking Demand Analysis (submitted by Applicant)
- H. Valet vs. Self-Parking Survey (submitted by Applicant)
- I. Simultaneous Events Assessment (submitted by Applicant)
- J. Limousine and Ride Share Staging Diagrams (submitted by Applicant)
- K. Draft Project Conditions (with changes)

Report Author and Contact Information:

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(310) 285-1127
asahakian@beverlyhills.org



PUBLIC OUTREACH AND NOTIFICATION

Public Comment. As of the writing of this report, no new correspondence has been received from members of the public regarding this project. All prior correspondence received has been provided to the Planning Commission as part of the August 23, 2016 staff report.

ANALYSIS

Staff provided analysis in the August 23, 2016 Planning Commission meeting staff report (Attachment B) regarding various issues for the Commission's consideration. During the course of the August 23, 2016 meeting, the Planning Commission asked numerous questions and requested clarification or further information on certain topics. This staff report contains new or additional analysis regarding the following transportation and traffic-related topics for the Commission's consideration in making the required findings for the Proposed Project:

- Motor Court Access and Circulation
- Loading
- Parking
- Simultaneous Events
- Limousine and Ride Share Staging
- Construction Management

In addition, attached to this staff report are draft Project conditions for the Commission's review and comment. The attached draft conditions are an updated version of the approved project's conditions incorporating staff recommendations for the revised project (Attachment K). Conditions that have proposed changes are highlighted in bold text in the attachment. As part of directing staff, the Commission may choose to review the adequacy and language of the draft conditions, suggest additional or modified conditions, and direct staff to return to a future Planning Commission hearing with draft Planning Commission resolutions incorporating the conditions of approval.

Motor Court Access and Circulation. Several questions were asked by the Planning Commission regarding access to the hotel motor court. These are listed and addressed in the sections below.

Left Turn Access to Motor Court. The Planning Commission expressed concerns regarding the preferred access option, which includes a left turn lane on eastbound Santa Monica Boulevard to allow vehicles to make a left turn into the hotel motor court. This left turn, in addition to the existing left turn lane that would provide access to the residential driveway and the left turn lane into Merv Griffin Way would create a series of three left turns along the North Santa Monica Boulevard frontage of the project site. The Planning Commission expressed concern about the potential for lack of queuing capacity during congested periods. Based on these concerns, the Planning Commission requested additional study of the following alternative motor court access scenarios:



- A. Provide left-turn access (as proposed under the preferred access option)
- B. Remove left-turn access
- C. Restrict left-turn access during peak hours
- D. Remove left-turn access and restrict U-turns at Merv Griffin Way

Fehr & Peers, the City's independent traffic consultant, has studied these scenarios, and provided the following summary of advantages and constraints, which are also contained in Attachment E to this report:

Left-Turn Access Options for Hotel Motor Court	Advantages	Constraints
<p>A. Provide left-turn access (as proposed under the preferred access option)</p>	<ul style="list-style-type: none"> • Disperses project-trips as vehicles have multiple options to enter the site. • Project-trips are relatively low in comparison to background traffic volumes utilizing left-turn pocket (<15 project trips in comparison to 530 vehicles during PM peak hour under Future Year 2020 conditions). • Vehicle queuing study showed maximum queue of 450 feet (18-22 cars) with 500 feet (20-25 cars) of available storage (accounts for all vehicles utilizing turn lane, including residential driveway). • Design is similar to other continuous/shared left-turn pockets in Beverly Hills (see Figure 4). 	<ul style="list-style-type: none"> • Project-trips entering Hotel Motor Court may block vehicles utilizing left-turn pocket to access Merv Griffin Way (on average, a vehicle will enter the Hotel Motor Court every 4 minutes during the PM peak hour). • Vehicles may exit turn pocket to avoid project-trips and then re-enter turn pocket to turn onto Merv Griffin Way (unlikely to occur during PM peak hour due to congestion on Santa Monica Boulevard but could occur during other times of day).



