

**PUBLIC CORRESPONDENCE**

**OASIS WEST REALTY  
(BEVERLY HILTON HOTEL)**

6. Construction truck requirements for the Project

## Wanda's New Project Requires Tens of Thousands of Construction Truck Trips

- Wanda's estimates show that 21,000 trucks will be required for excavation work
- The Waldorf Astoria required over 4,400 trucks for all additional construction work besides excavation for a building less than half the size of Wanda's new Project
- Based on Wanda's estimates for excavation and the Waldorf Astoria estimates for all other construction truck deliveries, the Wanda Project will require at least 35,000 trucks, or **over 70,000 truck trips**

## **PUBLIC CORRESPONDENCE**

### **OASIS WEST REALTY (BEVERLY HILTON HOTEL)**

7. Construction schedule for the original Beverly Hilton Project and the proposed Beverly Hilton Garden and Open Space Project
-

**Table 4. Approved Project Construction Schedule**  
 Beverly Hills Garden and Open Space Initiative  
 Beverly Hills, California

<b>Project Phase</b>	<b>Description of Project Phase</b>	<b>Approximate Duration (assumes overlap)</b>
1	Demolish Palm/Oasis Court and existing hotel entrance driveway. Construct and begin using first temporary hotel access entrance driveway at present Wilshire Boulevard pedestrian entrance; construct additional temporary access driveway.	8 months
2	Demolish first temporary hotel access driveway, conference center, hotel retail and hotel office uses, lobby bar, exterior courtyard between lobby and Wilshire Boulevard, former Trader Vic's restaurant and associated surface parking, and any subterranean parking facilities. Begin using second temporary driveway.	6 months
3	Construct Waldorf Astoria Hotel building, New Beverly Hilton Hotel Rooms building, new executive conference center, portions of new Beverly Hilton Hotel lobby, and Residence A, plus associated subterranean parking. Begin operation of The Waldorf Astoria Hotel and new Beverly Hilton Hotel rooms, new executive conference center and associated parking. Construct third temporary entrance driveway.	19 months
4	Demolish second temporary entrance driveway and begin use of third temporary driveway. Demolish parking structure, Beverly Hilton pool and terrace, and Cabana/Lanai Rooms building.	4 months
5	Construct Residence B, new Beverly Hilton pool and terrace, and permanent access driveways for Beverly Hilton and Residence A and B buildings.	23 months
<b>TOTAL DURATION</b>		<b>50 months</b>

**Table 5. Modified Project Construction Schedule**  
 Beverly Hills Garden and Open Space Initiative  
 Beverly Hills, California

<b>Project Phase</b>	<b>Description of Project Phase</b>	<b>Approximate Duration (assumes overlap)</b>
1	Demolish hotel retail and hotel office uses, lobby bar, exterior courtyard between lobby and Wilshire Boulevard, and former Trader Vic's restaurant and associated surface parking.	Completed
	Construct Waldorf Astoria Hotel building and temporary access driveway.	20 months (In progress)
2	Demolish conference center, Palm/Oasis Court, existing hotel entrance driveway, any subterranean parking facilities, and temporary access driveway. Construct New Beverly Hilton Hotel conference/hotel facilities addition, new Beverly Hilton Hotel lobby, pool, and terrace, and permanent access driveway for the Beverly Hilton. Begin operation of the Waldorf Astoria hotel.	42 months
3	Demolish second temporary entrance driveway, parking structure, Beverly Hilton pool and terrace, and Cabana/Lanai Rooms building.	9 months
4	Construct Residence Building plus associated subterranean parking. Begin operation of the new Beverly Hilton Hotel conference/hotel facilities addition, and associated parking.	40 months
<b>TOTAL DURATION</b>		<b>50 months</b>

## **PUBLIC CORRESPONDENCE**

### **OASIS WEST REALTY (BEVERLY HILTON HOTEL)**

#### **8. Beverly Hilton event data**

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### **Beverly Hilton's Ballroom and Event Guest Data for 2015**

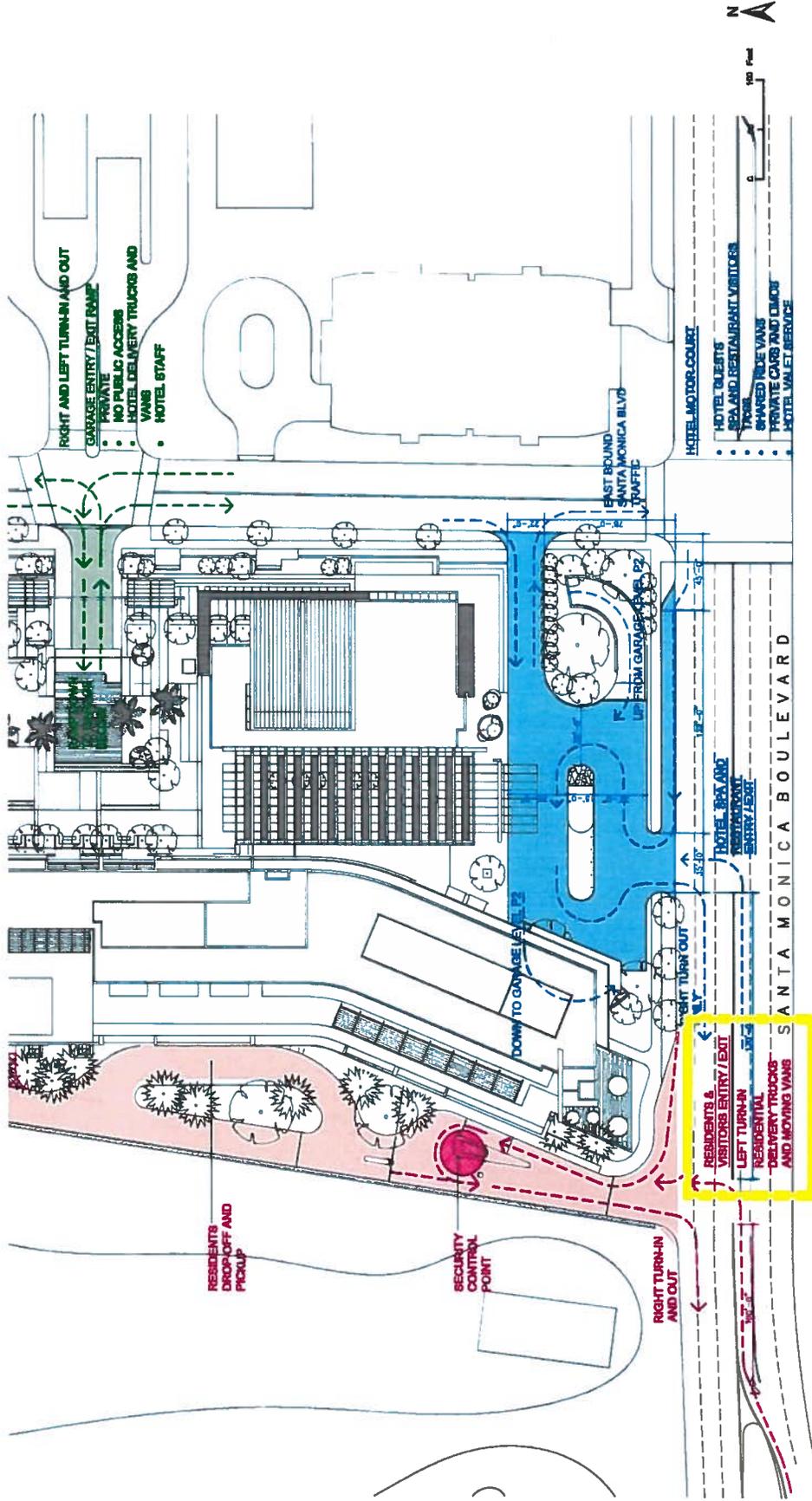
- Days with events over 1000 guests: 24
- Days with events between 700-999 guests: 50
- Days with events between 500-699 guests: 44
- Days with events between 200-499 guests: 89
- Days with events requiring over 100 press and production cars: 34

# **PUBLIC CORRESPONDENCE**

## **OASIS WEST REALTY (BEVERLY HILTON HOTEL)**

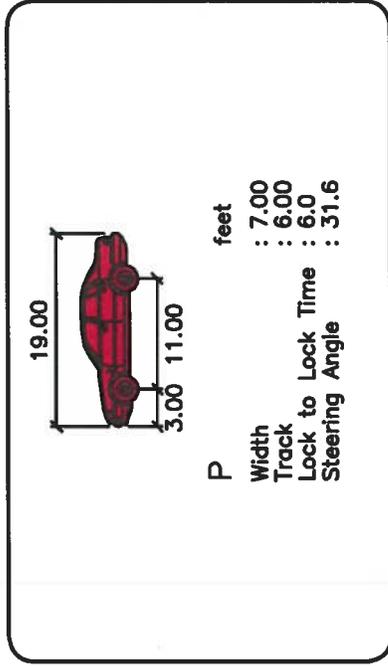
9. Motor Court Option 1 from EIR

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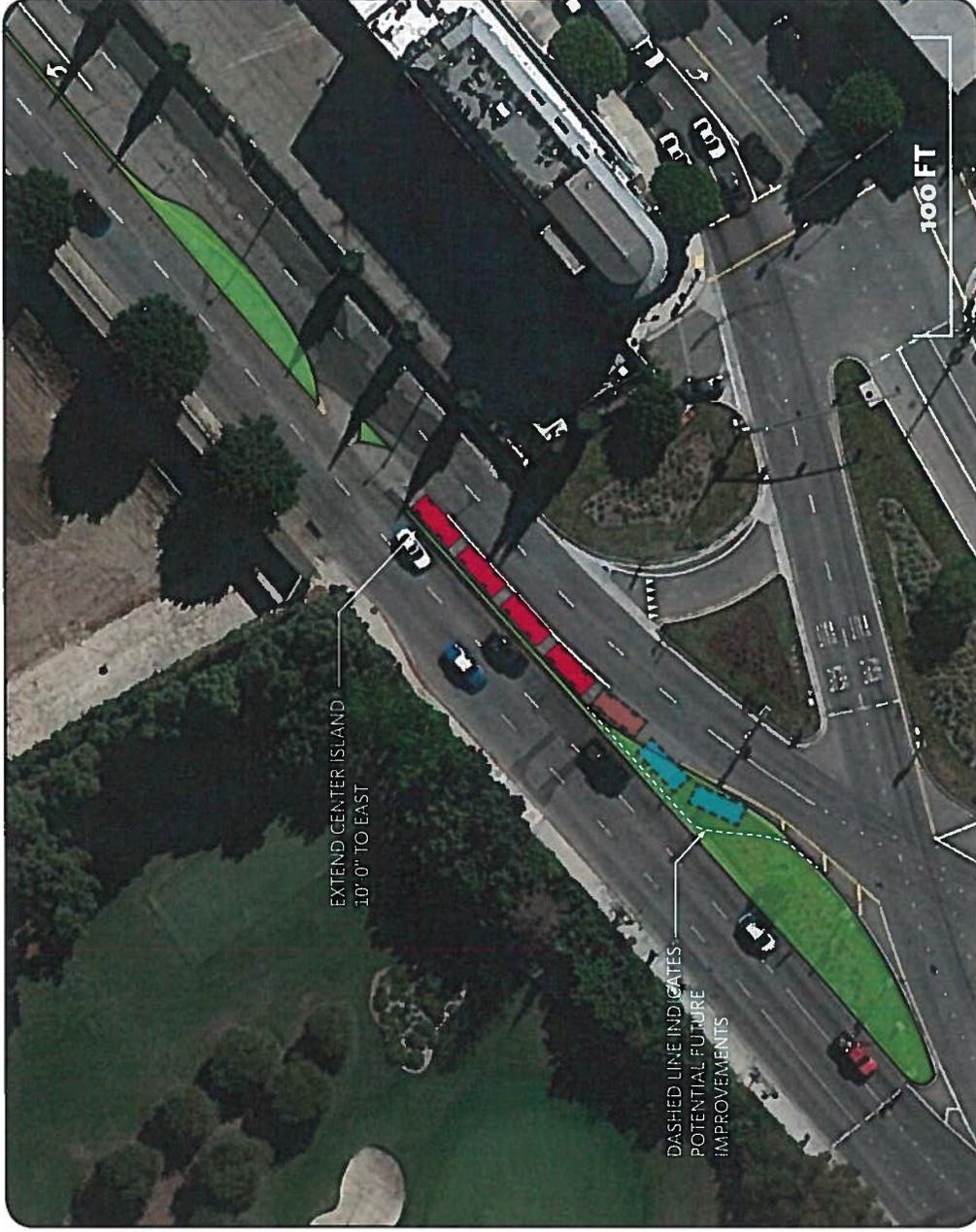
Motor Court Option 1

# PROPOSED CIRCULATION ACCESS - SANTA MONICA BOULEVARD AUTOMOBILE ACCESS

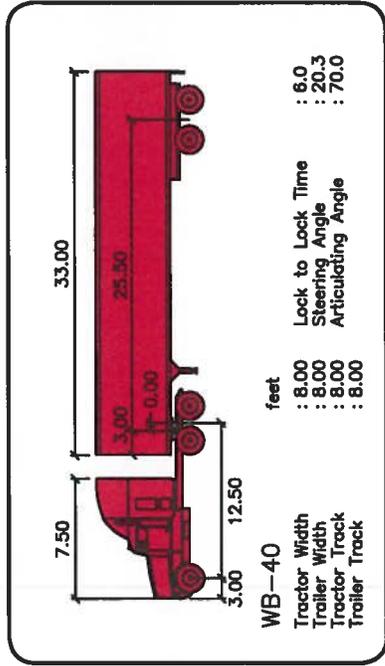


## VEHICLE PROFILE

- LEFT-HAND TURN POCKET CURRENTLY ACCOMMODATES (4) 19'-0" VEHICLES WITH 4'-0" SPACING BETWEEN BUMPERS
- POCKET CURRENTLY ACCOMMODATES ADDITIONAL (1) CAR IN TAPERED AREA WITHOUT BLOCKING THROUGH LANE
- POCKET CAN ACCOMMODATE (7) STANDARD AUTOS WITH FUTURE IMPROVEMENTS

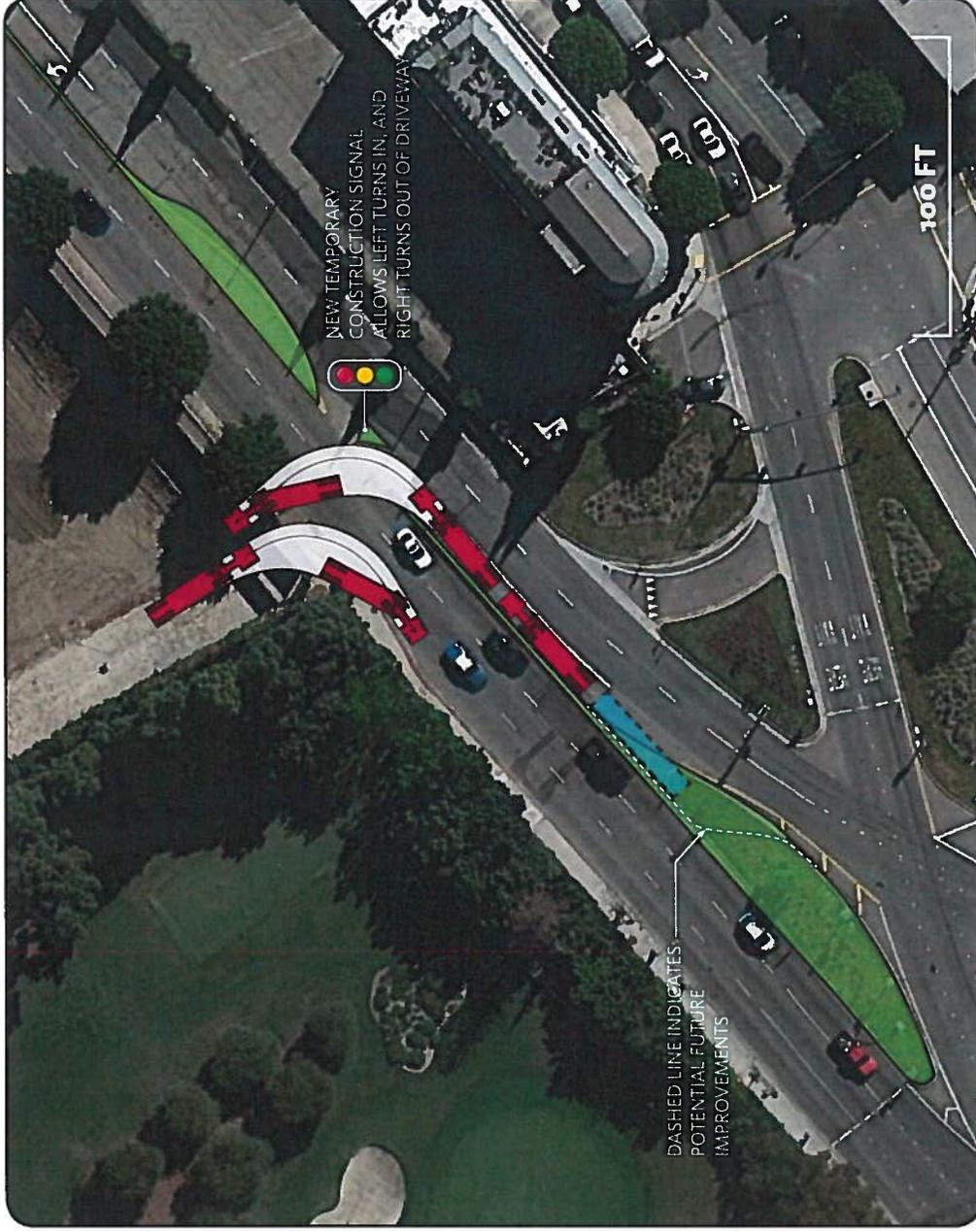


# PROPOSED CIRCULATION ACCESS - SANTA MONICA BOULEVARD SEMI-TRUCK/TRAILER ACCESS



## VEHICLE PROFILE

- LEFT-HAND TURN POCKET FITS (2) 40'-0" VEHICLES WITH 4'-0" SPACING BETWEEN BUMPERS
- POCKET CAN ACCOMMODATE (3) SEMI-TRUCK VEHICLES WITH FUTURE IMPROVEMENTS



## **PUBLIC CORRESPONDENCE**

### **OASIS WEST REALTY (BEVERLY HILTON HOTEL)**

10. Unresolved parking issues

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## **Unresolved Parking Issues with the Wanda Group's New Hotel and Commercial Project**

1. The Planning Commission must confirm whether off-site parking allowed for the Project. 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.
2. There is no justification for a 15% parking reduction or any reductions for commercial uses associated with hotels. The Commission cannot make the required finding that "the location of the hotel, availability of public transportation, or proximity and concentration of shopping to the hotel site will result in the hotel not generating a need for the number of parking spaces otherwise required by code."
3. The City should conduct its own study as to whether 40 spaces for employees will be sufficient for the Project's estimated 186 employees. By contrast, operations at the Beverly Hilton have over 654 full-time employees with over 400 of these full-time employees paying for monthly parking on-site. At normal peaks, the Beverly Hilton provides approximately 250 parking spaces for employees.
4. The Manager of the Beverly Hilton has evaluated the Project's parking assumptions and concluded they will end up being wholly deficient. Based on his 15 years of experience managing the Beverly Hilton, he estimates that without any banquet functions, 102 parking spaces would be needed for employees for a 134-room hotel such as Wanda's. With banquet functions, total parking requirements would be 121 parking spaces.

