AGENDA REPORT

Meeting Date: March 4, 2008

Item Number: E-1

To: Honorable Mayor & City Council

From: Alison Maxwell, Director of Economic Development and Marketing
Vincent P. Bertoni, AICP, Director of Community Development

Subject: RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS APPROVING A MUNICIPAL PROJECT THAT WOULD PROVIDE FOR THE IMMEDIATE AND FUTURE OFFICE SPACE NEEDS OF THE CITY WITHIN THE PUBLIC WORKS CAMPUS AREA AT 331 FOOTHILL ROAD AND ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM

Attachments:
1. Resolution
2. Initial Study/Mitigated Negative Declaration
3. Project Plans

RECOMMENDATION

Staff recommends that the City Council adopt the attached resolution approving a municipal project and adopting a mitigated negative declaration and mitigation monitoring program for the project.

INTRODUCTION

Since 2004, the City Council has been considering plans and proposals for the continued development of the Public Works campus area. An important component of the overall progression of this area is the establishment of an office building at the northwest intersection of Foothill Road and Third Street. At its December 19, 2006 meeting, Council reviewed conceptual renderings of such a project and directed staff to prepare the necessary contracts for architectural services and return with preliminary elevations and design plans in early 2007.

At its meeting of February 20, 2007, Council approved the requisite contract for architectural and engineering design services with the firm Steven Ehrlich, Architects. At its meeting of May 29, 2007, Council gave its consent to the proposed design of the office building and directed staff to continue with next steps necessary to complete the project.

DISCUSSION

Council has directed staff to address the immediate and long-term overall space requirements for which it needs to plan. Staff has addressed this issue through the reconfiguration of the City Hall ground floor which is currently underway, and the development of this office building, which at the outset will house the City Cable TV studio and offices. The office is also designed to accommodate a ground floor restaurant to serve the area and provide commercial office space for lease.

Through a series of staff presentations and public meetings, Council has concluded that this office building is an important component of the overall Public Works campus area, which includes the following elements:

- The newly constructed Public Works/Water Treatment Plant Building located at 345 Foothill Road.
- The Vehicle Shop, located behind the Public Works building and currently under construction (estimated completion date: Spring 2008);
- The office building that is the subject of this report;
- A future Public Works warehouse;
- A Public Works yard for large City vehicles and for vehicles being serviced; and
- A future parking structure to be located adjacent to the proposed office building for storage of smaller City vehicles, City employee parking and for the office building parking.

ENVIRONMENTAL ASSESSMENT

An Initial Study/Mitigated Negative Declaration has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) to determine whether any significant impacts on the environment would result from the proposed project (Attachment 2). The Notice of Intent to adopt a Mitigated Negative Declaration was posted and published in conformance with the CEQA noticing requirements. In addition, the notice of intent to adopt a mitigated negative declaration was posted with the Los Angeles County Clerk. The Initial Study/Mitigated Negative Declaration was circulated for public review on February 12, 2008 and the public review comment period ended on March 3, 2008. To date, no comments have been received. If any comments are received before the close of business on March 3, those will be provided to the City Council.

The project is subject to applicable environmental mitigation measures required by the Environmental Impact Report for the Industrial Area Plan, adopted by the City Council on January 18, 1994, which are identified in the Mitigation Monitoring Program (Exhibit A of Attachment 1).

The Initial Study/Mitigated Negative Declaration evaluated the project for impacts in the sixteen (16) required environmental areas, including, but not limited to: Aesthetics; Land Use/Planning; Transportation/Traffic; and also for the cumulative impacts associated with the proposed project in conjunction with other planned projects in the foreseeable

future.: The Initial Study/Mitigated Negative Declaration indicated that the project would not result in a potentially significant impacts in any of the 16 impact areas, except for Geology/Soils. As such, construction of the project is subject to a condition requiring the preparation of a geotechnical report to determine if certain conditions exist on the project site. The condition further stipulates that if there are any geologic conditions requiring remediation measures, such remediation shall satisfy the requirements of the State Division of Mines and Geology and that the project be constructed in a manner which complies with geotechnical safety-based building code requirements.