Left-Turn Access Options for Hotel Motor Court	Advantages	Constraints
<p>B. Remove left-turn access</p>	<ul style="list-style-type: none"> • Vehicles traveling eastbound on Santa Monica Blvd could still access the Hotel Motor Court by making a U-turn at Merv Griffin Way and then turn right into the site. • Would avoid project-trips occasionally blocking vehicles utilizing left-turn pocket to access Merv Griffin Way. 	<ul style="list-style-type: none"> • Vehicle queuing study showed that maximum queue (550 cumulative feet from all three left turn pockets) may extend beyond available storage during PM peak hour. • Vehicles may continue to turn left into Hotel Motor Court; no physical barrier would prevent vehicles from making the left-turn into the project site (right-of-way is not available for raised median).
<p>C. Restrict left-turn access during peak hours (4:00 – 7:00 PM)</p>	<ul style="list-style-type: none"> • Based on background traffic volumes, would recommend that access restrictions only be considered from 4:00-7:00 PM. • Provides direct access to site and disperses project trips during most hours of the day. 	<ul style="list-style-type: none"> • Difficult to sign peak hour turn restrictions given available right-of-way on Santa Monica Boulevard, and vehicles may not obey signage. • May result in additional delays to vehicles making left-turn from Santa Monica onto Merv Griffin as all left-turn/u-turn vehicles would need to utilize traffic signal.
<p>D. Remove left-turn access and restrict U-turns at Merv Griffin Way</p>	<ul style="list-style-type: none"> • Maximum capacity for background vehicles utilizing left-turn at Merv Griffin Way. • Accounting for re-routing of vehicles to the Wilshire Boulevard & Merv Griffin Way/Whittier Drive intersection, the LOS would continue to operate acceptably. 	<ul style="list-style-type: none"> • Project-trips utilizing eastbound Santa Monica Blvd would instead access the site by: <ul style="list-style-type: none"> - Utilizing Wilshire Blvd instead of Santa Monica Blvd and traveling south on Merv Griffin to access the Motor Court - Making a left-turn on Merv Griffin Way and then turning around at the Project Loading Dock or Hilton driveway to



Left-Turn Access Options for Hotel Motor Court	Advantages	Constraints
		<p>travel back to the Motor Court</p> <ul style="list-style-type: none"> - Continuing eastbound on Santa Monica Blvd and making a left-turn at Linden Drive to travel to Elevado Avenue and then Whittier Drive which turns into Merv Griffin Way and which provides access to the Motor Court • Future traffic signal at Merv Griffin Way provides a new U-turn opportunity; Limited U-turns are available along Santa Monica Blvd within Beverly Hills due to available right-of-way.

Diagonal Access to Motor Court. The Planning Commission expressed interest in the feasibility of a diagonal access configuration to the hotel motor court at the corner of Merv Griffin Way and Santa Monica Boulevard, similar to the configuration at the Beverly Hills Hotel. Two variations of this design were studied as part of the Final SEIR, and both were rejected as alternatives to the preferred Motor Court Option 1 for the following reasons (further analyzed in Attachment E to this report):

- The One Beverly Hills driveway provides a limited distance between the Hotel Motor Court and the entry point (less than 50 feet) in comparison to the design of the Beverly Hills Hotel (over 250 feet between the entry point and the valet/pick-up/drop-off area). The limited distance of 50 feet may result in inadequate storage capacity in case vehicles are queued trying to enter the motor court, potentially resulting in vehicle queues backing up into the Merv Griffin Way/Wilshire Boulevard intersection.
- The diagonal entrance to the Hotel Motor Court at the Merv Griffin Way & Santa Monica Boulevard intersection could result in driver confusion. Unlike an office or residential building, most people driving to a hotel are visiting from outside the area and not familiar with the site access or surrounding roadway network. Therefore, the diagonal driveway could result in on-going driver confusion for those visiting the hotel.



- The diagonal entrance to the Hotel Motor Court could result in high travel speeds from those entering the hotel from westbound Santa Monica Boulevard. The diagonal entry way does not force vehicles to slow down upon entry.

- Pedestrian access to the hotel and along Santa Monica Boulevard would be disrupted with the diagonal driveway into the Hotel Motor Court due to the additional crossings that pedestrians would need to make to turn the corner and walk toward the public gardens or walk eastbound toward the Beverly Hilton property. The two diagonal access options would create additional crossings ranging from approximately 15-20' each, increasing the possibility of pedestrian-vehicle conflicts. Pedestrian activity along Santa Monica Boulevard is expected to increase with the development of the Proposed Project and the Beverly Hilton site next door. Creating a pedestrian friendly and walkable environment between the One Beverly Hills and adjacent uses will help to encourage walking for short-distance trips.