## **PUBLIC CORRESPONDENCE**

### **OASIS WEST REALTY (BEVERLY HILTON HOTEL)**

11. Data on the schedule of time required for the City's approval of the EIRs for the original 9900 Wilshire Blvd. Project and the Montage Hotel Project

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**The City's Consideration of the Original 9900 Wilshire Boulevard Project and the Montage Hotel Project was Extensive and Thorough, Ensuring Adequate Time for Public Comment and Deliberation**

Information on the 9900 Wilshire Boulevard Project City Approval Process

- The Draft EIR was originally circulated between Aug 8, 2007 and September 28, 2007, for a 52-day comment period (exceeding the 45-day public comment period required by the CEQA Guidelines)

Ten Planning Commission Hearings on the Original 9900 Wilshire Project

- August 20, 2007
- September 5, 2007
- September 24, 2007
- October 29, 2007
- November 8, 2007
- November 28, 2007
- January 10, 2008
- January 24, 2008
- February 7, 2008
- February 21, 2008

**Total Time Required for the City Planning Commission's Consideration of the Original Project: More than 6 months**

Information on the Montage Hotel, Public Parking and Gardens Project City Approval Process<sup>1</sup>

- Number of Public Hearings: 18
- Length of Time Required to Approve the Project: over 34 months

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<sup>1</sup> Source of information: <http://www.smartvoter.org/2005/03/08/ca/la/meas/BeverlyHills---A/>

**PUBLIC CORRESPONDENCE**

**OASIS WEST REALTY  
(BEVERLY HILTON HOTEL)**

12. 9212 Report on the Beverly Hills Garden and  
Open Space Project

# **ATTACHMENT 1**

## **9212 REPORT**

**PLANNING, TRAFFIC AND FINANCIAL IMPACTS REPORT**

**REGARDING THE**

**“BEVERLY HILLS GARDEN AND OPEN SPACE  
INITIATIVE”**

**REPORT TO THE  
BEVERLY HILLS CITY COUNCIL**

**ON A BALLOT INITIATIVE TITLED  
“BEVERLY HILLS GARDEN AND OPEN SPACE INITIATIVE”**

**PREPARED BY:  
RINCON CONSULTANTS, INC.  
FEHR & PEERS  
AND  
KEYSER MARSTON ASSOCIATES, INC.**

**Prepared Pursuant to Election Code §9212 and at the Request of the City Council**

**July 19, 2016**

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## **ATTACHMENTS**

<b>Attachment I</b>	<b>Condominium Trip Generation</b>
<b>Attachment II</b>	<b>Site Plan and Site Access</b>
<b>Attachment III</b>	<b>Residential Project Only Values</b>
<b>Attachment IV</b>	<b>Cumulative Projects List</b>
<b>Attachment V</b>	<b>Year 2020 Baseline Volumes</b>
<b>Attachment VI</b>	<b>Pro Forma Analyses:</b>
<b>Exhibit A</b>	<b>Building A Residences: 8-Story Building</b>
<b>Exhibit B</b>	<b>Building B Residences: 18-Story Building</b>
<b>Exhibit C</b>	<b>Single Tower Residences Building: 26-Story Building</b>
<b>Attachment VII</b>	<b>Financial Analyses: Initiative Scope of Development</b>
<b>Exhibit A</b>	<b>General Fund Revenue Projections: Specific Plan Scope</b>
<b>Exhibit B</b>	<b>General Fund Revenue Projections: Initiative Scope</b>

## **I. INTRODUCTION**

### **A. Request for an Impact Report Related to the “Beverly Hills Garden and Open Space Initiative”**

On May 2, 2016 a petition was submitted to the City Clerk of the City of Beverly Hills (the “City”) that was titled, “Beverly Hills Garden and Open Space Initiative” (the “Initiative”). The Initiative applies to the Beverly Hilton Specific Plan (the “Specific Plan”), which directs the development of an 8.97-acre area bounded by Wilshire Boulevard to the north, Santa Monica Boulevard to the east and south, and the centerline of Merv Griffin Way to the west (the “Beverly Hilton Site”). The purpose of the Initiative is to modify the Specific Plan in the following key ways:

1. The approved 8-story condominium building located on Wilshire Boulevard at Merv Griffin Way (Residences Building A ) is proposed to be eliminated.
2. The approved 18-story condominium building located on Santa Monica Boulevard at Merv Griffin Way (Residences Building B) is proposed to be replaced with a 26-story building:
  - a. The approved 18-story building is 218 feet tall; and the proposed 26-story building is 345 feet tall plus the inclusion of accessory structures on the roof (Single Tower Residences Building).
  - b. The Initiative proposes to apply a 20 foot setback from the Santa Monica Boulevard property line to the Single Tower Residences Building. The Specific Plan applied a 35 foot setback to the Residences Building B measured from Santa Monica Boulevard. This change modifies the technical method for measuring the setback (20’ from the property line rather than 35’ from the face of the curb), but does not actually modify the siting or setback of the new Single Tower Residences Building as compared to the Residences Building B.
  - c. Ten (10) accessory staff rooms are proposed to be included in the Single Tower Residences Building. These rooms may be physically separated from the residence, but they may not be larger than 500 square feet. These rooms do not contain kitchens, and are not dwelling units as defined under the Beverly Hills Municipal Code. These accessory staff rooms do not increase the total allowable square footage of the building or the total number of residence units.

3. The Specific Plan requires that the project include 142,799 square feet (3.28 acres) of landscaped gardens and pedestrian areas. The Initiative proposes to increase this area to 169,415 square feet (3.89 acres):
  - a. The landscaped gardens and pedestrian areas proposed by the Initiative are 26,636 square feet (.61 acres) larger than the area required by the Specific Plan.
  - b. Within these landscaped gardens and pedestrian areas, the Initiative proposes to include a 1.7-acre publicly accessible garden along Wilshire Boulevard at Merv Griffin Way (the "Wilshire Garden"). The Wilshire Garden will be privately owned, and will be subject to rules and regulations set forth by the property owner. The Wilshire Garden will generally be open to the public, but it may be used for private events from time to time.
4. The conference spaces, hotel facilities addition and restaurant spaces are proposed to be relocated and redesigned under the terms of the Initiative. These modifications do not alter the overall square footage of the improvements.

On June 21, 2016, the City Clerk, acting in the capacity of the elections official, certified to the City Council the sufficiency of the petition. The City Council directed City staff and consultants to prepare a report pursuant to Section 9212 of the Elections Code to be presented at the regularly scheduled City Council meeting of July 19, 2016.

Election Code Section 9212 only provides the City with 30 days to complete a "Section 9212 Report" and for the City Council to determine a course of action. The analysis contained in this report is responsive to the information requested by the City Council at the June 21, 2016 City Council meeting, and it is consistent with the Election Code Section 9212 requirements. However, it is important to understand that the following analysis provides as comprehensive a review of the Initiative and potential impacts as possible, but that it is not possible to prepare a nuanced and exhaustive analysis of all the issues within a 30-day timeframe.

## **B. Report Organization**

The following Section 9212 Report is intended to provide the City Council with an evaluation of the impact the terms of the Initiative could potentially have on existing and future development in Beverly Hills. This Section 9212 Report is organized as follows:

1. Rincon Consultants, Inc. prepared a technical analysis of the following Planning issues associated with the Initiative:
  - a. General Plan/Specific Plan/Zoning Consistency;
  - b. Aesthetics;
  - c. Shade/Shadow Impacts;
  - d. Open Space Areas;
  - e. Police Service;
  - f. Fire Department Service;
  - g. Water/Sewer Utilities; and
  - h. Entitlement Process.
  
2. Fehr & Peers prepared a technical analysis of the transportation impacts that could be generated by the Initiative. The transportation analysis is divided into the following sections:
  - a. Project Description;
  - b. Trip Generation and Distribution;
  - c. Intersection and Residential Roadway Segment Impacts; and
  - d. Construction Conditions.
  
3. Keyser Marston Associates, Inc. (KMA) prepared a technical analysis of the private and public financial impacts that could potentially be generated by the development proposed by the Initiative. The financial analysis includes the following components:
  - a. An estimate of the value enhancement that could potentially be received by the property owner as a result of the proposed changes to the project scope; and
  - b. Projections that compare the following General Fund revenues under the Specific Plan project and the development scope proposed by the Initiative:

- i. The share of property tax revenue received by the City;
- ii. EMS revenues; and
- iii. Documentary Transfer Fee revenue received by the City.

## **II. PLANNING ANALYSIS**

### **A. General Plan/Specific Plan/Zoning Consistency**

#### ***Beverly Hills General Plan***

This section analyzes the Initiative's consistency with the 2010 General Plan's land use designation for the Beverly Hilton Site and with applicable General Plan policies. In April 2008, the City redesignated the Beverly Hilton Site (9876 Wilshire Boulevard) from Low Density General Commercial (2.0 FAR, 45 ft Max Height) to Beverly Hilton Specific Plan. The latter land use designation defers land use standards for the Beverly Hilton Site to the Specific Plan adopted in April 2008. Because the Initiative would involve an amendment to the approved Specific Plan to allow the proposed development, it would ultimately be consistent with the Specific Plan as amended and would not conflict with the land use designation of Beverly Hilton Specific Plan. However, this section seeks to determine whether the Initiative would be consistent with the General Plan prior to implementation of the amendments to the Specific Plan set forth in the Initiative.

Table 1 presents an evaluation of the project's consistency with applicable Beverly Hills General Plan policies.

**Table 1**  
**Consistency with Beverly Hills General Plan Policies**

<p><b>LU 2.1 City Places: Neighborhoods, Districts, and Corridors.</b> Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.</p>	<p><b>Potentially Inconsistent:</b> As discussed in the Aesthetics section below, the Initiative would increase the scale of development on the Hilton site relative to the approved Specific Plan, by replacing a planned 18-story, 218-foot-tall building with a 26-story, 345-foot-tall building. This change would result in a height increase of eight stories and 127 feet. Furthermore, the proposed building would exceed the height of other existing and approved structures in the City by at least 160 feet in height. Although moderately tall buildings are present to the east of the site along the Wilshire Boulevard corridor (such as the Beverly Wilshire Hotel at 14 stories), the proposed 26-story building would be substantially taller than any of the buildings in the surrounding residential neighborhood and business district. Therefore, it would be dissimilar in scale to surrounding and citywide development. While it is anticipated that the building would be designed for compatibility with the Wilshire Tower's and Waldorf Astoria's architecture, the final design details are unknown at this point. In addition, although the Wilshire Garden would likely improve the area's aesthetic character by introducing a landscaped open space area along Wilshire Boulevard, this potential improvement would not eliminate the increased mass and scale associated with the 26-story Single Tower Residences Building.</p>
<p><b>LU 2.2 Public Streetscapes and Landscape.</b> Maintain and enhance the quality and health of the "green infrastructure" that contributes to the City's identity and quality of life, including its street trees, landscaped medians and parkways, parks, and open spaces, while seeking to conserve water resources.</p>	<p><b>Potentially Consistent:</b> Relative to the approved Specific Plan, the Initiative would provide an additional publicly accessible 1.7-acre garden along Wilshire Boulevard at Merv Griffin Way. The Wilshire Garden, located at a highly visible gateway to Beverly Hills, would serve as green infrastructure that contributes to the City's identity and quality of life.</p>

<p><b>LU 2.4 Architectural and Site Design.</b> Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development.</p>	<p><u>Undetermined Consistency due to Insufficient Information:</u> As with the approved Specific Plan, the Initiative would allow for construction of the Single Tower Residences Building, which reflects "modern architecture design principles that honor the original Welton Becket architecture of The Beverly Hilton Wilshire Tower." In addition, the Single Tower Residences Building's architectural design would "reflect the California climate and indoor/outdoor living through extensive transparency, open balconies and high degree of connectivity between the interior and exterior landscaped spaces." The Conference/Hotel Facilities Addition would also "be designed to reflect modern architectural design." The Initiative also plans for a new 1.7-acre garden in the northwest part of the site. Although both the Specific Plan and the proposed Initiative state that on-site improvements would honor the original Welton Becket architecture of the Beverly Hilton Wilshire Tower, the proposed Initiative does not provide sufficient information regarding the final architectural design, the choice of building materials, the use of sustainable design and construction practices, and the landscape character and design to determine consistency with General Plan Policy LU 2.4 at this time.</p>
<p><b>LU 2.6 City History.</b> Acknowledge the City's history of places and buildings, preserving historic sites, buildings, and districts that contribute to the City's identity while accommodating renovations of existing buildings to maintain their economic viability, provided the new construction contextually "fits" and complements the site or building.</p>	<p><u>Potentially Inconsistent:</u> The Beverly Hilton Hotel is not listed in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) and is not a designated City of Beverly Hills landmark. However, the City has surveyed the hotel for historical significance as recently as 2006. According to the DPR prepared for the property, the Beverly Hilton Hotel was found to be eligible for listing in the NRHP and the CRHR. The building was found to be significant under Criteria A, for its association with important historic events, under Criteria B for its association with Conrad Hilton, and under Criteria C as an important example of the work of master architectural firm, Welton Becket and Associates.</p> <p>Under the approved Specific Plan, portions of the existing Beverly Hilton buildings would be demolished. The proposed Initiative would not result in additional demolition or renovation of existing potentially historic buildings. The increase in height of the Residences Building from the approved 18 to 26 stories would alter the context of the existing Beverly Hilton Hotel, and may adversely affect a potential historic resource.</p>

<p><b>LU 2.7 City Gateways.</b> Explore opportunities for public improvements and private development to work together to enhance the sense and quality of entry at key gateways into the City.</p>	<p><u>Undetermined Consistency due to Insufficient Information:</u> The proposed 1.7-acre Wilshire Garden would serve as a public improvement with green space that enhances the western City gateway along Wilshire Boulevard. However, as described above, the public improvement that would result from construction of the Wilshire Garden must be evaluated in conjunction with the proposed 26-story Residences Building, which would conflict with the character and scale of the surrounding land uses. As the City and the private developer have not explored opportunities to work together on the design of this key gateway, consistency with General Plan Policy LU 2.7 cannot be determined at this time.</p>
<p><b>LU 2.10 Development Transitions and Compatibility.</b> Require that sites and buildings be planned, located, and designed to assure functional and visual transitions between areas of differing uses and densities by addressing property and height setbacks, window and entry placement, lighting, landscape buffers, and service access.</p>	<p><u>Potentially Inconsistent:</u> In place of the approved eight-story Residences A Building, the proposed Wilshire Garden would serve as a landscaped buffer and visual transition between the residential development on-site and Wilshire Boulevard. However, as described above, the proposed 26-story Single Tower Residences Building would conflict with the character and scale of the surrounding land uses.</p>
<p><b>LU 5.4 Complete Neighborhoods.</b> Maintain, improve, and, where necessary, expand parklands and community facilities to serve the City's neighborhoods.</p>	<p><u>Potentially Consistent:</u> The new 1.7-acre Wilshire Garden would expand publicly accessible open space acreage. Residential neighborhoods located within one block of the site, north of Beverly Gardens Park and south of Santa Monica Boulevard, would be within walking distance of the garden. However, this open space is separated from nearby residential neighborhoods by major roadways with high volumes of traffic, which reduces the ease of pedestrian accessibility of the space. Also, no public parking for the proposed open space is provided in the proposed initiative, which further limits the accessibility of the proposed open space. Nevertheless, the proposed Wilshire Garden would be potentially consistent with the General Plan Policy LU 5.4 by providing publically accessible open space.</p>
<p><b>LU 9.4 Anchor Location Design Criteria.</b> The anchor location should encourage unified development oriented towards and along Wilshire Boulevard planned to complement the scale and character of adjacent residential areas. In addition, development of the anchor locations should incorporate measures to enhance streets, sidewalks, and roadways in order to encourage pedestrian circulation between these areas and the Business Triangle.</p>	<p><u>Potentially Inconsistent:</u> Adjacent to Wilshire Boulevard, the Initiative would replace a planned eight-story residential building with a publicly accessible garden, which would complement the scale and character of nearby residential areas to the north. The Wilshire Garden also would enhance the streetscape of Wilshire Boulevard and encourage pedestrian circulation at this gateway to the City. However, as described above, the proposed 26-story Single Tower Residences Building would conflict with the character and scale of the adjacent residential areas. Therefore, the proposed initiative would be potentially inconsistent with General Plan Policy LU 9.4.</p>