The Initial Study/Mitigated Negative Declaration includes a Traffic Study based on current City standards that evaluates the proposed project's impact on traffic at 29 study intersections and 9 residential street segments. The study concludes that the project itself will not result in a significant impact. However, the project, in addition to the full buildout of the Entertainment Business District as contemplated by the Draft Sketch Plan, may result in a potentially significant cumulative impact on traffic at the intersection of Third Street and Foothill Road. However, re-striping the north and southbound approaches of this intersection to provide a left-turn lane and a shared through-right lane would mitigate this impact to a level of less than significant. No other impacts are anticipated from the establishment of the project.

PROJECT DESCRIPTION

The project has not changed since presented to the Council on May 29, 2007; it is an approximate 72,000 square foot, four-story, 60-foot in height office building with its primary façade and entrance located along Foothill Road and characterized by the following:

- The building includes ground floor retail and restaurant uses;
- The second and third floors are designed for eventual City office uses, but will accommodate office tenants in the near term, either single or multiple occupancies – the City has not entered into any leases to date;
- The City's Cable TV Studio is proposed to be located on the fourth floor because of its high ceiling requirements to accommodate the recording, production, staff offices and equipment.
- The building exhibits a contemporary design with a façade composed of glass, cement fiber panels, and other elements compatible with the adjacent Public Works building.

A breakdown of the square footage and use by floor level is shown below.

Floor	Use	Approx. Gross Square Footage
1	Retail Restaurant	10,649 5,667
2	Office	18,390
3	Office	18,371
4	Office City Cable TV Studio	14,887 4,485
TOTAL		**72,449**

The project has been designed and is expected to receive a LEED certified rating. (a silver rating is unlikely due to the nature of this building type as a shell and core project).

The project is included as part of proposed bond financing, being considered as a separate agenda item and is expected to be ready to bid in April-May 2008 with an award of contract for construction anticipated for June 2008.

PROJECT LOCATION – RELATION TO THE ENTERTAINMENT BUSINESS DISTRICT

The project site is located on a block containing City support services/facilities and is within a larger area known as the Entertainment Business District (formerly referred to as the Industrial Area). The development regulations in this area are currently being re-evaluated to ensure the uniform and cohesive development of the area. A draft Sketch Plan has been developed which would serve as the basis for any revisions to existing regulations and staff is currently preparing a Draft Environmental Impact Report pursuant to the rules and regulations of CEQA to analyze the impacts that might be associated with revisions to the development regulations of this area.

FISCAL IMPACT

This project is being included with a bond finance package that has been reviewed by City Council and for which the Public Hearing is scheduled as a separate agenda item. The total funding required for the project is $31.2 million.

Alison Maxwell
Director of Economic Development
and Marketing

Approved By

Vincent P. Bertoni, AICP
Director of Community Development

Approved By

ATTACHMENT 1

RESOLUTION

RESOLUTION NO.

RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS APPROVING A MUNICIPAL PROJECT THAT WOULD PROVIDE FOR THE IMMEDIATE AND FUTURE OFFICE SPACE NEEDS OF THE CITY WITHIN THE PUBLIC WORKS CAMPUS AREA AT 331 FOOTHILL ROAD AND ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM

The Council of the City of Beverly Hills hereby finds and resolves as follows:

Section 1. The City of Beverly Hills proposes to develop a four-story office building with approximately 72,449 square feet of floor area to address the immediate and long-term space requirements of the City (the "Project").

Section 2. The City prepared an initial study and mitigation negative declaration for the Project (the "Initial Study" and the "Mitigated Negative Declaration" respectively). A Notice of Intent to adopt the Mitigated Negative Declaration was posted and published, as required by law.