Motor Court Access to Merv Griffin Way. The Planning Commission expressed concerns regarding the access from the hotel motor court onto Merv Griffin Way, which is intended to allow exiting vehicles to use the signalized intersection to turn left at Santa Monica Boulevard and proceed eastbound into the City of Beverly Hills. Specifically, Commissioners were concerned that vehicles attempting to exit onto Merv Griffin Way and immediately enter the left turn lane would cause traffic congestion on Merv Griffin Way or other types of conflicts during peak hours. As a result, the following alternative options have been considered, and analysis prepared by the City's independent traffic consultant, Fehr & Peers, is provided in the table below as well as in Attachment E:

Merv Griffin Way Access Options for Hotel Motor Court	Advantages	Constraints
<p>A. Provide two-way access (as proposed under the preferred access option)</p>	<ul style="list-style-type: none"> • Disperses project-trips as vehicles have multiple options to enter and exit the site. • Allows vehicles to exit the site and utilize the future traffic signal at Merv Griffin Way to travel into the City of Beverly Hills. Otherwise, vehicles would exit the project site onto westbound Santa Monica Boulevard and then make a U-turn at Avenue of the Stars to return to Beverly Hills. • Two-way access was analyzed in the SEIR and 	<ul style="list-style-type: none"> • Vehicles exiting project site and making a left-turn from Merv Griffin Way to eastbound Santa Monica Boulevard may block vehicles traveling southbound on Merv Griffin Way due to available storage (approximately 75 feet, or 3 to 4 cars, between signalized intersection and hotel motor court driveway).



Merv Griffin Way Access Options for Hotel Motor Court	Advantages	Constraints
	does not impact nearby intersections (LOS reported in Tables 8-1 and 8-2).	
B. Provide one-way inbound access only	<ul style="list-style-type: none"> • Avoids potential blockage of southbound vehicles on Merv Griffin Way. • One-way inbound only access was analyzed in the SEIR and does not impact nearby intersections (LOS reported in Tables 4.5-6 and 4.5-12). 	<ul style="list-style-type: none"> • Increases overall amount of travel along Santa Monica Boulevard; vehicles would exit the project site onto westbound Santa Monica Boulevard and then make a U-turn at Avenue of the Stars to return to Beverly Hills.
C. Restrict outbound access during peak hours (7:00 – 9:00 AM)	<ul style="list-style-type: none"> • Provides direct access to Merv Griffin Way during the majority of the day. • Avoids potential blockage of southbound vehicles on Merv Griffin Way during the AM peak traffic period. • Based on traffic volumes on Merv Griffin Way, it is recommended that access restrictions only be considered from 7:00-9:00 AM. Southbound AM peak hour traffic volumes are nearly twice as high as PM peak hour volumes. However, the number of vehicles exiting the hotel in the AM peak hour is minimal (11 vehicles expected to exit Motor Court onto Merv Griffin Way). 	<ul style="list-style-type: none"> • Increases overall amount of travel along Santa Monica Boulevard during AM peak period; vehicles would exit the project site onto westbound Santa Monica Boulevard and then make a U-turn at Avenue of the Stars to return to Beverly Hills. However, the number of vehicles that would make this U-turn movement is minimal (approximately 11 vehicles per hour).

For further reference, the following table lists the question topics raised by the Planning Commission, and the corresponding references to analysis that addresses these questions:



Topic	Response/Reference
Merv Griffin Way egress and left turn onto eastbound Santa Monica Boulevard	<ul style="list-style-type: none"> • Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment E, pages 15-18)
Diagonal motor court access feasibility ("Beverly Hills Hotel Option")	<ul style="list-style-type: none"> • Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment E, pages 14-15) • Final SEIR Section 6.4 Alternatives Considered But Rejected (pages 257-261) • Final SEIR Appendix D – Transportation Impact Analysis, Appendix C: Access Options (pages 3-8)
Three left turns along eastbound Santa Monica Boulevard and storage capacity of these left turn lanes.	<ul style="list-style-type: none"> • Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment E, pages 1-13) • Final SEIR Section 2.5.2 Site Access and Parking (pages 45-51) • Final SEIR Section 4.5 Transportation and Traffic (pages 208-210) • Final SEIR Appendix D – Transportation Impact Analysis, Appendix C: Access Options (pages 4-16 and the following Memo (pages 1-2: Revised Site Access/Motor Court)) • Final SEIR Topical Response C – Operational Traffic Impacts: Revised Site Access/Motor Court (pages 286-293)
Motor court circulation	<ul style="list-style-type: none"> • Final SEIR Section 2.5.2 Site Access and Parking (pages 45-51)