<p><b>LU 14.2 Site Development.</b> Require that sites and buildings be planned and designed to meet applicable environmental sustainability objectives by: (a) facilitating pedestrian access between properties and access to public transit; (b) providing solar access; (c) assuring natural ventilation; (d) enabling capture and re-use of stormwater and graywater on-site while reducing discharge into the stormwater system; and (e) using techniques consistent with the City's sustainability programs such as the City's Green Building Ordinance.</p> <p><b>LU 14.7 Public Streetscapes.</b> Design and improve public streetscapes to enhance their attractiveness for walking as an alternative to automobile use and as a demonstration of the City's commitment to environmental sustainability by using techniques such as: (a) maintaining and enhancing the City's street trees and installing light-colored hardscapes to reduce heat; (b) selecting tree and plant species and irrigation systems that minimize water consumption; (c) exploring the use of recycled water for irrigation;(d) phasing in pedestrian-oriented energy-efficient lighting that does not result in excessive glare; (e) strategically locating benches and other street furniture that is constructed of recycled materials to provide resting spots and to demonstrate the use of alternative building materials; and (f) other comparable environmentally friendly streetscape improvements.</p>	<p><b>Potentially Consistent:</b> The proposed Wilshire Garden would facilitate pedestrian access between the Beverly Hilton Site and public transit on Wilshire Boulevard. The same as described in the Specific Plan, development under the proposed Initiative shall incorporate green building standards that minimize, to the extent reasonably feasible, the project's environmental impacts and improve the health and well being of the project's inhabitants and visitors. As under the approved Specific Plan, the Initiative calls for construction of a graywater system to limit the demand for irrigation water, which would serve the gardens and project landscaping; however, the Initiative does preclude consideration of a graywater system for interior non-potable uses such as toilets and cooling towers. The Wilshire Garden also would improve the attractiveness of the adjacent streetscape of Wilshire Boulevard for walking. In addition, the proposed 26-story Single Tower Residences Building would not substantially obstruct solar access at nearby offsite buildings. During the summer, it would briefly shade the rooftops of commercial and residential buildings to the southeast in the late afternoon. During the winter, it would shade the roofs of residences to the northeast in the late afternoon. Within the Beverly Hilton Site, the Single Tower Residences Building also would shade the Wilshire Tower's rooftop most of the day in winter.</p>
<p><b>LU 14.4 New Construction of Private Buildings.</b> Require that new and substantially renovated buildings be designed and constructed in accordance with the City's sustainability programs such as the City's Green Building Ordinance or comparable criteria to reduce energy, water, and natural resource consumption, minimize construction wastes, use recycled materials, and avoid the use of toxics and hazardous materials.</p>	<p><b>Potentially Consistent:</b> The Single Tower Residences Building would use sustainable design and construction practices by virtue of conforming to the green building standards set forth in the Specific Plan, as well as the requirements under the California Green Building Code.</p>
<p><b>LU 15.3 Priority Businesses.</b> Retain and build upon the key business sectors contributing to the City's identity, economy, and revenue for resident services, such as entertainment-related Class-A offices, high-end retail and fashion, restaurant, hotel, technology, and supporting uses.</p>	<p><b>Potentially Consistent:</b> The Initiative would facilitate residential development that supports the Hilton Hotels &amp; Resorts, a key high-end business that contributes to the City's identity.</p>

### ***Beverly Hilton Specific Plan***

The Specific Plan is intended to provide a framework for the Beverly Hilton Site's redevelopment at the western gateway to the City, achieving the following 15 goals and objectives:

- **Goal A: To allow The Beverly Hilton to remain competitive in the hotel industry and local and regional marketplaces.**
- **Goal B: To create and new luxury hotel for the site with facilities, services and amenities on par with a five star or five diamond hotel.**

- **Goal C: To develop an environmentally sensitive and sustainable project.**
- **Goal D: To maintain the integrity of the existing Welton Becket-designed Wilshire Tower.**
- **Goal E: To enhance the City's western gateway and views from Wilshire Boulevard and Santa Monica Boulevard.**
- **Goal F: To develop the Site in a manner that capitalizes on its physical, social, and economic potential without adversely impacting neighboring residential and institutional uses.**
- **Goal G: To expand the variety of high-quality housing options available in close proximity to office and commercial centers, without displacing existing housing or residents.**
- **Goal H: To provide high-quality housing for local and area residents to meet market demand and provide a variety of housing options.**
- **Goal I: To maximize open space and accommodate on-site gardens and landscaped common space that complements the garden character of the Site and City.**
- **Goal J: To promote pedestrian activity in and around the Specific Plan Area.**
- **Goal K: To place parking and ancillary uses below grade to accommodate at-grade gardens and landscaped common space and create a more pleasant visual environment.**
- **Goal L: to improve vehicular circulation on the Site and in vicinity by providing multiple points of access to the Site, increasing on-site accommodations for event parking, and implementing off-site roadway improvements.**
- **Goal M: To maintain and enhance the sources and amount of transient occupancy tax for the City.**
- **Goal N: To provide affordable housing consistent with the objectives of the City's adopted or amended Housing Element by providing a contribution to the City's affordable housing trust fund.**
- **Goal O: To create a landmark luxury hotel in Beverly Hills that continues the Beverly Hills tradition of such uses.**

As shown in Table 2, the proposed Initiative appears to generally be consistent with the Specific Plan's applicable goals and objectives.

**Table 2  
Consistency with Beverly Hills Specific Plan Goals and Objectives**

<p>Goal A: To allow The Beverly Hilton to remain competitive in the hotel industry and local and regional marketplaces.</p>	<p><u>Potentially Consistent</u>: The Initiative would redesign the project to support the Beverly Hilton in remaining competitive in the hotel industry and local and regional marketplaces by adding new restaurant facilities and additional open space that would have the potential to attract additional visitors to the Beverly Hilton Site.</p>
<p>Goal D: To maintain the integrity of the existing Welton Becket-designed Wilshire Tower.</p>	<p><u>Undetermined Consistency due to Insufficient Information</u>: The architectural design of the Single Tower Residences Building would reflect the “modern architecture design principles” of the existing Welton Becket-designed Wilshire Tower. Although both the Specific Plan and the proposed Initiative state that on-site improvements would honor the original Welton Becket architecture of the Beverly Hilton Wilshire Tower, the proposed Initiative does not provide sufficient information regarding the final architectural design, the choice of building materials, and the landscape character and design to determine consistency with this goal.</p>
<p>Goal E: To enhance the City’s western gateway and views from Wilshire Boulevard and Santa Monica Boulevard.</p> <p>Goal I: To maximize open space and accommodate on-site gardens and landscaped common space that complements the garden character of the Site and City.</p>	<p><u>Potentially Inconsistent</u>: The proposed 1.7-acre Wilshire Garden adjacent to Wilshire Boulevard would further Goals E and I by enhancing the City’s western gateway and views from Wilshire Boulevard, while maximizing open space that complements the garden character of the site and City. However, as described above under the evaluation of General Plan policy consistency, the proposed 26-story Single Tower Residences Building would conflict with the character and scale of the surrounding land uses at the City’s western gateway and therefore the proposed Initiative is potentially inconsistent with Goal E.</p>
<p>Goal J: To promote pedestrian activity in and around the Specific Plan Area.</p>	<p><u>Potentially Consistent</u>: As a publicly accessible amenity adjacent to Wilshire Boulevard, the Wilshire Garden would promote pedestrian activity in and around the Specific Plan Area.</p>
<p>Goal H: To provide high-quality housing options available in close proximity to office and commercial centers, without displacing existing housing or residents.</p>	<p><u>Potentially Consistent</u>: The Single Tower Residences Building would provide the same overall amount of high-quality luxury housing (110 dwelling units) as proposed in the approved Specific Plan.</p>
<p>Goal N: To provide affordable housing consistent with the objectives of the City’s adopted or amended Housing Element by providing a contribution to the City’s affordable housing trust fund.</p> <p>Goal O: To create a landmark luxury hotel in Beverly Hills that continues the Beverly Hills tradition of such uses.</p>	<p><u>Potentially Consistent</u>: The Initiative would not amend the Specific Plan with regard to the creation of a landmark luxury hotel or the provision of affordable housing and therefore would not conflict with Goals N or O. The proposed Conference/Hotel Facilities Addition to the Wilshire Tower also would provide additional supporting facilities for the existing luxury hotel consistent with the approved Specific Plan.</p>

Chapter 4 of the Specific Plan sets development standards and guidelines for the Specific Plan Area. The Initiative would not introduce new types of uses that conflict with the list of permitted uses in Section 4.2. As stated in Section 4.3, the parking structure(s) shall

accommodate 2,183 vehicles to meet parking demand. The Initiative would not generate additional demand for parking or alter the number of planned on-site parking spaces because the proposed consolidation of luxury residential uses into one Residences Building would not alter the number or type of residential dwelling units allowed in the approved Specific Plan (110 units), the proposed 10 accessory staff rooms with sleeping quarters would not represent dwelling units that require additional parking spaces, and the appurtenant service uses at the Conference/Hotel Facilities Addition would not require parking pursuant to Beverly Hills Municipal Code (BHMC) Section 10-3-2866 F. Therefore, the Initiative would not conflict with approved development standards for parking.

The Initiative would be consistent with the Specific Plan's floor to area ratio (FAR). Similar to the approved Specific Plan, the proposed floor to area ratio (FAR) of 2.5:1 would not exceed the maximum permitted ratio of 2.5:1 in Section 4.5 of the Specific Plan. The Initiative would amend building height requirements in Section 4.6 to allow for a 26-story Single Tower Residences Building and accessory structures and features on its roof. Lastly, the Initiative would allow for a 20-foot setback between the Single Tower Residences Building and Santa Monica Boulevard (as measured from the property line), which would modify the approved 35-foot setback from the previously proposed Residences B Building.

### ***Zoning Code***

BHMC Article 15.8 provides zoning standards applicable to the Beverly Hilton Specific Plan Area. BHMC Section 10-3-1580 states that "no lot, premises, roadway, open space, building or portion thereof...shall be erected, constructed, built, altered, enlarged, built upon, used or occupied except as authorized by and in conformance with the Beverly Hilton specific plan." As discussed above, the Initiative would generally be consistent with the Specific Plan's goals and objectives. Furthermore, it would amend the Specific Plan to allow for construction of a new garden, a Single Tower Residences Building, and a Conference/Hotel Facilities Addition. Therefore, these new features would be authorized by the Specific Plan as amended, if voters approve the proposed Initiative.

BHMC Section 10-3-1581 provides that development in accordance with the Specific Plan shall not be governed by any other regulations of Chapter 3 (Zoning) or Chapter 4 (Zoning; Signs), including those regulations governing development in commercial zones. Because the Initiative would facilitate development authorized by an amended Specific Plan, it would not be subject to other zoning regulations.

## **B. Aesthetics**

Figures 1 and 2 show comparative renderings of the Beverly Hilton Site under the approved Specific Plan and the proposed Initiative. Figure 1 provides renderings from the viewpoint of Santa Monica Boulevard looking northeast, while Figure 2 provides renderings from the perspective of the Wilshire Boulevard/Whittier Drive intersection looking southeast. Cross-hatching indicates existing buildings that would be removed. Both scenarios shown in these renderings include the approved project at 9900 Wilshire Boulevard, located adjacent to the west of the Beverly Hilton Site, which would have a 185-foot-tall South Building and a 161-foot-tall North Building.

As shown in Figures 1 and 2, the proposed Initiative would alter the visual character of the Beverly Hilton Site relative to buildout of the approved Specific Plan by changing the layout and height of buildings. From the perspective of Santa Monica Boulevard, the greater height of the proposed Single Tower Residences Building in the southwest portion of the site would serve as the primary visual change from the approved Specific Plan. In place of an 18-story, 218-foot Residences B building, the Initiative would allow for a 26-story, 345-foot Single Tower Residences Building. This height increase of eight stories and 127 feet would cause the building to loom taller over the streetscape. From the perspective of Wilshire Boulevard and Whittier Drive, the removal of the approved eight-story Residences A Building would substantially reduce the massing of the built environment in the foreground. However, by removing this approved building, the Initiative would increase the visibility of the proposed Single Tower Residences Building in the background. While not shown by the renderings, the proposed Wilshire Garden may help to offset some of the visual impacts of the 26-story Single Tower Residences Building by introducing landscaped space in place of the approved Residences A Building.

Beyond the perspectives shown in the renderings, the changes in building height should be considered in the broader context of commercial high-rise buildings across Beverly Hills. Nine existing commercial high-rises exist in the City, ranging in height from 11 stories and 134 feet to 14 stories and 167 feet. The nearest commercial high-rises are a 12-story, 151-foot office building at 9701 Wilshire Boulevard and an 11-story, 134-foot office building at 465 North Roxbury Drive, both located approximately 0.2 miles northeast of the Beverly Hilton Site. In addition, the approved South Building at 9900 Wilshire Boulevard would reach 185 feet. The proposed Single Tower Residences Building would exceed these existing and approved buildings by at least 160 feet in height. Also, as described above, the Single Tower Residences Building

would be substantially taller than all neighboring buildings (with the exception of buildings located to the west in Century City), and would generally conflict with the character and scale of the surrounding land uses.

### **C. Shade/Shadow**

Shadow diagrams in Figures 3a through 4b compare estimated shadows cast by the approved eight-story Residences A Building- and 18-story Residences B Buildings on-site to those cast by the proposed 26-story Single Tower Residences Building. Both scenarios include the shadows from the approved buildings at 9900 Wilshire Boulevard. As shown in Figure 3a, the approved residential buildings would not cast summer shadows on nearby residences. Figure 3b shows that the proposed 26-story Single Tower Residences Building would cast evening shadows on several multi-family residences along Durant Drive to the southeast. During the winter, the approved project would shade a portion of Beverly Gardens Park in the morning and afternoon (Figure 3a). The proposed Single Tower Residences Building would shade outdoor use areas in the southeast portion of the El Rodeo School in the morning and residences northeast of the Wilshire Boulevard/Santa Monica Boulevard intersection in the afternoon (Figure 3b). These additional winter shadows also would contribute to cumulative shading from approved projects. As shown in the shadow diagrams, the 9900 Wilshire Boulevard project would shade portions of the El Rodeo School site throughout the day and residences north of Beverly Gardens Park in the afternoon.



Approved Specific Plan



Proposed Hilton Initiative

Rendering: Santa Monica Boulevard Looking Northeast Figure 1



**Approved Specific Plan**



**Proposed Hilton Initiative**

Rendering: Wilshire Boulevard/Whittier Drive  
Looking Southeast

**Figure 2**



Summer Shadows - Approved Specific Plan



June 21, 9:00am



June 21, 12:00pm



June 21, 3:00pm



June 21, 6:00pm

Summer Shadows - Proposed Hilton Initiative

Figure 3b



December 21, 9:00am



December 21, 11:00am



December 21, 1:00pm



December 21, 3:00pm

Winter Shadows - Approved Specific Plan

Figure 4a  
City of Beverly Hills



December 21, 9:00am



December 21, 11:00am



December 21, 1:00pm



December 21, 3:00pm

Winter Shadows - Proposed Hilton Initiative

Figure 4b  
City of Beverly Hills

## **D. Open Space Areas**

The proposed Initiative would increase the amount of open space at the Beverly Hilton Site, relative to the approved Specific Plan, and would change the siting of outdoor event areas. Whereas the approved Specific Plan would provide 142,779 square feet of open space, the Initiative would provide 169,415 square feet (an increase of 26,636 square feet, or 18.6%). The approved Specific Plan calls for three outdoor event areas, two of which would be located at-grade to the east of Residence A (the Wisteria Terrace and Subtropical Garden), while the third would be a rooftop garden at the New East Luxury Hotel at the eastern corner of the site. While the Initiative would retain the approved rooftop garden at the New East Luxury Hotel, it would include three other outdoor event areas in new locations: a Conference Event Garden in the north-central portion of the site, a Conference/Hotel Facilities roof garden east of the proposed Wilshire Garden, and the 1.7-acre Wilshire Garden in the northwest portion of the site. In addition, the Initiative would increase public access to open space areas, as the Wilshire Garden would be open to the public as well as to hotel guests, event guests, and residents.

Outdoor events held in these areas could generate noise that would be audible at nearby residences. However, conditions of approval would continue to require activities within the Specific Plan area to comply with the City's noise ordinance. The nearest sensitive receptors to the Beverly Hilton Site are residences located approximately 175 feet north of the site near the Beverly Gardens Park and 400 feet south of the site on Durant Drive. Because residences adjacent to the Beverly Gardens Park have a direct line of sight across Wilshire Boulevard toward the Beverly Hilton property, noise from proposed outdoor event areas would not be obstructed by intervening buildings. A strip of commercial buildings north of Durant Drive would generally obstruct noise received by residents to the south.

Noise impacts at nearby sensitive receptors from outdoor events at the Beverly Hilton would depend on a number of factors, including the scale and timing of events, the presence of sound amplification, sound barriers, and the distance of residents from the noise source. Relative to previously approved outdoor event areas, the Initiative does not increase the overall capacity for hosting events as approved in the Specific Plan, but may generate more potential for adverse noise impacts because the new Wilshire Garden, as a new landscaped outdoor area at a prominent site, could attract additional outdoor events. If sound amplification is used at outdoor events for music or announcements, that use could substantially increase noise levels beyond those of typical conversations and social activity. Outdoor event areas at the Beverly

Hilton Site would be used occasionally for private events, would accommodate a large number of people (up to 300 people combined at the Conference/Hotel Facilities Roof and Wilshire Garden), and individual events could involve the use of sound amplification.

As with the approved Specific Plan, proposed restrictions on the scale of outdoor events on-site would reduce noise impacts. According to the Specific Plan, outdoor event areas at the Conference/Hotel Facilities Roof and Wilshire Garden would only be used in conjunction with indoor event/meeting space, and the total combined occupancy of these areas would not exceed 300 people. Moreover, it is anticipated that ambient noise levels from high-volume traffic on Wilshire Boulevard, which is located between the Beverly Hilton Site and the nearest residences to the north, would typically exceed those from outdoor event areas on-site.