Section 3. Based on the Initial Study, the Mitigated Negative Declaration, the comments received thereon, and the record before the City Council, the City Council hereby determines that the Initial Study and Mitigated Negative Declaration represent the independent judgment of the City and there is no substantial evidence that the approval of the Project, as mitigated, may have any significant environmental impact.

Section 4. The City Council hereby approves the Project, subject to the mitigation measures set forth in the Mitigated Negative Declaration, and authorizes staff to proceed with all steps necessary to implement the Project. The mitigation measures set forth in the Mitigated Negative Declaration are hereby incorporated into the Project.

Section 5. The City Council adopts the Mitigation Monitoring Plan, which is attached as Exhibit A.

Section 6. The documents which constitute the record of proceedings for the Project are located in the Department of Planning and Community Development and are in the custody of the Director of Planning and Community Development.

Section 7. The City Clerk shall certify to the adoption of this resolution and shall cause this resolution and his certification to be entered into the Book of Resolutions.

Adopted:

JIMMY DELSHAD
Mayor of the City of
Beverly Hills, California

ATTEST:

(SEAL)

BYRON POPE
City Clerk

APPROVED AS TO FORM:

LAURENCE S. WIENER
City Attorney

APPROVED AS TO CONTENT:

VINCENT P. BERTONI, AICP
Director of Community Development

EXHIBIT A

MITIGATION MONITORING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM
331 FOOTHILL ROAD, OFFICE/COMMERCIAL BUILDING

INTRODUCTION

The California Environmental Quality Act (CEQA) requires that agencies adopting Mitigated Negative Declarations take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval.

Effective January 1, 1989, CEQA was amended to add Section 21081.6, implementing Assembly Bill (AB) 3180. As part of CEQA (state-mandated) environmental review procedures, Section 21081.6 requires a public agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) for assessing and ensuring efficacy of any mitigation measures applied to the proposed project. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during project implementation. As stated in Public Resources Code, Section 21081.6 (a) (1):

> "1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program."

AB 3180 provides general guidelines for implementing monitoring and reporting programs. Specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final approval of the proposal by the responsible decision maker(s). In response to established CEQA requirements and those of (AB) 3180 (Public Resources Code Section 21000 et seq.), the proposed MMRP for the 331 Foothill Road, Office/Commercial Building project shall be submitted for consideration by the decision-makers prior to completion of the environmental review process.

ABRIEVATIONS:
Implementation: A = Applicant
Monitoring: CDD = Community Development Director; DPW – Director of Public Works, TE = City Traffic Engineer; BO = City Building Official
Timing: P=Prior to Issuance; D= During; PC = Plan Check; BP = Building Permit; C=Construction; OP= Occupancy Permit; O = Operation

MITIGATION MONITORING AND REPORTING PROGRAM
331 FOOTHILL ROAD, OFFICE/COMMERCIAL BUILDING

This MMRP will be used by the City of Beverly Hills to ensure compliance with mitigation measures associated with the project. Mitigation measures were identified in the Mitigated Negative Declaration to address significant or potentially significant impacts to the following resources:

- Geotechnical
- Traffic and Circulation (construction and cumulative)

These mitigation measures are included in the MMRP. In addition, measures were identified in the MND as having been incorporated into or required of the project by virtue of it's location within the Industrial Area Plan boundaries. These measures are also included in the MMRP. Finally, the MMRP also includes measures identified in the MND as conditions of project approval. For each measure, the MMRP specifies: the implementation responsibility and timing and the monitoring responsibility and timing.

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MEASURE	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
MND Mitigation Measures					
Mitigation VI - A geotechnical report shall be prepared for the project by a licensed geologist, under the direction of the City of Beverly Hills. The report shall determine whether any geologic fault transverses the project site, the potential for expansive soils, or other geologic conditions requiring remediation. The report shall be reviewed and approved by the City Department of Building and Safety prior to issuance of any grading or building permits. Should a fault, expansive soils or other conditions requiring remediation be identified, then the report shall specify appropriate remediation measures to be implemented with the approval of the Dept. of Building and Safety. Project construction shall only be allowed to occur if remediation measures satisfy the requirements of the State Division of Mines and Geology and the project can be constructed in a manner which complies with geotechnical safety-based building code requirements.	A	P-BP	BO	P - BP; C	
Mitigation XV - *Temporary Construction Traffic Impacts* - In order to minimize	A	P - BP	DPW	P-BP; C	