Topic	Response/Reference
	<ul style="list-style-type: none">Final SEIR Figure 2-5a Motor Court Option 1 (page 47)

Loading. Several questions were asked by the Planning Commission regarding loading activities and what impacts they may have in terms of circulation and noise. The following subsections provide additional analysis on these issues:

Noise Impacts. Several questions were raised about the potential for noise impacts to the Beverly Hilton resulting from trucks maneuvering into and inside of the site's underground loading area. As discussed in the Final SEIR, the Project's loading docks are located below grade and deliveries are anticipated to occur between 6:00 AM and 2:30 PM Monday through Saturday. All loading dock operations would occur within the enclosed loading dock service area. The entrance to the underground loading area is located at least 100 feet from the nearest Hilton hotel room to the east. In addition, the subterranean loading docks are located an additional 150 feet west of the entrance to the loading area. Based on additional analysis provided by Rincon Consultants (Attachment D), the level of noise generated by the loading dock operations would be 71 dBA at the nearest Hilton hotel rooms (nearest sensitive receptor) after taking into account the 200-foot distance between the loading docks and the Hilton hotel rooms, as well as physical barriers due to the enclosure of the loading dock. The level of noise generated by trucks accelerating up the ramp towards Merv Griffin Way would be 80 dBA at the nearest Hilton hotel rooms after taking into account the 100-foot distance from the loading dock entrance to the nearest Hilton hotel room. The measured existing ambient noise level at the eastern boundary of the project site along Merv Griffin Way (Measurement Location 3 in the Final SEIR Table 4.401) is 74 dBA CNEL. Thus, the operational noise of the proposed loading dock would be less than existing ambient noise levels, and furthermore would be intermittent, occurring no more than four times per day and for less than 30 minutes over a 24-hour period. Although trucks accelerating up the ramp would result in a maximum of 80 dBA at 100 feet, the duration of these events would last no more than approximately 1.2 minutes in total over a 24-hour period and no more than 12 seconds for any one trip. Therefore, impacts of operational noise from loading dock operations would be less than significant.

Turning Movements and Access. One area of concern raised by the Planning Commission was the potential for vehicle conflicts resulting from large trucks (approximately 45-foot long) turning into the loading dock entrance from Merv Griffin Way. Due to the wider turning movements necessary to maneuver larger trucks into and out of the loading dock, it was acknowledged that there would be instances where trucks would need to cross over two lanes of traffic, thereby increasing the potential for vehicle conflicts or congestion. In response to this concern, the applicant has proposed a redesign of the loading dock entrance in order to accommodate easier turning movements that would not require any backup or crossing over of additional traffic lanes upon entering the loading dock from Merv Griffin Way (Attachment F). Based on the new design, a 45-foot long truck traveling southbound on Merv Griffin Way and turning right into the loading dock can do so by using a single lane, without the need to cross over into the adjacent lane. Additionally, 45-foot



long trucks traveling northbound on Merv Griffin Way and turning left into the loading dock can do so by using a single lane without encroaching into the adjacent lane.

While these changes result in smoother operations for loading trucks, other issues that the Planning Commission may wish to consider include the effects of a wider driveway on the pedestrian experience. The previous loading dock entrance had a width of 25', while the revised loading dock entrance has a width of 38'-7", creating a wider crossing for pedestrians. Visitors of the public garden at Wilshire and Merv Griffin would park at the hotel motor court, and would walk a path along Merv Griffin Way to access the park. In order to make the pedestrian experience more inviting and comfortable, pedestrian-oriented design features may be appropriate for the walkway, especially at the crossing of the loading dock entrance. These design features should be aimed at enhancing safety and visibility for pedestrians. The applicant has made efforts to address these concerns with concrete pavers and landscape buffers being incorporated into the redesigned loading dock entrance. The Planning Commission may wish to consider if these features are adequate.