Proposed sound barriers would reduce the exposure of nearby sensitive receptors to noise from the Single Tower Residences Building's rooftop. While the Initiative does not designate this private rooftop as an outdoor event area, its pool deck and pool cabanas would host outdoor noise-generating activity by residents. Proposed glass barriers around the rooftop would reduce the exposure of nearby sensitive receptors to noise from rooftop activity. The proposed height increase from 18 to 26 stories would also increase the distance between residential receptors and residential rooftop activity, which would allow for incrementally greater attenuation of noise from the rooftop. With regard to the timing of events, outdoor events that occur during evening and nighttime hours, when residents are most likely to be at home and sensitive to noise, would have the greatest noise impacts.

The distance from nearby sensitive receptors to proposed outdoor event areas also would affect their exposure to noise. Noise levels (or volume) are generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Noise from point sources, such as outdoor event areas, typically attenuates (or drops off) at a rate of 6 dBA per doubling of distance. Thus, as noise from outdoor events disperses northward across Wilshire Boulevard to the nearest residences located 175 feet away from the Beverly Hilton Site, it would decrease by approximately 10 dBA.

## **E. Police Service**

The analysis of the potential impacts of the proposed Initiative on the Beverly Hills Police Department (BHPD) is based on a personal communication on June 15<sup>th</sup>, 2016, with BHPD staff.

BHPD staff stated that the project changes associated with the proposed Initiative would not create resource needs for the BHPD. The BHPD representative stated that the height of the proposed 26-story Single Tower Residences Building would not increase the difficulty of responding to a threat or emergency compared to the approved Specific Plan because all non-ground floor threats and emergencies require similar equipment and tactics, regardless of the height of the building. The representative also stated that the publicly accessible open space would not present a public safety challenge. The City currently provides a number of parks and open spaces, and the addition of 1.7 acres of open space would not substantially change public safety demands for the BHPD. The City enforces an Unlawful Camping ordinance (City of Beverly Hills Municipal Code Section 5-6-1502) that minimizes the use of City parks by homeless persons for camping or overnight stays. The BHPD representative stated that the BHPD does not expect the proposed 1.7-acre publicly available open space to attract a homeless population or criminal element.

## **F. Fire Department Service**

The analysis of potential impacts of the proposed Initiative on the Beverly Hills Fire Department (BHFD) is based on an email communication received from BHFD staff on June 29, 2016.

The question posed to the BHFD was whether the construction of the proposed 1.7-acre Wilshire Garden and 26-story Single Tower Residences Building in place of the approved eight-story and 18-story Residences Building B would present any new difficulties for fire response, would result in any new equipment needs for the Department, or would require any new staff hiring or training. In response to that inquiry, BHFD staff stated that the BHFD does not have any specific concerns or needs related to the proposed Initiative. Based on BHFD's response, it is anticipated that the BHFD would be able to provide adequate fire protection and rescue services without expansion of existing resources.

## **G. Water/Sewer Utilities**

Based on information contained in the approved Specific Plan and the proposed Initiative, both projects would upgrade the existing water distribution system to a 12-inch main line to provide the required fire hydrant flow rates. Both would also connect to the upgraded water main line via a series of proposed 6-inch lateral connections. Additional improvements to the water supply system, such as a booster pumping station, may be required in order to maintain adequate flow rates for the fire suppression system on the upper floors of the Single Tower Residences Building. The location of the lateral connections that were approved under the Specific Plan would change under the proposed Initiative, but the diameter of the lateral connections and the amount of water required for the project would remain unchanged. The proposed Initiative would result in the same number of total hotel rooms and residence units as the approved Specific Plan project (522 total hotel rooms and 110 total residence units). Because the total occupancy of the project site would remain essentially unchanged, the potable water demand for the proposed Initiative would be the same as the potable water demand for the approved Specific Plan.

A graywater system was included under the approved Specific Plan to treat and re-use for irrigation and other non-potable uses discharge from sinks, service sinks, bathtubs, showers, and clothes washers. This same graywater system would be included under the proposed Initiative and would be used to water the Wilshire Garden and other on-site landscaping. The total amount of landscaped open space under the proposed Initiative would increase by 18.6% compared to the approved Specific Plan. It is assumed that the graywater system would be able to accommodate this increase in the amount of landscaped open space and would have sufficient graywater supply capacity to meet the majority of irrigation water demand for the landscaped areas under the proposed Initiative. The Specific Plan provided for the non-potable use of graywater in Residence A and B Buildings, new East Luxury Hotel Building, and the Conference Center Building. Although the requirements of existing regulations for indoor non-potable graywater use have not been tested in the City of Beverly Hills as of the date of this report, implementation of an indoor non-potable graywater system would likely include a separately-plumbed system for toilet flushing and use of graywater for cooling tower systems. The quantity of graywater use for indoor non-potable uses that would be achieved under the Specific Plan is unknown, but the Specific Plan allowed for the exploration and implementation of that indoor non-potable graywater system. The proposed Initiative removes the requirement to explore feasibility of an indoor non-potable graywater system and thus could reduce the

maximum amount of graywater that could be used on site, thereby increasing the demand for potable water.

Both the approved Specific Plan and the proposed Initiative would connect to existing sewer lines via eight-inch lateral connections and a new eight-inch main line along Santa Monica Boulevard. The proposed Initiative would include one fewer eight-inch lateral compared to the approved Specific Plan project due to the elimination of the Residences A Building in the northwest corner of the project site. As described above, the total occupancy for the project site would remain essentially unchanged with the proposed Initiative compared to the approved Specific Plan. Therefore, the total amount of wastewater production and the required sewer capacity would not change. However, eliminating the possibility of exploring use of an indoor non-potable graywater system may increase the amount of wastewater that is diverted to the sewer system rather than re-used on site. Existing sewer lines were found adequate to serve development under the adopted Specific Plan. It is anticipated that even with the elimination of plans for an indoor non-potable graywater systems, the existing sewer lines would be adequate to accommodate the wastewater generated by the proposed Initiative. However, improvements to the existing sewer system may be required if the City's Public Works Department determines that the existing capacity is inadequate.

## **H. Entitlement Process**

This section compares the entitlement process for the proposed ballot Initiative to that of a hypothetical discretionary project that would incorporate the proposed amendments to the approved Specific Plan. As shown in Table 3, initiatives and discretionary projects have different processes for public participation, City review, and the timing of milestones. The Initiative process would curtail the City's power to review the project by avoiding environmental review under CEQA, limiting the scope of design review, and avoiding public hearings at the Planning Commission and City Council. As a result, the City would not have the ability to identify and mitigate any significant impacts of the project or negotiate amendments to the development agreement. For example, potential changes to the integrity of the setting for eligible historic resources (such as for the Wilshire Tower) and the potential noise impacts discussed above cannot be addressed. Under the normal entitlement process, by contrast, CEQA review would involve an analysis of these impacts and mitigation as necessary to reduce them to a less-than-significant level whenever feasible. Nevertheless, the initiative process would not preclude the City's ministerial review of building permit applications. As noted in the Initiative, "the final design, materials, and finishes of the buildings, and the proposed landscaping shall be subject

to the ministerial review and approval of the City’s Architectural Commission,” although proposed amendments to Chapter 4 of the Specific Plan would prevent the Commission from requiring reductions in height, floor area, setbacks, or balconies.

**Table 3  
Entitlement Process Differences**

<b>Process</b>	<b>Initiative<sup>1</sup></b>	<b>Discretionary Project</b>
Initial Public Participation	<ul style="list-style-type: none"> <li>• Circulate initiative petition to collect signatures from at least 10% of registered voters of city.</li> <li>• Voters approve or deny a qualified ballot initiative at regular or special election where majority vote determines outcome.</li> </ul>	<ul style="list-style-type: none"> <li>• Public scoping meeting for EIR process.</li> <li>• Public comment period for CEQA document (anticipated supplemental EIR).</li> </ul>
City Review	<ul style="list-style-type: none"> <li>• City attorney produces impartial analysis of measure for display on ballot (500 words or fewer in length), to be printed above pro and con arguments.</li> <li>• City review for building permits.</li> <li>• Design review by Architectural Commission.</li> </ul>	<ul style="list-style-type: none"> <li>• CEQA review (Initial Study and Supplemental EIR).</li> <li>• Design review.</li> <li>• Planning Commission hearings.</li> <li>• City Council hearings.</li> <li>• Potential modifications to development agreement and Specific Plan.</li> <li>• City review for building permits.</li> </ul>
Timing	<ul style="list-style-type: none"> <li>• Title and summary of initiative measure: preparation by City attorney within 15 days of filing.</li> <li>• Public circulation of initiative: within 180 days of receipt of title and summary.</li> <li>• Regular election: if at least 10% but less than 15% of registered voters sign petition, then voting occurs at next regular election not less than 88 days after call for election.<sup>2</sup></li> <li>• Special election: if 15% or more of registered voters sign, then City holds a special election 88-103 days after call for election.<sup>2</sup></li> <li>• Ordinance goes into effect: 10 days after vote for approval.</li> </ul>	<ul style="list-style-type: none"> <li>• <i>CEQA process</i>: estimated 11 months from kickoff to publication of Final Supplemental EIR (including 45-day public review period for CEQA document submitted to State Clearinghouse).</li> </ul>

1. Because Beverly Hills is a general law city, its initiative process is governed by Sections 9200-9226 of the California Elections Code. Section 1405 also sets timing requirements for the election of municipal initiatives.

2. Instead of submitting the Initiative to voters, the City may adopt the ordinance, without alteration, within 10 days after certification of the petition is presented, or within 10 days after a City agency report on the Initiative measure is presented.

Sources: Ballotpedia, 2016; California Elections Code, Sections 9200-9226.

### **III. TRANSPORTATION ANALYSIS**

#### **A. Project Description**

The Specific Plan project includes two residential towers, 74 units and 36 units, for a total of 110 residences and 10 accessory staff rooms. The proposed Initiative would consolidate the Building A and B Residences into a Single Tower Residences Building. The consolidation of the two towers would not increase the total number of residential units.

The Specific Plan project had three driveways serving the residence units as follows:

- The Building A Residences, consisting of 36 units, was served by a full access driveway on Merv Griffin Way.
- The Building B Residences, consisting of 74 units, was served by a right-in/out and left-out only driveway on Merv Griffin Way and a right-in/out only driveway on Santa Monica Boulevard North.

The consolidation of the two towers would change the previously approved site plan by removing the Building A Residences' residential driveway. Access to the Single Tower Residences Building would be the same as the original Building B Residences with driveways on both Merv Griffin Way and Santa Monica Boulevard North.

In addition, the Initiative proposes to include the Wilshire Garden, a 1.7-acre publicly accessible landscaped and pedestrian area, located along Wilshire Boulevard at Merv Griffin Way. The Wilshire Garden will be privately owned, and will be subject to rules and regulations set forth by the property owner. The Wilshire Garden will generally be open to the public, but it may be used for private events from time to time. The additional number of vehicle trips generated by the park uses is described below.

No other changes being considered as part of the proposed Initiative would affect the number of vehicle trips generated by the site or how those vehicles access the site.

## **B. Trip Generation and Distribution**

### ***Trip Generation Characteristics***

Since the consolidation of the two towers would not increase the total number of residences, the residential trip generation from the original traffic study would not change under the proposed Initiative. Trip generation rates for the residence units were based on empirical trip rates collected at luxury condominiums in the project vicinity. The number of vehicle trips that would be shifted due to the relocation of 36 units from the Building A Residences to the Single Tower Residences Building are described below:

- Daily: 128 vehicle trips
- AM Peak Hour: 10 vehicle trips (3 entering and 7 exiting the project site)
- Midday Peak Hour: 12 vehicle trips (6 entering and 6 exiting the project site)
- PM Peak Hour: 12 vehicle trips (7 entering and 5 exiting the project site)
- Saturday Peak Hour: 11 vehicle trips (4 entering and 7 exiting the project site)

Attachment I shows the detailed condominium trip generation rates and number of trips generated on a daily basis and during peak hours.

The proposed 1.7-acre Wilshire Garden is expected to generate trips similar to a typical park use. Trip generation rates published by the Institute of Transportation Engineers were used to estimate the vehicle trip generation (*Trip Generation* (9<sup>th</sup> Edition), Institute of Transportation Engineers). The Wilshire Garden is expected to generate the following number of trips on a typical weekday and weekend:

- Daily: 8 vehicle trips
- Peak Hours: 2 vehicle trips (based on the highest peak hour published trip rate)

The additional vehicle trips generated by the Wilshire Garden are not expected to impact intersection operations or residential roadways in the immediate vicinity of the Beverly Hilton Site.

## ***Travel Patterns***

The consolidation of the towers would result in a local shift in traffic patterns with the elimination of the driveway on Merv Griffin Way serving the Building A Residences. However, the overall trip distribution applied in the original traffic analysis would continue to occur as reported and analyzed under the approved project.

The local shifts in traffic patterns are influenced by the closure of the northern driveway and the permitted turning movements at the remaining project driveways. The previously approved site plan restricted the southbound left-turn movement from Merv Griffin Way into the Building B Residences. If this movement continues to be restricted, vehicles accessing the Single Tower Residences Building from the north would need to travel on Wilshire Boulevard, turn right onto Santa Monica Boulevard North and then enter the Single Tower Residences Building at the Santa Monica North driveway. Since the permitted turning movements at the remaining Merv Griffin Way driveway have not yet been defined, the traffic analysis considers two access scenarios:

- Full access at southern residential driveway on Merv Griffin Way
- Restricted southbound left-turn access at southern residential driveway on Merv Griffin Way

The site plan and driveway access diagrams are provided in Attachment II. The residential project volumes for both access scenarios are provided in Attachment III.

## **C. Intersection and Residential Roadway Segment Impacts**

### ***Intersection Impacts***

Since the overall trip generation and trip distribution would not be affected by the proposed Initiative and only local travel pattern shifts would occur due to residential trips relocating to the southern driveway, three study intersections immediately adjacent to the project site were selected for analysis. Traffic operations at the following intersections were analyzed during the AM peak hour, midday peak hour, PM peak hour, and weekend peak hour:

- Santa Monica Boulevard North/Wilshire Boulevard
- Santa Monica Boulevard North/Merv Griffin Way

- Whittier Drive/Merv Griffin Way/Wilshire Boulevard

The transportation impact analysis considered background traffic growth as well as the development of other related projects in the study area, and reflects conditions anticipated in Year 2020. Year 2020 traffic volumes account for the following:

- Existing traffic counts as collected in September 2015
- Vehicle trips generated by the previously approved project
- Vehicle trips generated from approved and pending projects in the City of Beverly Hills (including the One Beverly Hills project next door), City of Los Angeles and City of West Hollywood (see Attachment IV)
- Ambient growth in existing traffic volumes to reflect growth in regional traffic (a growth rate of one (1) percent per year was applied to existing traffic counts)

Year 2020 baseline traffic forecasts at the study intersections are shown in Attachment V.

The Intersection Capacity Utilization (ICU) methodology was used to determine the volume-to-capacity (V/C) ratio and level of service (LOS) consistent with the City of Beverly Hills procedures. This analysis methodology is the same methodology used in the original traffic study.

The resulting intersection operations are shown in the table below for conditions with the previously approved project and under the proposed Initiative for both access scenarios. As shown, the changes in V/C ratios are less than one percent under both driveway access scenarios, and no new traffic impacts would occur based on the City of Beverly Hills significance thresholds.

Table 4 Intersection Operations with Approved Project & Proposed Initiative									
Study Intersection	Peak Hour	Year 2020 + Approved Project		Year 2020 + Initiative (Full Access Driveway)			Year 2020 + Initiative (No Southbound Left Access)		
		V/C	LOS	V/C	Delta	LOS	V/C	Delta	LOS
Santa Monica Blvd North/Wilshire Blvd	AM	0.981	E	0.981	0	E	0.981	0	E
	MD	0.904	E	0.904	0	E	0.903	-0.001	E
	PM	0.942	E	0.942	0	E	0.942	0	E
	WKD	0.881	D	0.881	0	D	0.881	0	D
Santa Monica Blvd North/Merv Griffin Way	AM	0.828	D	0.828	0	D	0.828	0	D
	MD	0.786	C	0.789	0.003	C	0.787	0.001	C
	PM	0.995	E	0.996	0.001	E	0.996	0.001	E
	WKD	0.715	C	0.716	0.001	C	0.718	0.003	C
Whittier Dr/Merv Griffin Way/Wilshire Blvd	AM	1.172	F	1.173	0.001	F	1.173	0.001	F
	MD	0.903	E	0.903	0	E	0.903	0	E
	PM	1.277	F	1.277	0	F	1.277	0	F
	WKD	0.874	D	0.874	0	D	0.874	0	D

### ***Residential Roadway Impacts***

In addition to the analysis of the study intersections, the potential impacts to adjacent residential roadway segments were evaluated with the proposed Initiative. Both Whittier Drive and Elevado Avenue were analyzed in the original transportation study for the previously approved project. The shift in residential trips from the Building A Residences to the Single Tower Residences Building is not expected to affect the number of vehicles traveling on these residential roadways to access the project site. If southbound left-turn access is restricted at the southern residential driveway on Merv Griffin Way, vehicles would turn left from Whittier Drive onto Wilshire Boulevard, turn right onto Santa Monica Boulevard North and then enter the Single Tower Residences Building at the Santa Monica North driveway (instead of traveling directly south to Merv Griffin Way). This minor change in turning movement volumes is reflected in the intersection LOS analysis. However, the total number of trips traveling on the nearby residential roadways to the north would not be expected to change from those analyzed in the original transportation study.