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MEASURE	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
the potential effects of the construction-related traffic, a construction monitoring plan shall be developed for the project and reviewed and approved by the Director of Public Works prior to issuance of the building permit for the project. This plan would include measures to minimize the construction impacts and could include: limited hours for construction activities (i.e., avoid the peak hours of street traffic); identifying truck haul routes; if on-site staging and parking is not available, identifying off-site locations for construction parking; and providing a shuttle for construction workers between the site and off-site parking area.					
Mitigation XVII(a)- The project shall be responsible for its fair share towards the installation of the signal at the intersection of 3rd and Foothill included in the EBD project, should the EBD project be approved prior to the issuance of construction permits for the 3rd and Foothill project.	A	P - BP Payment P - OP	DPW	P-OP	
Mitigation XVII(b) - At the intersection of 3rd St. & Foothill Rd. - Following signalization of the	City	If EBD Approved and	DPW	P-OP	

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MEASURE	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
intersection under the EBD SP, the City shall re-stripe the northbound and southbound approaches from one shared left-through-right turn lane to provide one left-turn lane and one shared through-right turn lane at each approach.		after signal-ization			
Applicable Industrial Area Specific Plan Mitigation Measures	A				
Air Quality	A				
A1 - If water supplies permit, water trucks and hoses should be used to wet roads, exposed areas, and graded areas at least twice daily to control the generation of fugitive dust. Periodic wash-downs or sweeping of public streets should occur in the vicinity. Regular watering of unpaved areas can reduce fugitive dust emissions by 50 percent from 1.2 tons per acre per month to 0.6 tons per acre per month.	A	C	BO	C	
A2 - If water supplies permit, the frequency of watering should be increased to three or more times per day whenever winds exceed 15 miles per hour. Grading activities should cease during periods of winds greater than 30 miles per hour.	A	C	BO	C	

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MEASURE	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
A3 - Material being excavated and stockpiled should be watered or covered.	A	C	BO	C	
A4 - Materials being transported should also be watered or covered.	A	C	BO	C	
A5 - On-site vehicular traffic should be limited to <15 miles per hour during construction. Speed control, although difficult to enforce, can reduce dust and fine particulate matter emissions from unpaved roads by up to 63 percent.	A	C	BO	C	
A6 - Low-sulfur (0.05 percent by weight) diesel fuel should be used in construction equipment.	A	C	BO	C	
A7 - Construction equipment should be maintained and adjusted prior to project construction and during construction to minimize emissions.	A	C	BO	C	
A8 - Truck trips should be scheduled during non-peak traffic hours to minimize peak hour emissions.	A	C	BO	C	
A9 - Construction activities should be phased and scheduled to avoid high ozone days.	A	C	BO	C	

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MITIGATION MONITORING AND REPORTING PROGRAM
331 FOOTHILL ROAD, OFFICE/COMMERCIAL BUILDING

MEASURE	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
A10 - Construction operations should cease during Stage II smog alerts (ozone >0.35 ppm) or during high winds and low humidity.	A	C	BO	C	
A11 - All Stationary emissions can be reduced through aggressive passive and active energy-efficiency. The Industrial Area Plan should encourage conservation measures such as super insulation, thermo-pane glass, skylights, solar energy and other measures that minimize the need for imported natural gas or electricity. Applicant to provide information on proposed energy efficiency and conservation methods as part of plan review	A	C	BO	C	
A12 - Applicant shall participate in a Transportation Demand Management (TDM) Program at the time of Program's creation by the City.	A	O	DPW	C	
Sewer	A				
S1 - This project shall be subject to sewer impact fees based upon the project's percentage of the Industrial Area's overall buildout.	A	P - BP	DPW	P-BP	