Garbage Trucks. The Proposed Project anticipates requiring a total of 48 truck trips per week to accommodate the hotel and condominium operations. This is an increase of 24 weekly truck trips over the Approved Project. The Planning Commission requested more detailed information on the specific nature of these truck trips, including the number of trips that would be required for garbage trucks. Based on this direction, the applicant has provided more detailed information, and the following table provides an updated breakdown of truck trips for the Proposed Project. Based on the applicant's more detailed information, there would be a total of 6 garbage trucks per week for the Proposed Project, and a total of 5 garbage trucks per week for the Approved Project, resulting in a total increase of 1 additional garbage truck trip in addition to the 24 additional loading truck trips.

**Proposed Project in Comparison to Approved Project:
 Estimated Delivery & Garbage Truck Trips for Site Operations**

Site Operations	Daily Truck Trips (6:00 AM - 2:30 PM)							Weekly
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Approved Project	4	6	4	3	6	1	0	24
<i>Plus Garbage Trucks</i>	1	0	1	1	1	1	0	5
Approved Project Total	5	6	5	4	7	2	0	29
One Beverly Hills	8	10	8	8	10	4	0	48
<i>Plus Garbage Trucks</i>	1	1	1	1	1	1	0	6
One Beverly Hills Total	9	11	9	9	11	5	0	54



Net Additional Truck Trips	4	4	4	5	4	3	0	24
Net Additional Total Truck Trips (with Garbage Trucks)	4	5	4	5	4	3	0	25

For further reference, the following table lists the question topics raised by the Planning Commission, and the corresponding references to analysis that addresses these questions:

Topic	Response/Reference
Trucks crossing two lanes turning into loading dock from Merv Griffin Way	<ul style="list-style-type: none"> • Revised Loading Dock Entrance Design (Staff Report Attachment F)
Loading hours restrictions	<ul style="list-style-type: none"> • Final SEIR Topical Response C – Operational Traffic Impacts: Loading Dock Operations (page 312)
Loading frequency and types of loading trips (residential, commercial, garbage, etc.)	<ul style="list-style-type: none"> • Final SEIR Section 4.5 Transportation and Traffic – Hotel Staff and Delivery Access (page 208) • Final SEIR Section 4.5 Transportation and Traffic – Residential Access (pages 207-208) • Final SEIR Topical Response C – Operational Traffic Impacts: Residential and Hotel Access (page 286) • Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment E, pages 19-20)



Topic	Response/Reference
Noise impacts to neighboring property from loading activities	<ul style="list-style-type: none"> • Final SEIR Topical Response I – Operational Noise Impacts (pages 356-357) • Final SEIR Section 4.3 Land Use and Planning, Table 4.3-2, Goal N1.2 Noise (page 151) • Memorandum on Loading Dock Operational Noise prepared by Rincon Consultants (Staff Report Attachment D)

Parking. The Planning Commission raised several questions regarding the proposed parking supply for the Project, including: whether excess parking could be provided beyond what is required by the Beverly Hills Municipal Code; whether additional free parking can be provided for visitors of the public park; and whether it is feasible to allow self-parking for visitors, in lieu of a fully valet operation. Further analysis on these issues is provided in the subsections below:

Excess Parking. When the Beverly Hills Municipal Code (BHMC) parking requirements were applied to the Approved Project, a total of 689 parking spaces were required for the residential uses, and a total of 99 spaces were required for the commercial uses, for a total of 788 parking spaces. The Approved Project also included a total of 88 parking spaces in excess of the code required parking.¹ These additional 88 spaces were comprised of 65 additional residential spaces (9% of residential parking requirement), and 23 additional commercial spaces (23%), bringing the total number of spaces to 876.

The Proposed Project requires 582 spaces for the hotel/commercial component, and 558 spaces for the residential component based on the BHMC requirements. On a proportional basis, the excess parking that would be applicable to the Proposed Project to match the percentages applied to the Approved Project, would result in an additional 52 spaces for the residential uses, and an additional 136 spaces for the hotel/commercial uses, for a total of 188 excess parking spaces in addition to the 1,140 spaces otherwise required by the BHMC (including reductions).