## **D. Construction Conditions**

The construction period impacts created by the scope of development proposed by the Initiative are expected to be similar to the impacts associated with the Specific Plan project, as summarized below:

- The total duration of construction for the commercial and residential development scope included in the approved Specific Plan was estimated at 50 months. This continues to be the case under the development scope proposed by the Initiative; this includes construction activities that have already occurred on site.
- The development scope proposed by the Initiative would result in fewer construction phases and reduce the number of overlapping activities.
- According to the KMA financial analysis that is presented in the following section of this Section 9212 Report, the construction period for the residential development scope included in the approved Specific Plan is estimated at a total of 38 months. Comparatively, KMA estimates the construction period for the Single Tower Residences Building at 29 months.

All construction traffic shall comply with the mitigation measures identified in the Environmental Impact Report prepared for the Specific Plan project. An environmental compliance monitor shall be present during the construction phase to monitor the implementation of the construction mitigation measures and document construction activities on a regular basis.

A number of other projects in the area are expected to be under construction at the same time as the project scope proposed in the Initiative. These projects, along with a brief description of known construction activities, are summarized in the table below.

<b>Table 5</b>				
<b>Construction Activities</b>				
<b>Project</b>	<b>Truck Routes</b>	<b>Project Duration</b>	<b>Number of Phases</b>	<b>Range Daily Truck Trips (PCE)</b>
<b>One Beverly Hills</b>	<b>Wilshire Blvd Santa Monica Blvd</b>	<b>3 years</b>	<b>3</b>	<b>300</b>
<b>Century City Center</b>	<b>Santa Monica Blvd Pico Blvd Overland Ave</b>	<b>3 years</b>	<b>2</b>	<b>250</b>
<b>Century Plaza Hotel Plan A</b>	<b>Santa Monica Blvd</b>	<b>3.5 years</b>	<b>6</b>	<b>320 – 1,500</b>
<b>Century Plaza Hotel Plan B</b>	<b>Santa Monica Blvd</b>	<b>3.5 years</b>	<b>7</b>	<b>360 – 1,500</b>
<b>10000 Santa Monica Blvd</b>	<b>Santa Monica Blvd Moreno Dr</b>	<b>3 Years</b>	<b>7</b>	<b>58</b>
<b>BHUSD – BHHS</b>	<b>Olympic Blvd Spalding Dr Moreno Dr</b>	<b>4 years</b>	<b>N/A</b>	<b>368</b>
<b>BHUSD – El Rodeo</b>	<b>Wilshire Blvd</b>	<b>4 years</b>	<b>N/A</b>	<b>376</b>
<b>BHUSD – Hawthorne</b>	<b>Rexford Dr Wilshire Blvd Santa Monica Blvd</b>	<b>4 years</b>	<b>N/A</b>	<b>396</b>
<b>Westfield Century City</b>	<b>Santa Monica Blvd Avenue of the Stars Constellation Blvd Pico Blvd Overland Ave</b>	<b>4 years</b>	<b>N/A</b>	<b>104</b>

1. Construction information was obtained from the environmental studies completed for each of the above projects.  
N/A indicates that data was not reported in the environmental documents.

## IV. FINANCIAL ANALYSIS

### A. Value Enhancement Analysis

The Value Enhancement Analysis was performed to compare the financial characteristics of the Specific Plan project to the development scope proposed in the Initiative. The key characteristics of the project scopes being analyzed are presented in the following table:

Table 6 Development Scopes			
	Specific Plan Scope		Initiative Scope
	Residences Building A: 8-Story Building	Residences Building B: 18-Story Building	Single Tower Residences Building: 26-Story Building
Number of Units	36	74	110
Gross Residential Area	108,093 Sq. Ft.	263,360 Sq. Ft.	371,453 Sq. Ft.
Average Unit Size (Livable Area)	2,440 Sq. Ft.	3,070 Sq. Ft.	2,960 Sq. Ft.
Allocated Shares of:			
Gardens and Pedestrian Areas	41,555 Sq. Ft.	101,244 Sq. Ft.	169,415 Sq. Ft.
Parking	108 Spaces	222 Spaces	330 Spaces

The total number of residence units, the gross residential building area and the number of parking spaces does not vary between the Specific Plan and Initiative scenarios. The garden and pedestrian areas are 26,616 square feet (.61 acres) greater in the Initiative scenario than in the Specific Plan scenario.

KMA has only been provided with conceptual plans for the Specific Plan and Initiative development scopes. As such, the financial analyses should only be used to provide the City with a perspective of the relative impacts created by modifying the Specific Plan project to allow the development scope being proposed in the Initiative. The actual costs, revenues and profits associated with the project will vary from this analysis as a reflection of the detailed project scope and the timing of development.

The assumptions applied in the Value Enhancement Analysis are described in the following sections of this Section 9212 Report. The pro formas that support the analyses are presented in Attachment VI, and they are organized as follows:

Table 1: Estimated Construction Costs

Table 2: Estimated Project Value

Table 3: Residual Land Value Calculation

### ***Estimated Construction Costs***

KMA prepared construction cost estimates for the residential and open space development scope approved in the Specific Plan and the scope being proposed in the Initiative. The estimates presented in both analyses reflect current 2016 dollars. In preparing the construction cost estimates, KMA consulted with general contractors, developers and consultants experienced in high-rise construction and park design and construction.

The major assumptions applied in the pro forma analyses are summarized in the following sections:

#### **Direct Construction Costs**

The direct construction costs are estimated as follows:

1. The costs for the gardens and pedestrian areas are estimated at \$35 per square foot of the land area dedicated to the gardens and pedestrian areas. This estimate includes the publicly accessible garden area provided in the Initiative scenario.
2. The parking costs are estimated at a weighted average of \$35,000 per space.
3. The direct building costs are estimated as follows:
  - a. \$300 per square foot of gross building area (GBA) for Residences Building A; and
  - b. \$345 per square foot of GBA for Residences Building B and the Single Tower Residences Building.

4. The direct costs assumptions include a 20% allowance for contractor costs, profit and contingencies.

#### **Indirect Construction Costs**

The indirect construction costs are estimated based on the following assumptions:

1. Architecture, engineering and consulting costs; and taxes, legal and accounting costs; are based on industry standard percentages of direct costs.
2. Public permits and fees costs are estimated at \$35,000 per unit.
3. The Public Benefit Contribution to be paid by the developer is set at \$5.2 million.
4. Insurance costs are estimated at \$2,500 per unit.
5. A \$25,000 per unit allowance is provided for marketing costs.
6. The developer is estimated to receive a fee during construction that is equal to 3% of the projected sales revenues for the residence units.
7. An allowance equal to 5% of indirect and financing costs is provided for indirect cost contingencies.

#### **Financing Costs**

The financing cost estimates are based on the following underwriting assumptions:

1. The construction periods are estimated as follows:
  - a. The Residences Building A construction period is estimated at 23 months.
  - b. The construction of Residences Building B is assumed to commence 11 months following the commencement of construction on Residences Building A, and the construction period is set at 26 months. Under this assumption, the Residences Building B units would be available for sale at the point when the Residences Building A units are sold out.
  - c. The construction period for the Single Tower Residences Building is estimated at 29 months.

2. In each scenario, 20% of the residence units are assumed to be presold, and the absorption rate for the rest of the project is set at two units per month.
3. It is assumed that 60% of the development costs are funded with debt, and 40% of the costs are funded with an equity contribution:
  - a. The interest rate on the construction loan is set at 7%; and
  - b. The equity return during construction is set at 12%.
4. Loan origination fees are set at 2.0 points.

Using current cost estimates, the total development costs are estimated as follows:

Table 7 Estimated Construction Costs			
	Residences Buildings A & B	Single Tower Residences Building	Difference
Direct Costs	\$167,802,000	\$174,757,000	
Indirect Costs	54,778,000	61,602,000	
Financing Costs	97,993,000	145,732,000	
<b>Total Construction Cost</b>	<b>\$320,513,000</b>	<b>\$382,091,000</b>	<b>\$61,578,000</b>

### ***Estimated Residential Value***

1. KMA surveyed condominium sales at the Montage Hotel, The Century, Beverly West and the Carlyle Residences. Based on the results of that survey, and the application of height premiums in five-story increments, KMA projected the weighted average sales prices as follows:
  - a. Residences Building A at \$2,000 per square foot of livable area, or \$4.88 million per unit;
  - b. Residences Building B at \$2,220 per square foot of livable area, or \$6.82 million per unit; and

- c. The Single Tower Residences Building at \$2,550 per square foot of livable area, or \$7.55 million per unit.
2. Closing costs, sales commissions and home buyer warranty costs are set at 3%, 2% and .5% of sales revenues, respectively.
  3. The threshold developer profit is set as follows:
    - a. 15% for Residences Building A; and
    - b. 18% for Residences Building B and the Single Tower Residences Building.

Based on the preceding assumptions, the net residential values are estimated as follows:

Table 8			
Estimated Residential Value			
	Residences Buildings A & B	Single Tower Residences Building	Difference
Residential Sales Revenue	\$680,246,000	\$830,610,000	
(Less) Cost of Sales	(37,414,000)	(45,683,000)	
Total Residential Value	\$642,832,000	\$784,927,000	
(Less) Threshold Profit	(117,170,000)	(149,510,000)	
Net Residential Value	\$525,662,000	\$635,417,000	\$109,755,000

***Estimated Value Enhancement***

The net value enhancement created by the proposed changes in residential and open space scopes is equal to the difference in the residual land values associated with the two scenarios. As shown in the following table, the value enhancement is estimated at \$48.18 million.

<b>Table 9</b>			
<b>Estimated Value Enhancement</b>			
	<b>Residences Buildings A &amp; B</b>	<b>Single Tower Residences Building</b>	<b>Value Enhancement</b>
<b>Net Residential Value</b>	<b>\$525,662,000</b>	<b>\$635,417,000</b>	
<b>Total Construction Cost</b>	<b>320,513,000</b>	<b>382,091,000</b>	
<b>Residual Land Value</b>	<b>\$205,149,000</b>	<b>\$253,326,000</b>	<b>\$48,177,000</b>

## **B. General Fund Revenue Analysis**

The assumptions applied in the General Fund revenue analysis are described in the following sections of this report, and the revenue projections are presented in Attachment VII. The 30-year projections are organized as follows:

Table 1: Projected Property Tax Revenue

Table 2: Projected EMS Fee Revenue

Table 3: Projected Documentary Transfer Fee Revenues

The primary assumptions applied in the General Fund revenue analysis can be summarized as follows:

1. The property taxes, EMS fees and Documentary Transfer Fees are all based on the sales prices for the residence units.
2. The weighted average prices for the initial sale of the residence units are projected as follows:
  - a. Residences Building A at \$4.88 million per unit;
  - b. Residences Building B at \$6.82 million per unit; and
  - c. The Single Tower Residences Building at \$7.55 million per unit.

3. The initial sales of the residence units are staggered to reflect the projected absorption period for each building:
  - a. The units in Residences Building A are projected to be absorbed over a two-year period.
  - b. The units in Residences Building B are projected to be absorbed over a three-year period once the Residences Building A units have been sold out.
  - c. The absorption period for the Single Tower Residences Building is projected at four years.
4. For the purposes of projecting future General Fund revenues, KMA assumed that the residence units will change ownership an average of every seven years.
5. The values of the residence units are projected to increase at an average rate of 5% per year.

### ***Property Taxes***

1. The property tax estimates are based on the 1% general levy.
2. The City receives 17.4158367% of the property taxes collected from the property.
3. Increases in the assessed values of the residence units are limited to the statutorily set maximum of 2% per year until the residence unit is resold.
4. The weighted average prices for the initial sale of the residence units are projected as follows:
  - a. Residences Building A at \$4.88 million per unit;
  - b. Residences Building B at \$6.82 million per unit; and
  - c. The Single Tower Residences Building at \$7.55 million per unit.

### ***EMS Fee***

For the purposes of the General Fund revenue analysis, the EMS fee revenue is projected based on the following assumptions:

1. The EMS fee will be charged each time a residence unit is sold.
2. The Development Agreement for the project sets the EMS fee at \$4.50 per \$1,000 of value. This fee structure is applied in the analysis of both development scenarios.
3. KMA applied the identified turnover factors and residential appreciation rate in the projections of future EMS revenue.

***Documentary Transfer Fees***

The projection of the Documentary Transfer Fee revenue to be received by the City is based on the following assumptions:

1. The Documentary Transfer Fee is imposed each time a residence unit is sold.
2. The City’s share of the fee is set at \$.55 per \$1,000 of value.
3. KMA applied the identified turnover factors and residential appreciation rate in the projections of future Documentary Transfer Fee revenue.

***Summary: General Fund Revenue Analysis***

The results of the General Fund revenue analysis are summarized in the following table:

Table 10			
30- Year General Fund Revenue Projections			
	Residences Buildings A & B	Single Tower Residences Building	Difference
Property Tax Revenue	\$64,166,000	\$83,815,000	
EMS Fee Revenue	25,060,000	37,333,000	
Documentary Transfer Fee	3,063,000	4,563,000	
Total City Revenue	\$92,289,000	\$125,711,000	\$33,422,000
NPV @ a 4% Discount Rate	\$46,152,000	\$62,626,000	\$16,474,000

**ATTACHMENT I**  
**CONDOMINIUM TRIP GENERATION**

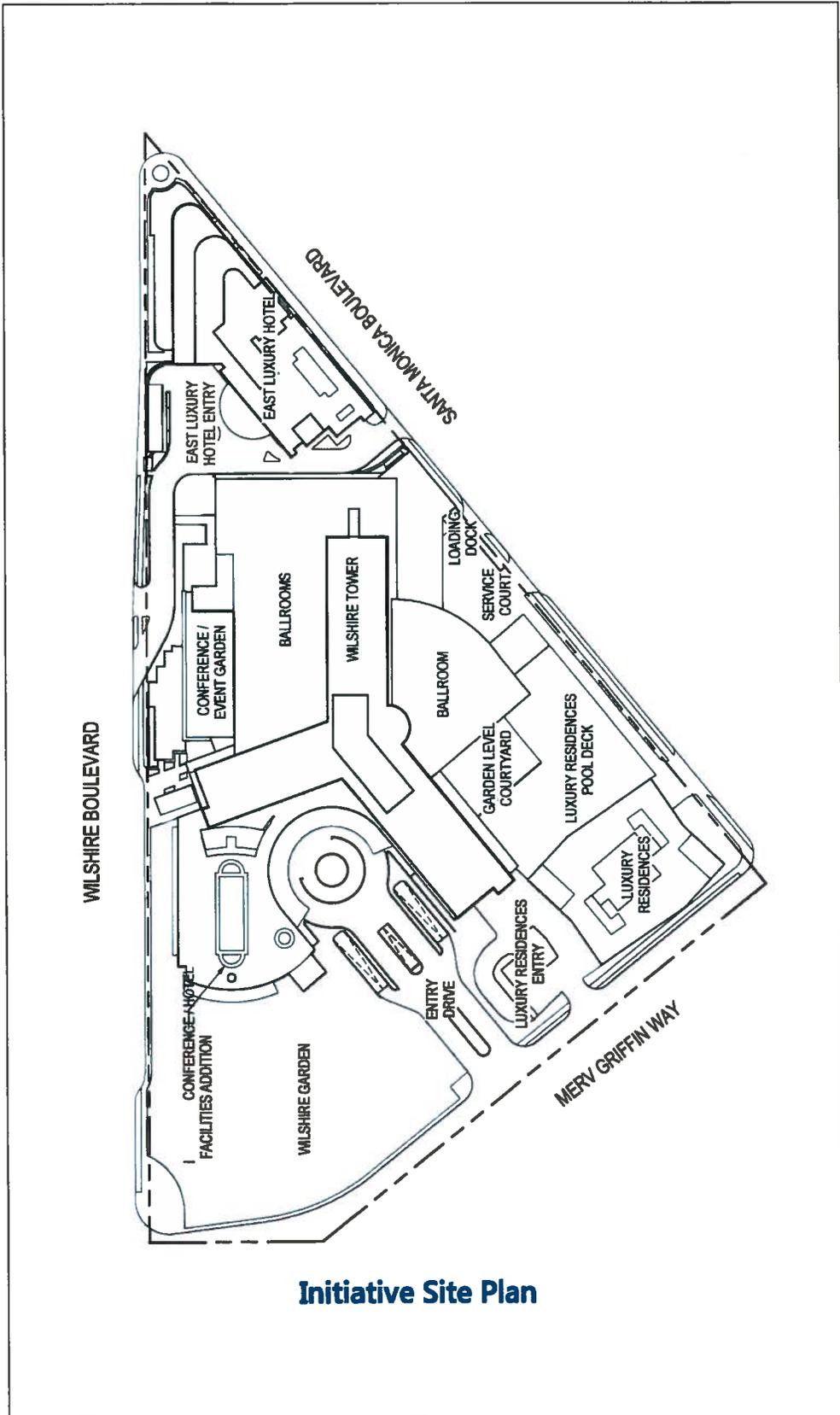
**Condo Trip Generation**

Land Use Category		Weekday									Weekend			
		Daily	AM			Mid-Day			PM			Saturday		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Condominium (120 Units) Total Trip Generation	Rate	3.55	0.09	0.19	0.28	0.17	0.17	0.33	0.18	0.15	0.33	0.11	0.19	0.29
	Trips	426	11	23	34	20	20	40	22	18	40	13	23	36
Shift from Tower A (36 Units)	Rate	3.55	0.09	0.19	0.28	0.17	0.17	0.33	0.18	0.15	0.33	0.11	0.19	0.29
	Trips	128	3	7	10	6	6	12	7	5	12	4	7	11