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MITIGATION MONITORING AND REPORTING PROGRAM
331 FOOTHILL ROAD, OFFICE/COMMERCIAL BUILDING

MEASURE	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
Conditions Of Approval					
Condition of Approval - If archaeological resources are encountered during project construction, all construction activities shall halt until an archeologist certified by the Society of Professional Architects examines the site, identifies the archaeological significance of the find, and recommends a course of action. If the archeological resource is determined to be a unique archeological resource, options for avoidance or preservation in place shall be evaluated and implemented if feasible. In the event that avoidance or preservation in place is infeasible and the archaeologist determines that the potential for significant impacts to such resources exists, a data recovery program shall be expeditiously conducted. Construction in the vicinity of the find shall not resume until the site archaeologist states in writing that the proposed construction activities will not damage significant archaeological resources.	A	C	CDD	C	
Condition of Approval - A drainage plan	A	P - BP	DPW	P - BP;	

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MEASURE	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
shall be prepared for the project and shall be reviewed and approved by the City Department of Building and Safety prior to approval of project plan. The drainage plan shall identify storm water runoff volumes for the entire site and shall identify the capacity of local storm sewers. The drainage plan shall provide the necessary detention and conveyance infrastructure to ensure that the existing storm sewer capacity would not be exceeded during a design flood.				C	
Condition of Approval - Prior to the issuance of a grading permit by the City, a Water Quality Management Plan shall be prepared for the project and reviewed and approved by the City Department of Building and Safety. The WQMP shall identify the site design, source control and treatment control BMPs that will be implemented on the site to control predictable pollutant runoff.	A	P - BP	DPW	P - BP; C	

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ATTACHMENT 2

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

MITIGATED NEGATIVE DECLARATION

331 FOOTHILL ROAD

CITY OF BEVERLY HILLS

Prepared by

Willdan

February, 2008

Environmental Checklist Form

1. Project title: 331 Foothill Road, Office/Commercial Building

2. Lead agency name and address:

   City of Beverly Hills
   455 North Rexford Drive
   Beverly Hills, California 90210

3. Contact person and phone number: David Reyes, 310.285.1123

4. Project location: 331 Foothill Road

5. Project sponsor's name and address:

   City of Beverly Hills
   455 North Rexford Drive
   Beverly Hills, California 90210

6. General Plan designation:
   Low Density General Commercial & Municipal

7. Zoning:
   P-S Public Service

   The proposed project is located within the Industrial Area Plan area. Regulations for this area were adopted in 1994 by Ordinance No. 94-0-2193, following completion of an Environmental Impact Report (EIR) (State Clearinghouse Number 89020103). The EIR for the Industrial Area Plan (IAP) identified the potential for IAP development to result in Traffic and Circulation, Air Quality, Human Health, Sewage Disposal, and Historic Resources impacts. The City adopted mitigation measures which reduce these impacts. The proposed project remains subject to the applicable mitigation measures adopted as part of that EIR.

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project is a municipal project to be developed by the City of Beverly Hills consisting of a 72,449 square foot office/commercial building on the northwest corner of Foothill Road and 3rd Street in the City of Beverly Hills. At the outset, a portion of the building is intended to house the City's Cable TV Studios. The building is intended to provide for the existing and future office space needs of the City. The project's regional location is shown in **Figure 1.** The project's location within the City of Beverly Hills is shown in **Figure 2.** **Figure 3** shows the site plan of the proposed project.

The proposed project would be four stories (60 feet) in height and would include the following uses:

Floor	Use	Approximate Gross Square Footage (gsf)
1	Retail Restaurant	10,649 5,667
2	Office	18,390
3	Office	18,371
4	Office TV Studio (16 employees)	14,887 4,485
TOTAL		72,449

As shown in **Figure 3,** the proposed project is located adjacent to a previously approved parking garage which would provide parking for the proposed project. Access to the site will be provided from 3rd Street, along the southern boundary of the project site.