The applicant has provided analysis showing that there is a surplus of 132 spaces during peak occupancy of the project site, after taking into account the 1,140 proposed spaces as well as the 22 spaces that could be utilized in the motor court without impacting circulation or maneuverability. The City's independent traffic consultant is currently in the process of peer reviewing the applicant-provided study to verify the validity of its

¹ The August 23, 2016 Planning Commission staff report indicated that 188 excess parking spaces were required as part of the Approved Project. The correct number of excess parking spaces for the Approved Project is 88.



methodology and findings, and will be able to provide further information during the public hearing.

Free Parking for Public Park. The applicants had previously agreed to provide two hours of free parking for up to 20 parking spaces for members of the public who are expressly visiting the public gardens located at the corner of Wilshire Boulevard and Merv Griffin Way. The Planning Commission expressed a desire to increase the amount of public parking spaces for the garden, and to extend the duration of time for which the parking would be free of charge. Based on these comments, the applicant has indicated that they would be willing to provide up to 30 parking spaces free of charge for up to 3 hours. The 30 allocated parking spaces would be part of the proposed 1,140 code required spaces, and would not be in addition to those spaces.

Self-Parking. The Planning Commission expressed a desire to have the option for visitors of the hotel and public gardens to have the option to self-park their cars instead of having to use the valet service provided by the hotel. After further discussions, the applicant team maintains that it would not be feasible to accommodate self-parking in the project due to the current configuration of the garage and the anticipated valet operations plan. In rare instances, it may be feasible to allow visitors to self-park in the motor court area, however these spaces would be few and could potentially limit the ability for the valet operators to use the motor court parking to stage vehicles in tandem and maximize the number of cars that can be staged there.

For further reference, the following table lists the question topics raised by the Planning Commission, and the corresponding references to analysis that addresses these questions:

Topic	Response/Reference
Excess parking beyond code requirement (consistent with Approved Project)	<ul style="list-style-type: none">• Parking Demand Analysis submitted by Applicant (Staff Report Attachment G)
Public parking for gardens at Wilshire and Merv Griffin	<ul style="list-style-type: none">• Final SEIR Topical Response B Project Description (page 281)• Final SEIR Response to Comment 5.22 (page 485)• Parking Demand Analysis submitted by Applicant (Staff Report Attachment G, page 4)



Topic	Response/Reference
Self-parking option	<ul style="list-style-type: none">• Parking Demand Analysis submitted by applicant (Staff Report Attachment G, page 5)• Valet vs. Self-Parking Survey submitted by applicant (Staff Report Attachment H)

Simultaneous Events. Commissioners requested information and additional analysis on situations where there might be simultaneous full-capacity events being held at the One Beverly Hills ballroom as well as the Beverly Hilton and Waldorf Astoria ballrooms. The applicant has submitted a focused traffic study to address these questions (Attachment I). The findings of this study indicate that in the event all ballrooms in the three hotels were at capacity, there would not be a significant impact at any of the 11 study intersections. The City's independent traffic consultant, Fehr & Peers, is preparing a peer review of this study to determine the validity of its methodology and finding, and will be able to provide additional information during the public hearing. Based on information provided by the applicant, the two proposed motor court options for the One Beverly Hills project would be able to accommodate approximately 22 regular vehicles, 19 large sedans (towncars), or 15 stretch limousines for staging purposes, which would help to alleviate valet wait times and allow relatively efficient arrivals and exits for attendees of such ballroom events.

Limousine and Ride Share Staging. With the emergence of ride sharing services such as Uber and Lyft, as well as anticipated use of traditional taxi and limousine services, the Planning Commission requested that further studies be done on how to best accommodate staging of these types of vehicles. As stated previously in this report, the two proposed motor court options would be able to accommodate approximately 19 large sedans (towncars) or 15 stretch limousines without impacting circulation on the motor court itself. The applicants have also made minor design modifications to the ramps in the proposed motor court, such that stretch limousines would now be able to maneuver down the ramp and be able to stage in the underground parking areas. Additionally, during evening events, it is unlikely that deliveries will need to be made, and thus limousines, taxis, ride share vehicles, or car service vehicles would also be able to stage in the loading dock area, accessed by the loading driveway along Merv Griffin Way after dropping off passengers. These measures would preserve space in the motor court so as not to impact the ability of the valet staff to handle large numbers of cars arriving at one time.