Source: Trip rates from 9876 Traffic Impact Study applied to entitled land uses

**ATTACHMENT II**  
**SITE PLAN AND SITE ACCESS**

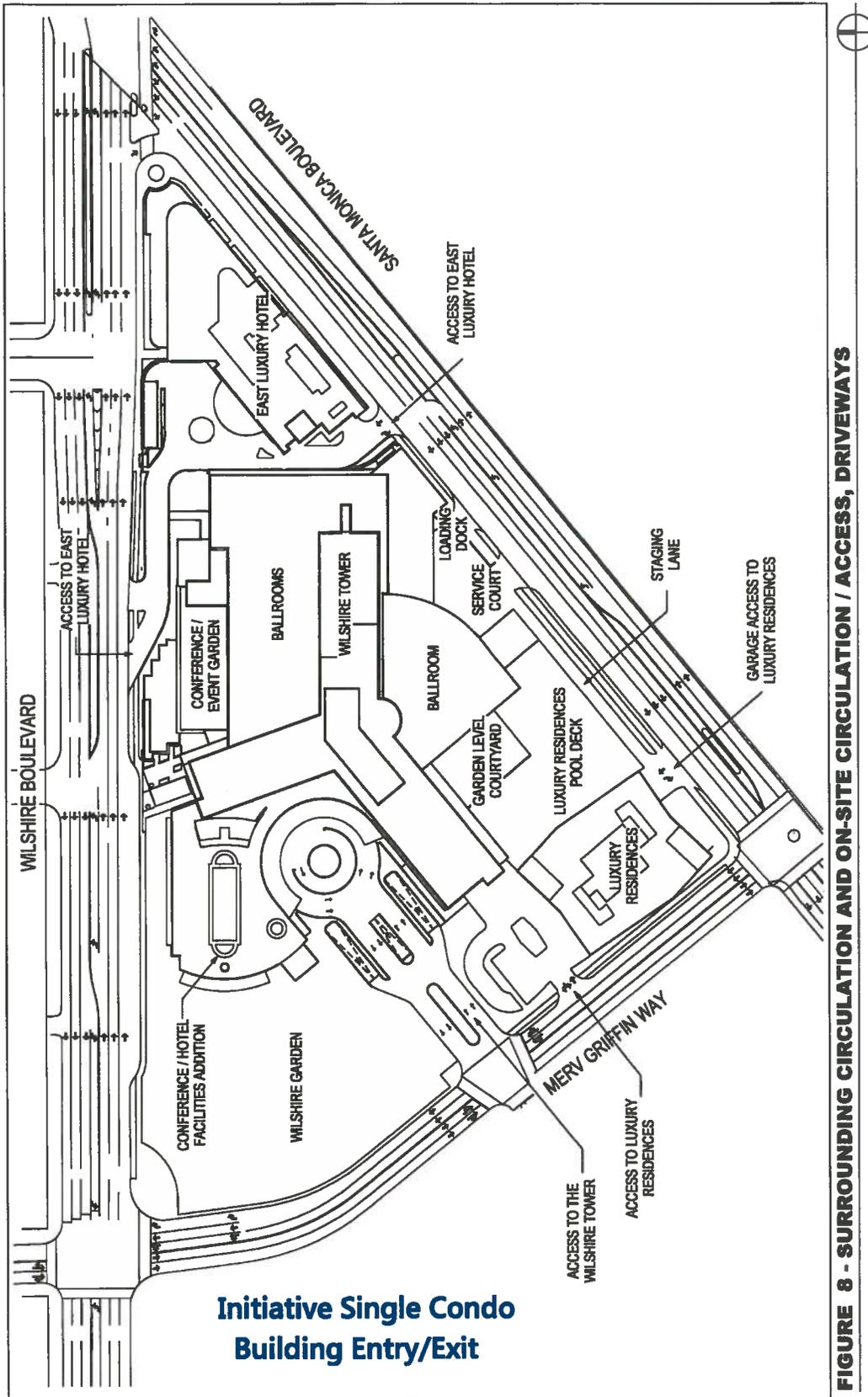
**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**



**Initiative Site Plan**

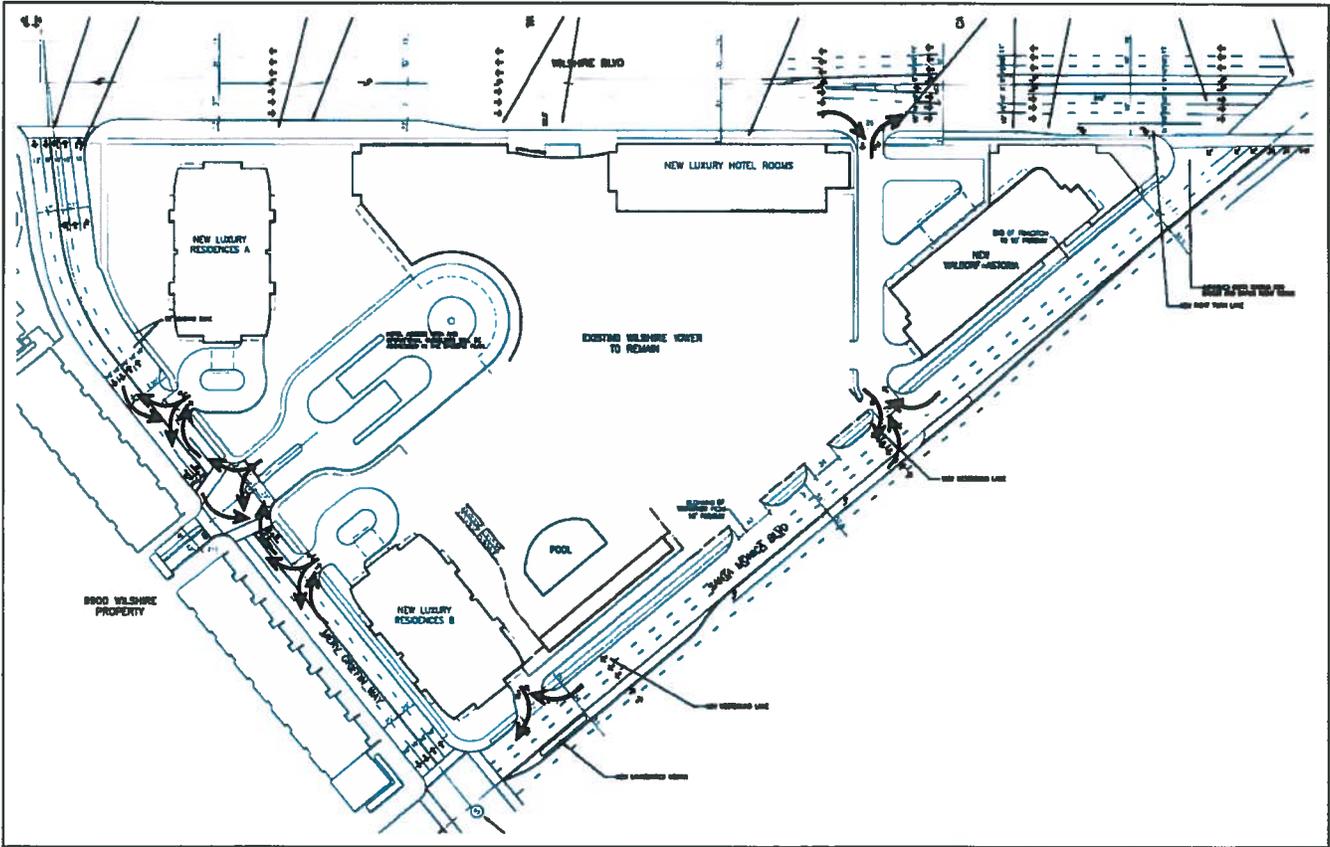
**FIGURE 6 - SPECIFIC PLAN SITE PLAN / BUILDING PLACEMENT PLAN**

**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**



**Initiative Single Condo  
Building Entry/Exit**

**FIGURE 8 - SURROUNDING CIRCULATION AND ON-SITE CIRCULATION / ACCESS, DRIVEWAYS**



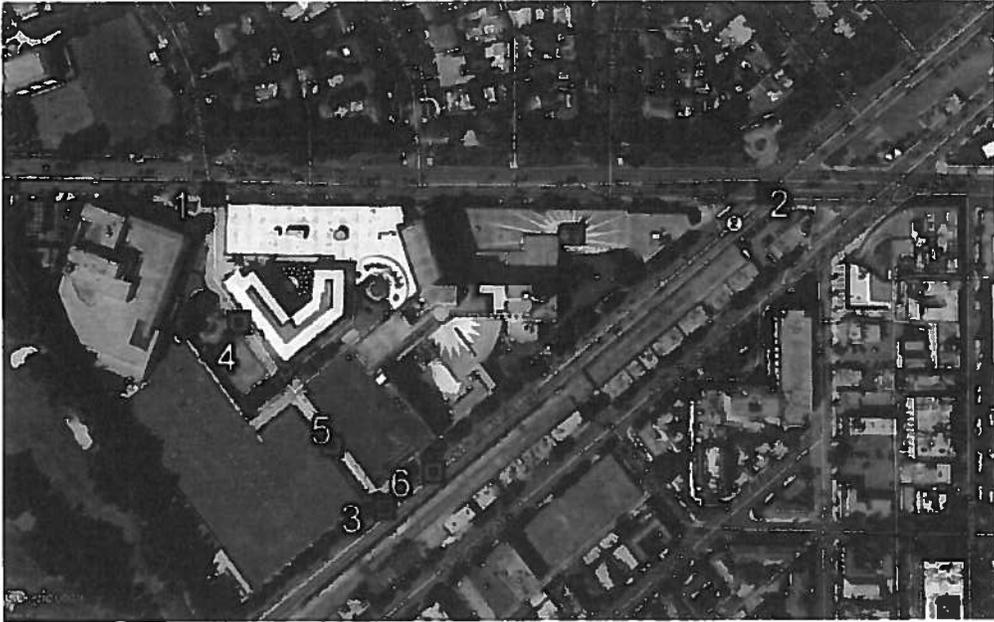
**FEHR & PEERS**  
 TRANSPORTATION CONSULTANTS

Jul 13, 2007 ejr  
 W:\Orange County N Drive\PROJECTS\OC06\0064\_8878\_Wilflow\Graphics\fig04\_access.dwg

**ACCESS CONFIGURATION**

**FIGURE 4**

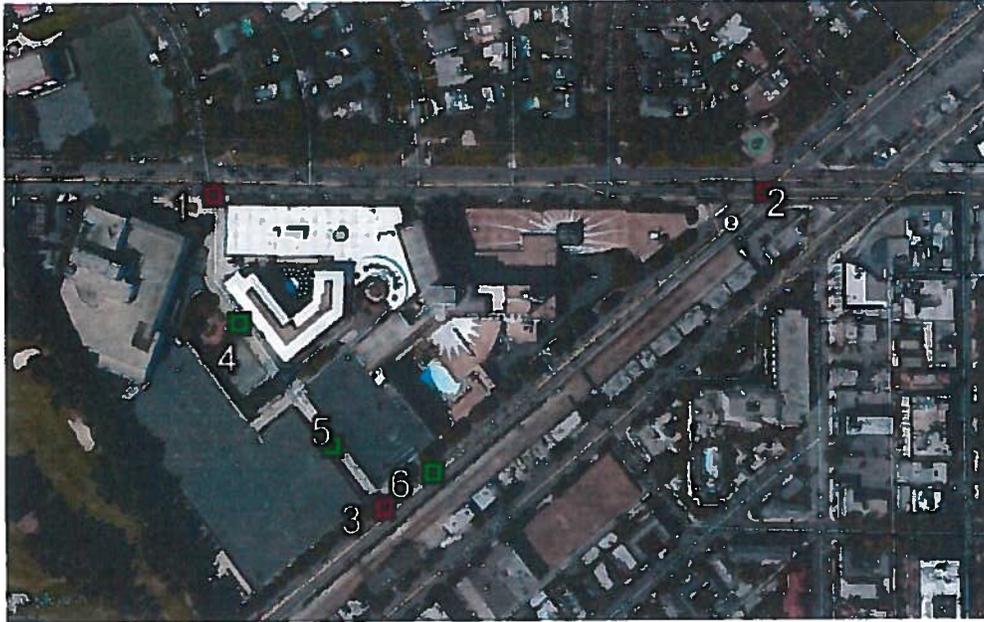
**ATTACHMENT III**  
**RESIDENTIAL PROJECT ONLY VALUES**



1. Whittier Blvd/Wilshire Blvd	2. Santa Monica Blvd/Wilshire Blvd	3. Merv Griffin Way/Santa Monica Blvd
4. Merv Griffin Way/Residential Driveway A	5. Merv Griffin Way/Residential Driveway B	6. Residential Driveway C/Santa Monica Blvd
<p style="text-align: center;">Intersection Does Not Exist</p>		

Figure 1  
 Year 2020 Plus Proposed Initiative-Full Access Driveways  
 Residential Project Only Volumes  
 AM (PM)





1. Whittier Blvd/Wilshire Blvd	2. Santa Monica Blvd/Wilshire Blvd	3. Merv Griffin Way/Santa Monica Blvd
4. Merv Griffin Way/Residential Driveway A	5. Merv Griffin Way/Residential Driveway B	6. Residential Driveway C/Santa Monica Blvd
<p style="text-align: center;">Intersection Does Not Exist</p>		

Figure 2  
 Year 2020 Plus Proposed Initiative-Full Access Driveways  
 Residential Project Only Volumes  
 MD (WKD)

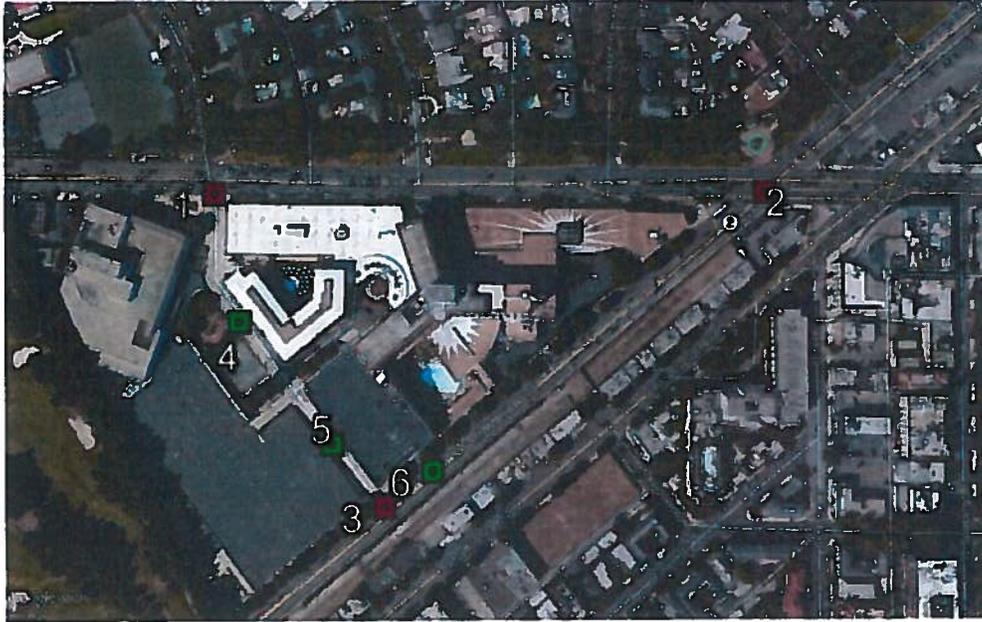




1. Whittier Blvd/Wilshire Blvd	2. Santa Monica Blvd/Wilshire Blvd	3. Merv Griffin Way/Santa Monica Blvd
4. Merv Griffin Way/Residential Driveway A	5. Merv Griffin Way/Residential Driveway B	6. Residential Driveway C/Santa Monica Blvd
<p>Intersection Does Not Exist</p>		

Figure 3  
 Year 2020 Plus Proposed Initiative-No Southbound Left Access  
 Residential Project Only Volumes  
 AM (PM)





1. Whittier Blvd/Wilshire Blvd	2. Santa Monica Blvd/Wilshire Blvd	3. Merv Griffin Way/Santa Monica Blvd
4. Merv Griffin Way/Residential Driveway A	5. Merv Griffin Way/Residential Driveway B	6. Residential Driveway C/Santa Monica Blvd
<p style="text-align: center;">Intersection Does Not Exist</p>		

Figure 4  
 Year 2020 Plus Proposed Initiative-No Southbound Left Access  
 Residential Project Only Volumes  
 MD (WKD)

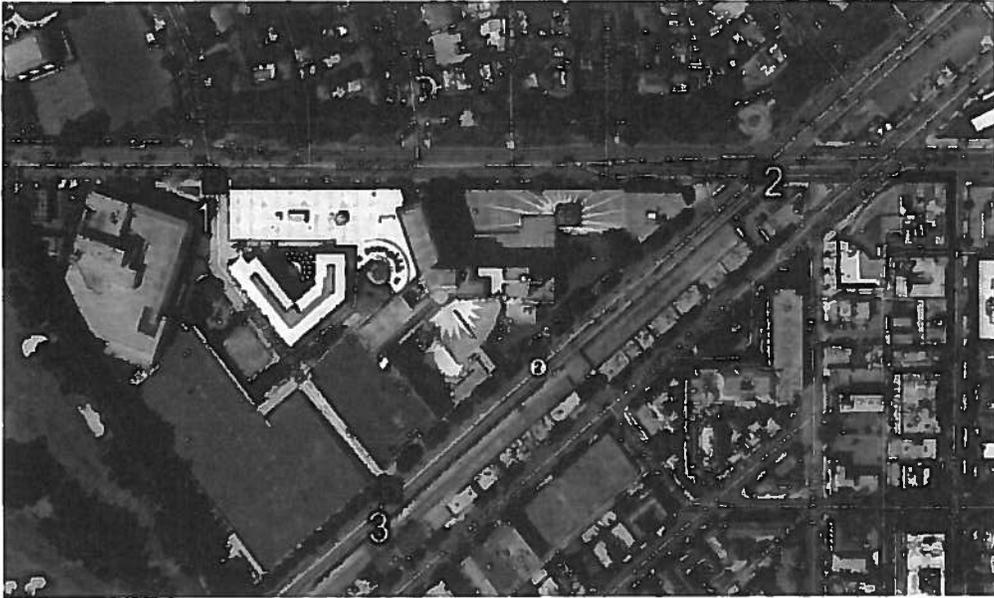


**ATTACHMENT IV  
CUMULATIVE PROJECTS LIST**

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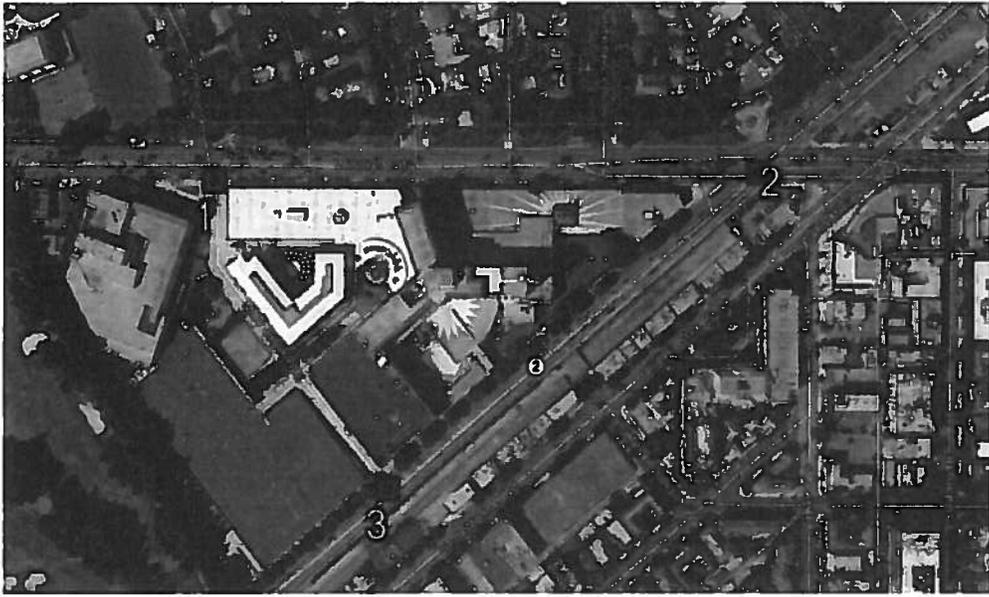
**ATTACHMENT V**  
**YEAR 2020 BASELINE VALUES**