Project construction is anticipated to take approximately 24 months and to be completed in 2010.

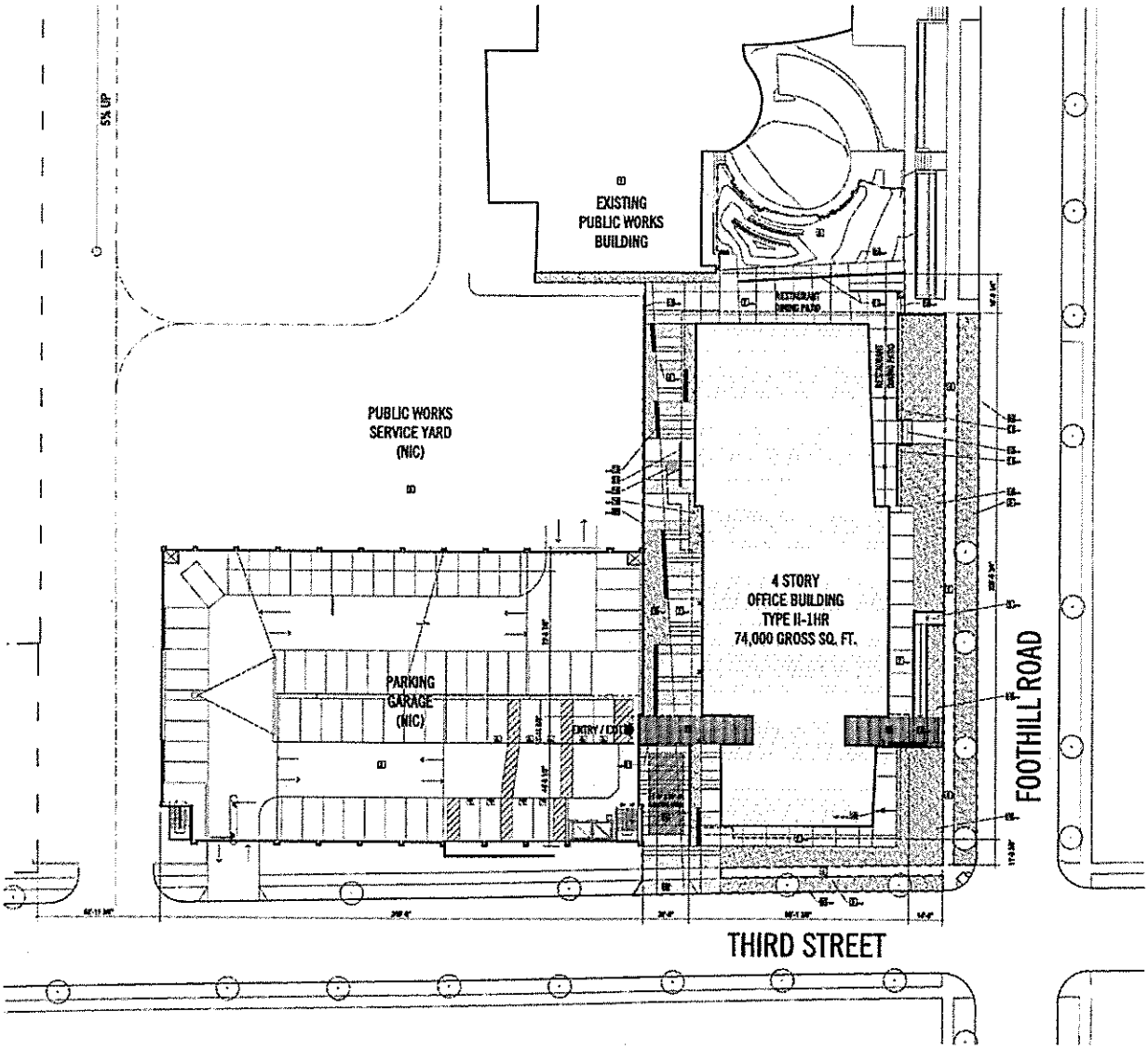
Figure 1 – Regional Location

Source: Google Earth

Figure 2 – Location Within the City of Beverly Hills

Source: Google Earth

Figure 3 - Site Plan



Source: City of Beverly Hills

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The project site is located in an area general categorized as containing City support services.