Construction Management. The Planning Commission, as well as various public speakers at the hearing, raised questions regarding potential impacts resulting from the construction of the Proposed Project. These questions are listed below and references are provided to their responses.



Topic	Response/Reference
Haul route and staging area	<ul style="list-style-type: none"> • Final SEIR Topical Response D – Construction Schedule/Traffic/Staging (pages 315-316)
Cumulative construction impacts from nearby projects	<ul style="list-style-type: none"> • Final SEIR Topical Response D – Construction Schedule/Traffic/Staging (pages 317-319)
Construction vehicles turning left from Santa Monica Boulevard into project site	<ul style="list-style-type: none"> • Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment G, pages 21-22)
Constructability and aesthetic concerns regarding proposed 40' tall sound wall for noise mitigation	<ul style="list-style-type: none"> • Final SEIR Topical Response K – Construction and Hauling Extended to Nighttime and Saturday (pages 368-369) • Final SEIR Response to Comment 5.15 (page 480) • Final SEIR Response to Comment 6.6 (pages 563-564)

Project Conditions. Based on the analysis provided in this report, prior reports, and the Final SEIR, staff has prepared a preliminary draft of project conditions for the Planning Commission's consideration. These conditions are an updated revision to the conditions of approval that accompanied the previously Approved Project, and relate to construction of the Proposed Project as well as ongoing operations, reflecting the proposed change to a hotel use. The draft project conditions are provided as Attachment K to this report. Staff recommends the Planning Commission review the attached conditions and provide staff with guidance and comments on potential modifications, additional conditions or other recommended changes.

Fiscal Considerations and Development Agreement. Since the August 23, 2016 Planning Commission meeting, a third party negotiator has been selected and an Ad Hoc Committee of the City Council has been formed to enter into negotiations with the applicant. At the August 23, 2016 Planning Commission meeting, input was solicited from members of the public as well as the Planning Commission on potential amendments to the Development Agreement. The following items were identified for the City Council's consideration:

Chair Shooshani expressed interest in having the developer build a decorative wall along the City's right of way abutting the lots in the T-1 Transportation Zone on the south side of North Santa Monica Blvd to serve as an aesthetic improvement to the area as a gateway to the City.



Vice Chair Gordon expressed interest in revenue sharing between the City and the Developer from revenues resulting from the proposed ballroom and meeting room. The Vice Chair also expressed interest in a requirement that would allow use of the ballroom/meeting rooms as an emergency site in case other emergency sites, such as Beverly Hills High School, are damaged during a natural disaster, and to have the proposed hotel rooms available for Beverly Hills residents who are displaced from their homes during a natural disaster to stay in.

Commissioner Fisher expressed interest in establishing a minimum Transient Occupancy Tax revenue requirement for the proposed hotel, such that the City would be guaranteed a certain amount of tax revenue during hotel stabilization.

Commissioner Block expressed general interest in the City receiving a substantial contribution in exchange for an intensification of the use on the project site.

As the City Council Ad Hoc Committee and the City's third-party negotiator begin engaging in negotiations with the applicant regarding the Development Agreement, this Planning Commission meeting is one more opportunity for Commissioners and members of the public to provide further input on potential amendments, and staff recommends that the Planning Commission specifically solicit input on this topic during the public hearing.

Summary and Recommendation. The analysis provided above, as well as the attached technical studies, provide information in response to several questions and concerns raised by the Planning Commission with regard to traffic, circulation, loading, parking, and construction management. Staff has also provided a recommended set of project conditions that could apply to the Proposed Project. Based on the analysis provided in previous staff reports, the Final SEIR, and issue-specific technical memos and diagrams, staff recommends that the Planning Commission consider these issues, as well as any other issues relating to the Proposed Project, and direct staff to return with resolutions memorializing the Planning Commission's findings regarding the Final SEIR and the requested entitlements.

NEXT STEPS

It is recommended that the Planning Commission conduct the public hearing and receive testimony on the project, and direct staff as appropriate with respect to any project modifications, requests for information, or preparation of resolutions memorializing the Commission's findings.

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