1. Whittier Blvd/Wilshire Blvd	2. Santa Monica Blvd/Wilshire Blvd	3. Merv Griffin Way/Santa Monica Blvd
<p>Whittier Blvd</p> <p>527 (282) 324 (141) 113 (41)</p> <p>15 (27) 2,138 (1,973) 48 (39)</p> <p>Wilshire Blvd</p> <p>220 (256) 1,881 (1,942) 45 (50)</p> <p>25 (23) 80 (481) 33 (88)</p>	<p>Santa Monica Blvd</p> <p>404 (828) 1,257 (1,036)</p> <p>31 (48) 1,457 (1,418) 135 (227)</p> <p>Wilshire Blvd</p> <p>708 (814) 1,268 (1,153) 51 (28)</p> <p>722 (722) 56 (74)</p>	<p>Merv Griffin Way</p> <p>424 (222) 6 (8)</p> <p>24 (48) 1,380 (1,264)</p> <p>Santa Monica Blvd</p> <p>138 (541) 837 (829)</p>



Figure 5  
Year 2020 Baseline  
AM (PM)



1. Whittier Blvd/Wilshire Blvd	2. Santa Monica Blvd/Wilshire Blvd	3. Merv Griffin Way/Santa Monica Blvd
<p>Whittier Blvd</p> <p>268 (208) 148 (142) 61 (43)</p> <p>19 (14) 1,753 (1,576) 42 (52)</p> <p>Whittier Blvd</p> <p>203 (268) 1,618 (1,803) 57 (43)</p> <p>33 (19) 95 (108) 58 (57)</p>	<p>Santa Monica Blvd</p> <p>486 (553) 865 (1,036)</p> <p>60 (27) 1,178 (958) 195 (195)</p> <p>Whittier Blvd</p> <p>608 (722) 1,031 (1,032) 52 (51)</p> <p>882 (870) 108 (88)</p>	<p>Merv Griffin Way</p> <p>230 (183) 13 (16)</p> <p>29 (36) 1,218 (1,244)</p> <p>Santa Monica Blvd</p> <p>257 (160) 949 (952)</p>



Figure 6  
Year 2020 Baseline  
MD (WKD)

**ATTACHMENT VI**  
**PRO FORMA ANALYSES**

**ATTACHMENT VI - EXHIBIT A  
PRO FORMA ANALYSIS  
RESIDENCES BUILDING A: 8-STORY CONDOMINIUM BUILDING  
HILTON SITE  
ELECTION CODE 9212 REPORT  
BEVERLY HILLS, CALIFORNIA**

ATTACHMENT VI - EXHIBIT A - TABLE 1

ESTIMATED CONSTRUCTION COSTS  
 RESIDENCES BUILDING A: 8-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

<b>I. Direct Costs</b> <sup>1</sup>				
Gardens & Pedestrian Areas	41,555	Sf of Land	\$35 /Sf	\$1,454,000
Parking				
1st Level Subterranean	54	Spaces	\$30,000 /Space	1,620,000
2nd Level Subterranean	54	Spaces	\$40,000 /Space	2,160,000
Building Costs	108,093	Sf of GBA	\$300 /Sf of GBA	32,428,000
Contractor/DC Contingency Allow	20%	Other Direct Costs		7,532,000
<b>Total Direct Costs</b>				<b>\$45,194,000</b>
<b>II. Indirect Costs</b>				
Architecture, Engineering & Consulting	10.0%	Direct Costs		\$4,519,000
Public Permits & Fees	108,093	Sf of GBA	\$12 /Sf of GBA	1,260,000
Public Benefits Contribution				0
Taxes, Legal & Accounting	1.5%	Direct Costs		678,000
Insurance	36	Units	\$2,500 /Unit	90,000
Marketing	36	Units	\$25,000 /Unit	900,000
Developer Fee	3.0%	Residential Sales Revenue		4,193,000
Soft Cost Contingency Allowance	5.0%	Indirect + Financing Costs		1,803,000
<b>Total Indirect Costs</b>				<b>\$13,443,000</b>
<b>III. Financing Costs</b>				
Interest During Construction				\$21,206,000
Loan Origination Fees	60.0%	Loan to Cost	2.0 Points	1,406,000
<b>Total Financing Costs</b>				<b>\$22,612,000</b>
<b>IV. Total Construction Cost</b>	<b>36</b>	<b>Units</b>	<b>\$2,257,000 /Unit</b>	<b>\$81,249,000</b>

<sup>1</sup> Based on the estimated costs for similar uses.

<sup>2</sup> Based on estimates prepared as part of the 2008 analysis.

<sup>3</sup> Based on the requirements imposed by the executed Development Agreement

<sup>4</sup> A 9.0% interest cost for debt and equity; a 23 month construction period; a 14 month absorption period; 30% of the units are presold and close during first month after completion; and 2.0 points for loan origination fees.

ATTACHMENT VI - EXHIBIT A - TABLE 2

ESTIMATED RESIDENTIAL VALUE  
 RESIDENCES BUILDING A: 8-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

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I.	Residential Sales Revenue	<sup>1</sup>	36 Units @	\$4,883,000 /Unit	\$175,788,000
II.	<u>Cost of Sales</u>				
	Commissions		3.0% Residential Sales Revenue		\$5,274,000
	Closing		2.0% Residential Sales Revenue		3,516,000
	Warranty		0.5% Residential Sales Revenue		879,000
	<b>Total Cost of Sales</b>				(\$9,669,000)
III.	<b>Total Residential Value</b>				\$166,119,000
IV.	<b>Threshold Profit</b>		15.0% Residential Sales Revenue		(\$26,368,000)
V.	<b>Net Residential Value</b>				\$139,751,000

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<sup>1</sup> The average sales price is estimated at \$2,000 per square foot of livable area.

**ATTACHMENT VI - EXHIBIT A - TABLE 3**

**RESIDUAL LAND VALUE CALCULATION  
RESIDENCES BUILDING A: 8-STORY CONDOMINIUM BUILDING  
HILTON SITE  
BEVERLY HILLS, CALIFORNIA**

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I.	<b>Net Residential Value</b>	See ATTACHMENT VI - EXHIBIT A - TABLE 2	\$139,751,000
II.	<b>Total Construction Cost</b>	See ATTACHMENT VI - EXHIBIT A - TABLE 1	\$81,249,000
III.	<b>Residual Land Value</b>	<b>36 Units      \$1,625,000 /Unit</b>	<b>\$58,502,000</b>

**ATTACHMENT VI - EXHIBIT B  
PRO FORMA ANALYSIS  
RESIDENCES BUILDING B: 18-STORY CONDOMINIUM BUILDING  
HILTON SITE  
ELECTION CODE 9212 REPORT  
BEVERLY HILLS, CALIFORNIA**

ATTACHMENT VI - EXHIBIT B - TABLE 1

**ESTIMATED CONSTRUCTION COSTS  
RESIDENCES BUILDING B: 18-STORY CONDOMINIUM BUILDING  
HILTON SITE  
ELECTION CODE 9212 REPORT  
BEVERLY HILLS, CALIFORNIA**

<b>I. Direct Costs</b>	<sup>1</sup>			
Gardens & Pedestrian Areas		101,244 Sf of Land	\$35 /Sf	\$3,544,000
Parking				
1st Level Subterranean		111 Spaces	\$30,000 /Space	3,330,000
2nd Level Subterranean		111 Spaces	\$40,000 /Space	4,440,000
Building Costs		263,360 Sf of GBA	\$345 /Sf of GBA	90,859,000
Contractor/DC Contingency Allow		20% Other Direct Costs		20,435,000
<b>Total Direct Costs</b>				<b>\$122,608,000</b>
<b>II. Indirect Costs</b>				
Architecture, Engineering & Consulting		10.0% Direct Costs		\$12,261,000
Public Permits & Fees	<sup>2</sup>	263,360 Sf of GBA	\$10 /Sf of GBA	2,590,000
Public Benefits Contribution	<sup>3</sup>			5,200,000
Taxes, Legal & Accounting		1.5% Direct Costs		1,839,000
Insurance		74 Units	\$2,500 /Unit	185,000
Marketing		74 Units	\$25,000 /Unit	1,850,000
Developer Fee		3.0% Residential Sales Revenue		11,577,000
Soft Cost Contingency Allowance		5.0% Indirect + Financing Costs		5,833,000
<b>Total Indirect Costs</b>				<b>\$41,335,000</b>
<b>III. Financing Costs</b>				
Interest During Construction	<sup>4</sup>			\$71,594,000
Loan Origination Fees		60.0% Loan to Cost	2.0 Points	3,727,000
<b>Total Financing Costs</b>				<b>\$75,321,000</b>
<b>IV. Total Construction Cost</b>		<b>74 Units</b>	<b>\$3,233,000 /Unit</b>	<b>\$239,264,000</b>

<sup>1</sup> Based on the estimated costs for similar uses.

<sup>2</sup> Based on estimates prepared as part of the 2008 analysis.

<sup>3</sup> Based on the requirements imposed by the executed Development Agreement

<sup>4</sup> A 9.0% interest cost for debt and equity; a 26 month construction period; a 27 month absorption period; 30% of the units are presold and close during first month after completion; and 2.0 points for loan origination fees.

ATTACHMENT VI - EXHIBIT B - TABLE 2

ESTIMATED RESIDENTIAL VALUE  
 RESIDENCES BUILDING B: 18-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

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I.	Residential Sales Revenue	<sup>1</sup>	74 Units @	\$6,817,000 /Unit	\$504,458,000
II.	<u>Cost of Sales</u>				
	Commissions		3.0% Residential Sales Revenue		\$15,134,000
	Closing		2.0% Residential Sales Revenue		10,089,000
	Warranty		0.5% Residential Sales Revenue		2,522,000
	<b>Total Cost of Sales</b>				<u>(\$27,745,000)</u>
III.	<b>Total Residential Value</b>				\$476,713,000
IV.	<b>Threshold Profit</b>		18.0% Residential Sales Revenue		<u>(\$90,802,000)</u>
V.	<b>Net Residential Value</b>				<u>\$385,911,000</u>

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<sup>1</sup> The average sales price is estimated at \$2,222 per square foot of livable area.

**ATTACHMENT VI - EXHIBIT B - TABLE 3**

**RESIDUAL LAND VALUE CALCULATION  
RESIDENCES BUILDING B: 18-STORY CONDOMINIUM BUILDING  
HILTON SITE  
BEVERLY HILLS, CALIFORNIA**

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I.	<b>Net Residential Value</b>	See ATTACHMENT VI - EXHIBIT B - TABLE 2	\$385,911,000
II.	<b>Total Construction Cost</b>	See ATTACHMENT VI - EXHIBIT B - TABLE 1	\$239,264,000
III.	<b>Residual Land Value</b>	<b>74 Units      \$1,982,000 /Unit</b>	<b>\$146,647,000</b>

**ATTACHMENT VI - EXHIBIT C  
PRO FORMA ANALYSIS  
SINGLE TOWER RESIDENCES BUILDING: 26-STORY CONDOMINIUM BUILDING  
HILTON SITE  
ELECTION CODE 9212 REPORT  
BEVERLY HILLS, CALIFORNIA**

ATTACHMENT VI - EXHIBIT C - TABLE 1

**ESTIMATED CONSTRUCTION COSTS  
SINGLE TOWER RESIDENCES BUILDING: 26-STORY CONDOMINIUM BUILDING  
HILTON SITE  
ELECTION CODE 9212 REPORT  
BEVERLY HILLS, CALIFORNIA**

<b>I. Direct Costs</b>	<sup>1</sup>			
Gardens & Pedestrian Areas		169,415 Sf of Land	\$35 /Sf	\$5,930,000
Parking				
1st Level Subterranean		165 Spaces	\$30,000 /Space	4,950,000
2nd Level Subterranean		165 Spaces	\$40,000 /Space	6,600,000
Building Costs		371,453 Sf of GBA	\$345 /Sf of GBA	128,151,000
Contractor/DC Contingency Allow		20% Other Direct Costs		29,126,000
<b>Total Direct Costs</b>				<b>\$174,757,000</b>
<b>II. Indirect Costs</b>				
Architecture, Engineering & Consulting		10.0% Direct Costs		\$17,476,000
Public Permits & Fees	<sup>2</sup>	371,453 Sf of GBA	\$10 /Sf of GBA	3,850,000
Public Benefits Contribution	<sup>3</sup>			5,200,000
Taxes, Legal & Accounting		1.5% Direct Costs		2,621,000
Insurance		110 Units	\$2,500 /Unit	275,000
Marketing		110 Units	\$25,000 /Unit	2,750,000
Developer Fee		3.0% Residential Sales Revenue		19,063,000
Soft Cost Contingency Allowance		5.0% Indirect + Financing Costs		10,367,000
<b>Total Indirect Costs</b>				<b>\$61,602,000</b>
<b>III. Financing Costs</b>				
Interest During Construction	<sup>4</sup>			\$139,856,000
Loan Origination Fees		60.0% Loan to Cost	2.0 Points	5,876,000
<b>Total Financing Costs</b>				<b>\$145,732,000</b>
<b>IV. Total Construction Cost</b>		<b>110 Units</b>	<b>\$3,474,000 /Unit</b>	<b>\$382,091,000</b>

<sup>1</sup> Based on the estimated costs for similar uses.

<sup>2</sup> Based on estimates prepared as part of the 2008 analysis.

<sup>3</sup> Based on the requirements imposed by the executed Development Agreement

<sup>4</sup> A 9.0% interest cost for debt and equity; a 29 month construction period; a 40 month absorption period; 30% of the units are presold and close during first month after completion; and 2.0 points for loan origination fees.

ATTACHMENT VI - EXHIBIT C - TABLE 2

ESTIMATED RESIDENTIAL VALUE  
 SINGLE TOWER RESIDENCES BUILDING: 26-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

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I.	Residential Sales Revenue	<sup>1</sup>	110 Units @	\$7,551,000 /Unit	\$830,610,000
II.	<u>Cost of Sales</u>				
	Commissions		3.0% Residential Sales Revenue		\$24,918,000
	Closing		2.0% Residential Sales Revenue		16,612,000
	Warranty		0.5% Residential Sales Revenue		4,153,000
	<b>Total Cost of Sales</b>				<u>(\$45,683,000)</u>
III.	<b>Total Residential Value</b>				\$784,927,000
IV.	<b>Threshold Profit</b>		18.0% Residential Sales Revenue		<u>(\$149,510,000)</u>
V.	<b>Net Residential Value</b>				<u>\$635,417,000</u>

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<sup>1</sup> The average sales price is estimated at \$2,222 per square foot of livable area.