North	The existing Public Works Building is located just north of the project site on the western side of Foothill Road. North of the Public Works Building is a veterinary clinic/animal hospital and Diamond Tools.
South South (cont.)	An Edison substation is south of the project site, on the southwest corner of Foothill Road and 3rd Street. South of the Edison substation, on the west side of Foothill Road, a multi-family residential use fronts on Burton Way. The L'Ermitage Hotel fronts on Burton Way just east of the intersection of Foothill Road. Southeast of the project site, the Beverly Hills Federal Employees Credit Union is located on the southeast corner of Foothill Road and 3rd Street.
East	To the east of the project site, across Foothill Road from the site is the City's yard. The closed Payne Furnace and Supply Company Building at 336 Foothill Road and additional yard uses are located northeast of the project site.
West	The City's public service yards and a parking garage are located west of the project site.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- City of Beverly Hills – The City of Beverly Hills is the approving authority. No other agency approvals are required. The City of Beverly Hills is responsible for all permits and financial approval.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

[ ] Aesthetics	[ ] Agriculture Resources	[ ] Air Quality
[ ] Biological Resources	[ ] Cultural Resources	[ ] Geology / Soils
[ ] Hazards & Hazardous Materials	[ ] Hydrology / Water Quality	[ ] Land Use / Planning
[ ] Mineral Resources	[ ] Noise	[ ] Population / Housing
[ ] Public Services	[ ] Recreation	[ ] Transportation / Traffic
[ ] Utilities / Service Systems	[X] Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	February 12, 2008
Signature	Date
	City of Beverly Hills
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	X	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	X	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	X	☐
II. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an option model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	X
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	X	☐

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	X	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	X	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	X	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	X	☐
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	X
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	X	☐	☐
ii) Strong seismic ground shaking?	☐	☐	X	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	X	☐
iv) Landslides?	☐	☐	X	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	X	☐

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	X	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	X	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	X
VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	X	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	X	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	X	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	X	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	X
f) Otherwise substantially degrade water quality?	☐	☐	X	☐

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	X	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	X
XI. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	X	☐

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	X	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	X	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES -- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	X	☐
b) Police protection?	☐	☐	X	☐
c) Schools?	☐	☐	X	☐
d) Parks?	☐	☐	X	☐
e) Other public facilities?	☐	☐	X	☐
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	X	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	X
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	X	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	X	☐

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Result in inadequate parking capacity?	☐	☐	X	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	X	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	X	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	X	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	X	☐

Issues:	Potentially Significant	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	X	☐
XVII. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	X	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	X	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	X	☐

Discussion of Environmental Evaluation:

I. AESTHETICS.

a. **Less Than Significant** - There are no scenic vistas that could be significantly affected by the proposed project. Key views within the City are of the hillside to the north and key viewsheds are within local canyons. (General Plan Update Technical Background Report, hereafter GPUTBR, at page 5-36). The project site is not located within a canyon, and views of the hills from the project vicinity are largely blocked by existing buildings and trees, with views of the hills primarily visible from mid-street. The area is largely built out and the primary use to the immediate south of the project site is an Edison substation. View impacts are therefore anticipated to be less than significant.

b. **No Impact** - There are no significant scenic resources in the vicinity of the project site that would be affected by the proposed project. There are no state-designated scenic highways within the City (GPUTBR, p. 5-36). The City's General Plan recommends that the City designate Santa Monica Boulevard east of Wilshire Boulevard (i.e. to Doheny Blvd.) as a "scenic highway." (General Plan Scenic Highway Element, p. 2). This is due to the presence of Beverly Gardens park along the north side of the roadway. There are no scenic resources on the project site and the project is sufficiently removed from Santa Monica Boulevard and Beverly Gardens park such that the project will not have aesthetic impacts on these resources. No scenic resource impact are therefore anticipated.

c. **Less Than Significant** - The proposed project would replace a vacant site with a new modern office building, thereby upgrading the visual character of the project site. The surrounding uses consist of utilities, city facilities and commercial uses, none of which are particularly sensitive to visual character impacts. Therefore, the project is not anticipated to substantially degrade the visual character of its setting.

d. **Less Than Significant** - The project may generate some light at night but not to a significant degree.