**ATTACHMENT VI - EXHIBIT C - TABLE 3**

**RESIDUAL LAND VALUE CALCULATION  
SINGLE TOWER RESIDENCES BUILDING: 26-STORY CONDOMINIUM BUILDING  
HILTON SITE  
BEVERLY HILLS, CALIFORNIA**

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I.	<b>Net Residential Value</b>	See ATTACHMENT VI - EXHIBIT C - TABLE 2	\$635,417,000
II.	<b>Total Construction Cost</b>	See ATTACHMENT VI - EXHIBIT C - TABLE 1	\$382,091,000
III.	<b>Residual Land Value</b>	110 Units      \$2,303,000 /Unit	<b>\$253,326,000</b>

**ATTACHMENT VII**  
**GENERAL FUND REVENUE PROJECTIONS**

**ATTACHMENT VII - EXHIBIT A  
CITY GENERAL FUND REVENUE PROJECTIONS  
RESIDENCES BUILDING A: 8-STORY CONDOMINIUM BUILDING  
RESIDENCES BUILDING B: 18-STORY CONDOMINIUM BUILDING  
HILTON SITE  
ELECTION CODE 9212 REPORT  
BEVERLY HILLS, CALIFORNIA**

ATTACHMENT VII - EXHIBIT A - TABLE 1

PROJECTED PROPERTY TAX REVENUE <sup>1</sup>  
 RESIDENCES BUILDING A: 8-STORY CONDOMINIUM BUILDING  
 RESIDENCES BUILDING B: 18-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

Year <sup>2</sup>	RESIDENCES BUILDING A		RESIDENCES BUILDING B			Total
	Year 1 Sales	Year 2 Sales	Year 3 Sales	Year 4 Sales	Year 5 Sales	
1	\$280,660	\$0	\$0	\$0	\$0	\$280,660
2	286,273	25,515	0	0	0	311,787
3	291,998	26,025	522,421	0	0	840,445
4	297,838	26,545	532,870	284,957	0	1,142,211
5	303,795	27,076	543,527	290,656	71,239	1,236,294
6	309,871	27,618	554,398	296,469	72,664	1,261,020
7	316,068	28,170	565,486	302,399	74,117	1,286,240
8	394,916	28,733	576,796	308,447	75,600	1,384,492
9	402,815	35,901	588,331	314,616	77,112	1,418,775
10	410,871	36,620	735,100	320,908	78,654	1,582,152
11	419,088	37,352	749,801	400,963	80,227	1,687,432
12	427,470	38,099	764,798	408,983	100,241	1,739,590
13	436,019	38,861	780,093	417,162	102,246	1,774,382
14	444,740	39,638	795,695	425,506	104,291	1,809,869
15	555,687	40,431	811,609	434,016	106,376	1,948,119
16	566,800	50,517	827,841	442,696	108,504	1,996,359
17	578,137	51,527	1,034,359	451,550	110,674	2,226,247
18	589,699	52,558	1,055,046	564,196	112,887	2,374,386
19	601,493	53,609	1,076,147	575,480	141,049	2,447,778
20	613,523	54,681	1,097,670	586,989	143,870	2,496,733
21	625,794	55,775	1,119,623	598,729	146,747	2,546,668
22	781,907	56,890	1,142,016	610,704	149,682	2,741,199
23	797,545	71,082	1,164,856	622,918	152,676	2,809,077
24	813,496	72,504	1,455,447	635,376	155,729	3,132,552
25	829,766	73,954	1,484,556	793,880	158,844	3,341,000
26	846,361	75,433	1,514,247	809,758	198,470	3,444,269
27	863,289	76,942	1,544,532	825,953	202,439	3,513,154
28	880,554	78,481	1,575,422	842,472	206,488	3,583,418
29	1,100,222	80,050	1,606,931	859,321	210,618	3,857,142
30	1,122,226	100,020	1,639,069	876,508	214,830	3,952,654
					Total	\$64,166,103
					NPV @ a 4% Discount Rate	\$31,407,000

<sup>1</sup> The estimates are based on a 1% property tax rate and a City share of 17.4158367%. The statutory increase of 2% per year is applied until resale. The turnover rate is set at an average of 7 years. Appreciation is projected at an average rate of 5% per year.

<sup>2</sup> The projection period starts in the first year that units are available for sale.

ATTACHMENT VII - EXHIBIT A - TABLE 2

PROJECTED EMS FEE REVENUE <sup>1</sup>  
 RESIDENCES BUILDING A: 8-STORY CONDOMINIUM BUILDING  
 RESIDENCES BUILDING B: 18-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

Year <sup>2</sup>	RESIDENCES BUILDING A		RESIDENCES BUILDING B			Total
	Year 1 Sales	Year 2 Sales	Year 3 Sales	Year 4 Sales	Year 5 Sales	
1	\$725,184					\$725,184
2		\$65,926				65,926
3			\$1,349,861			1,349,861
4				\$736,288		736,288
5					\$184,072	184,072
6						0
7						0
8	1,020,406					1,020,406
9		92,764				92,764
10			1,899,391			1,899,391
11				1,036,031		1,036,031
12					259,008	259,008
13						0
14						0
15	1,435,814					1,435,814
16		130,529				130,529
17			2,672,633			2,672,633
18				1,457,800		1,457,800
19					364,450	364,450
20						0
21						0
22	2,020,335					2,020,335
23		183,667				183,667
24			3,760,664			3,760,664
25				2,051,271		2,051,271
26					512,818	512,818
27						0
28						0
29	2,842,814					2,842,814
30		258,438				258,438
					Total	\$25,060,163
					NPV @ a 4% Discount Rate	\$13,139,000

<sup>1</sup> The EMS fee is set at \$4.50 per \$1,000 in value. The turnover rate is set at an average of 7 years. Appreciation is projected at an average rate of 5% per year.

<sup>2</sup> The projection period starts in the first year that units are available for sale.

ATTACHMENT VII - EXHIBIT A - TABLE 3

PROJECTED DOCUMENTARY TRANSFER FEE REVENUE <sup>1</sup>  
 RESIDENCES BUILDING A: 8-STORY CONDOMINIUM BUILDING  
 RESIDENCES BUILDING B: 18-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

Year <sup>2</sup>	RESIDENCES BUILDING A		RESIDENCES BUILDING B			Total
	Year 1 Sales	Year 2 Sales	Year 3 Sales	Year 4 Sales	Year 5 Sales	
1	\$88,634					\$88,634
2		\$8,058				8,058
3			\$164,983			164,983
4				\$89,991		89,991
5					\$22,498	22,498
6						0
7						0
8	124,716					124,716
9		11,338				11,338
10			232,148			232,148
11				126,626		126,626
12					31,657	31,657
13						0
14						0
15	175,488					175,488
16		15,953				15,953
17			326,655			326,655
18				178,176		178,176
19					44,544	44,544
20						0
21						0
22	246,930					246,930
23		22,448				22,448
24			459,637			459,637
25				250,711		250,711
26					62,678	62,678
27						0
28						0
29	347,455					347,455
30		31,587				31,587
					Total	\$3,062,909
					NPV @ a 4% Discount Rate	\$1,606,000

<sup>1</sup> The Documentary Transfer Fee is set at \$0.55 per \$1,000 in value. The turnover rate is set at an average of 7 years. Appreciation is projected at an average rate of 5% per year.

<sup>2</sup> The projection period starts in the first year that units are available for sale.

**ATTACHMENT VII - EXHIBIT B  
CITY GENERAL FUND REVENUE PROJECTIONS  
SINGLE TOWER RESIDENCES BUILDING: 26-STORY CONDOMINIUM BUILDING  
HILTON SITE  
ELECTION CODE 9212 REPORT  
BEVERLY HILLS, CALIFORNIA**

ATTACHMENT VII - EXHIBIT B - TABLE 1

PROJECTED PROPERTY TAX REVENUE  
 SINGLE TOWER RESIDENCES BUILDING: 26-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

1

SINGLE TOWER RESIDENCES BUILDING					
	Year 1 Sales	Year 2 Sales	Year 3 Sales	Year 4 Sales	Total
Year <sup>2</sup>					
1	\$723,276	\$0	\$0	\$0	\$723,276
2	737,741	315,611	0	0	1,053,353
3	752,496	321,924	315,611	0	1,390,031
4	767,546	328,362	321,924	92,053	1,509,885
5	782,897	334,929	328,362	93,894	1,540,083
6	798,555	341,628	334,929	95,772	1,570,884
7	814,526	348,460	341,628	97,688	1,602,302
8	1,017,722	355,430	348,460	99,641	1,821,253
9	1,038,076	444,097	355,430	101,634	1,939,237
10	1,058,838	452,979	444,097	103,667	2,059,580
11	1,080,015	462,038	452,979	129,528	2,124,560
12	1,101,615	471,279	462,038	132,119	2,167,051
13	1,123,647	480,705	471,279	134,761	2,210,392
14	1,146,120	490,319	480,705	137,456	2,254,600
15	1,432,037	500,125	490,319	140,206	2,562,686
16	1,460,678	624,889	500,125	143,010	2,728,701
17	1,489,891	637,387	624,889	145,870	2,898,036
18	1,519,689	650,134	637,387	182,259	2,989,469
19	1,550,083	663,137	650,134	185,904	3,049,259
20	1,581,084	676,400	663,137	189,623	3,110,244
21	1,612,706	689,928	676,400	193,415	3,172,449
22	2,015,020	703,726	689,928	197,283	3,605,957
23	2,055,320	879,281	703,726	201,229	3,839,557
24	2,096,427	896,867	879,281	205,254	4,077,828
25	2,138,355	914,804	896,867	256,457	4,206,483
26	2,181,122	933,100	914,804	261,586	4,290,613
27	2,224,745	951,762	933,100	266,818	4,376,425
28	2,269,239	970,798	951,762	272,154	4,463,954
29	2,835,335	990,214	970,798	277,597	5,073,944
30	2,892,042	1,237,237	990,214	283,149	5,402,642
					\$83,814,736
					\$41,566,000

<sup>1</sup> The estimates are based on a 1% property tax rate and a City share of 17.4158367%. The statutory increase of 2% per year is applied until resale. The turnover rate is set at an average of 7 years. Appreciation is projected at

<sup>2</sup> The projection period starts in the first year that units are available for sale.

ATTACHMENT VII - EXHIBIT B - TABLE 2

PROJECTED EMS FEE REVENUE <sup>1</sup>  
 SINGLE TOWER RESIDENCES BUILDING: 26-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

SINGLE TOWER RESIDENCES BUILDING					
	Year 1 Sales	Year 2 Sales	Year 3 Sales	Year 4 Sales	Total
Year <sup>2</sup>					
1	\$1,868,840				\$1,868,840
2		\$815,494			815,494
3			\$815,494		815,494
4				\$237,852	237,852
5					0
6					0
7					0
8	2,629,646				2,629,646
9		1,147,482			1,147,482
10			1,147,482		1,147,482
11				334,682	334,682
12					0
13					0
14					0
15	3,700,176				3,700,176
16		1,614,622			1,614,622
17			1,614,622		1,614,622
18				470,931	470,931
19					0
20					0
21					0
22	5,206,519				5,206,519
23		2,271,936			2,271,936
24			2,271,936		2,271,936
25				662,648	662,648
26					0
27					0
28					0
29	7,326,095				7,326,095
30		3,196,842			3,196,842
					\$37,333,300
					\$18,766,000

<sup>1</sup> The EMS fee is set at \$4.50 per \$1,000 in value. The turnover rate is set at an average of 7 years. Appreciation is projected at an average rate of 5% per year.

<sup>2</sup> The projection period starts in the first year that units are available for sale.

ATTACHMENT VII - EXHIBIT B - TABLE 3

PROJECTED DOCUMENTARY TRANSFER FEE REVENUE <sup>1</sup>  
 SINGLE TOWER RESIDENCES BUILDING: 26-STORY CONDOMINIUM BUILDING  
 HILTON SITE  
 ELECTION CODE 9212 REPORT  
 BEVERLY HILLS, CALIFORNIA

SINGLE TOWER RESIDENCES BUILDING					
	Year 1 Sales	Year 2 Sales	Year 3 Sales	Year 4 Sales	Total
Year <sup>2</sup>					
1	\$228,414				\$228,414
2		\$99,671			99,671
3			\$99,671		99,671
4				\$29,071	29,071
5					0
6					0
7					0
8	321,401				321,401
9		140,248			140,248
10			140,248		140,248
11				40,906	40,906
12					0
13					0
14					0
15	452,244				452,244
16		197,343			197,343
17			197,343		197,343
18				57,558	57,558
19					0
20					0
21					0
22	636,352				636,352
23		277,681			277,681
24			277,681		277,681
25				80,990	80,990
26					0
27					0
28					0
29	895,412				895,412
30		390,725			390,725
					\$4,562,959
					\$2,294,000

<sup>1</sup> The Documentary Transfer Fee is set at \$0.55 per \$1,000 in value. The turnover rate is set at an average of 7 years. Appreciation is projected at an average rate of 5% per year.

<sup>2</sup> The projection period starts in the first year that units are available for sale.

## **PUBLIC CORRESPONDENCE**

### **OASIS WEST REALTY (BEVERLY HILTON HOTEL)**

13. Overland Report (March 30, 2016)

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Overland Traffic Consultants, Inc.  
952 Manhattan Beach Boulevard #100  
Manhattan Beach, CA 90286  
Phone (310) 930 - 3303  
E-mail: [otc@overlandtraffic.com](mailto:otc@overlandtraffic.com)

March 30, 2016

Mr. Douglas Moreland  
Oasis West Realty, LLC  
1800 Century Park East, Suite 500  
Los Angeles, CA 90067

RE: Traffic Evaluation for the Proposed Site Plan Modifications  
(The Beverly Hills Garden and Open Space Initiative)

Dear Mr. Moreland,

Overland Traffic Consultants, Inc. has evaluated the changes in traffic associated with the site plan modifications proposed by The Beverly Hills Garden and Open Space Initiative.

The modifications considered in this evaluation consist of removing the north residential condominium Building A, access, and loading and replacing it with garden and open space. Building A's residential units would be relocated to a single Residences Building located on the Santa Monica Boulevard frontage at Merv Griffin Way. Figure 1 illustrates the current and proposed site plans.

This assessment evaluates the site plan revisions and analyzes whether the modified site plan is consistent with the original conclusions contained in the EIR for The Beverly Hilton Revitalization Plan.

Our consistency evaluation considers the Project's traffic generation, the Project's residential access points and the Project's traffic impact and mitigation.

#### Traffic Generation

The Project is approved for 110 condominium units; 36 units in Building A and 74 units in Building B. The EIR prepared for the Project by the City of Beverly Hills analyzed trips generated by 120 condominium units in Residences A and B in addition to the other development proposed for the site.

The EIR concluded that the Project would have no significant unmitigated operational impacts to transportation, circulation, or parking.

**A Traffic Engineering and Transportation Planning Consulting Services Company**





**Trips** - As with the approved Project, a total of one hundred twenty (110) units are planned for the Residences Building. Using the condominium trip generation rates developed for the Project EIR, the 110 condominium are estimated to generate 391 weekday vehicle trips with an estimated 31 morning weekday peak hour trips, 36 mid-day and afternoon weekday peak hour trips, and 36 mid-day Saturday peak hour trips, as shown in Table 1.

**Table 1  
Condominium Trip Generation <sup>1</sup>**

	<u>Daily</u>	<u>AM</u>	<u>Mid-day</u>	<u>PM</u>	<u>Saturday Mid-day</u>
Trip Rate (per unit) <sup>2</sup>	3.55	0.28	0.33	0.33	0.29
Approve Project Trips (110 units)	391	31	36	36	32
Modified Project Trips (110 units) <sup>3</sup>	391	31	36	36	32
EIR Trips (120 units)	426	34	40	40	35

<sup>1</sup>The new garden and open space area is not expected to generate a measureable number of daily trips or during peak hours.

<sup>2</sup>Trip rates from 2007 Fehr & Peers transportation analysis completed for City of Beverly Hills as part of City's environmental review process for The Beverly Hilton Revitalization Plan.

<sup>3</sup>Ten (10) staff rooms of less than 500 square feet, to be provided as sleeping quarters, are not separate residential units under The Beverly Hills Garden and Open Space Initiative. The staff rooms may be used only in conjunction with one of the 110 residential units and will not generated trips not already assumed in the residential trip rate.

**Access and Loading**

**Access** - Consolidation of the residential units into one building simplifies the vehicular movements along Merv Griffin Way. Figure 2 illustrates the site access on Merv Griffin Way and Santa Monica Boulevard for the current and proposed Project.

One less driveway on Merv Griffin Way will reduce traffic conflicts turning onto and from Merv Griffin Way. Removing these vehicle conflicts benefits motorists traveling on the roadway as well as trips associated with The Beverly Hilton.



Vehicular access to and from the new Residences Building will remain unchanged. There will be one full access driveway on Merv Griffin Way with access to the valet service and parking garage, and one right in / right out driveway on Santa Monica Boulevard with access to and from the parking garage.

The EIR analyzed all Project driveways and determined that adequate site distance would be provided at all driveways and on – site circulation impacts would be less than significant. No new driveways are proposed, therefore this determination is equally applicable to the proposed site plan.

**Loading** - Removing Building A will eliminate loading activities associated with Building A. Loading activities were proposed for the east side of Merv Griffin Way north of the Building A driveway. This on – street loading activity and truck traffic will no longer occur. Eliminating this on – street loading will benefit traffic flow.

Delivery vehicles for the Residences Building will occur in an off – street staging area adjacent to Santa Monica Boulevard. No new on – street loading areas are proposed for the Residences Building.

The EIR reviewed the delivery and service access and determined the site plan provides adequate accessibility and facilities for service and delivery vehicles. The EIR's conclusion is equally applicable to the proposed site plan.

#### **Traffic Impact and Mitigation**

Trips generated by the residential component of the Project are less than analyzed in the EIR and access points are simplified. As compared to the Project analyzed in the EIR, the only differences are the removal of the residential Building A access point, removal of the on – street loading and consolidation of the residential units.

Project trip distribution patterns and impacts will not change as a result of the consolidation of the two residential buildings. Residential trips will take the same routes to and from the Project site as identified and analyzed in the EIR.



Building A relocated trip volume is nominal, less than 1 vehicle every 5 minutes during the peak hour of traffic. The Project's total residential traffic is a maximum of 36 peak hour trips which can easily be served by the two access points proposed for the Residences Building.

The circulation plan in Figure 1 will provide adequate circulation and access to the Project and motorists traveling on Santa Monica Boulevard, Wilshire Boulevard and Merv Griffin Way.

### Conclusions

The changes to the site plan do not change the conclusions reached in the City's EIR for the Project. The already approved Project as modified by The Beverly Hills Garden and Open Space Initiative will not result in any significant impacts to transportation, circulation or parking with the implementation of the adopted mitigation measures.

The mitigation measures adopted by the City of Beverly Hills to reduce traffic impacts associated with the construction of The Beverly Hilton Revitalization Project will adequately mitigate the modified residential component of the Project since no substantial changes are being made to the Project's trip generation or traffic flow.

Eliminating an access driveway and on – street loading area on Merv Griffin Way has the potential to improve traffic flow and accessibility on Merv Griffin Way.

With the implementation of already imposed mitigation, no unavoidable significant impacts to transportation, circulation and parking would occur as a result of Project's changes.

Please contact me if you have questions or comments.

Sincerely,

A handwritten signature in black ink that reads "Jerry T. Overland".

Jerry T Overland