The project is subject to community ordinances that limit the amount of spillover light relative to the ambient. Use of reflective building materials is generally discouraged in the community, particularly when they might be oriented toward residential areas. In general, there are no aspects to the project that would result in substantial new light or glare that would adversely affect daytime or nighttime views in the area to a significant degree.

II. AGRICULTURE RESOURCES.

a., b., c. **No Impact** - The project site is located in an urbanized area, there are no significant plots of rural land in the vicinity of the project, and the project site is not classified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Furthermore, the project site is not designated as Williamson Act Preserve, and no such preserves exist in the vicinity of the project site. The project, therefore, will not have any significant impacts to agricultural resources.

III. AIR QUALITY.

The proposed project is located within the Industrial Area Plan area. Regulations for the area were adopted in 1994 by Ordinance No. 94-0-2193, following completion of an Environmental Impact Report (State Clearinghouse Number 89020103). The proposed project remains subject to the following applicable mitigation measures adopted as part of the Industrial Area Plan EIR:

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Air Quality		
A1	If water supplies permit, water trucks and hoses should be used to wet roads, exposed areas, and graded areas at least twice daily to control the generation of fugitive dust. Periodic wash-downs	Required as a standard condition of project approval. Would reduce emission levels from those described in

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Air Quality		
	or sweeping of public streets should occur in the vicinity. Regular watering of unpaved areas can reduce fugitive dust emissions by 50 percent from 1.2 tons per acre per month to 0.6 tons per acre per month.	III (b,c).
A2	If water supplies permit, the frequency of watering should be increased to three or more times per day whenever winds exceed 15 miles per hour. Grading activities should cease during periods of winds greater than 30 miles per hour.	Required as a standard condition of project approval. Would reduce emission levels from those described in III (b,c).
A3	Material being excavated and stockpiled should be watered or covered.	Required as a standard condition of project approval. Would reduce emission levels from those described in III (b,c).
A4	Materials being transported should also be watered or covered.	Required as a standard condition of project approval. Would reduce emission levels from those described in III (b,c).
A5	On-site vehicular traffic should be limited to <15 miles per hour during construction. Speed control, although difficult to enforce, can reduce dust and fine particulate matter emissions from unpaved roads by up to 63 percent.	Required as a condition of project approval. Would reduce emission levels from those described in III (b,c).
A6	Low-sulfur (0.05 percent by weight) diesel fuel should be used in construction equipment.	Required as a condition of project approval. Would

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Air Quality		
		reduce emission levels from those described in III (b,c).
A7	Construction equipment should be maintained and adjusted prior to project construction and during construction to minimize emissions.	Required as a condition of project approval. Would reduce emission levels from those described in III (b,c).
A8	Truck trips should be scheduled during non-peak traffic hours to minimize peak hour emissions.	Required as a condition of project approval. Would reduce emission levels from those described in III (b,c).
A9	Construction activities should be phased and scheduled to avoid high ozone days.	Required as a condition of project approval. Would reduce emission levels from those described in III (b,c).
A10	Construction operations should cease during Stage II smog alerts (ozone >0.35 ppm) or during high winds and low humidity.	Required as a condition of project approval. Would reduce emission levels from those described in III (b,c).
A11	All Stationary emissions can be reduced through aggressive passive and active energy-efficiency. The Industrial Area Plan should encourage conservation measures such as super insulation, thermo-pane glass, skylights, solar energy and other measures that minimize the need for imported natural gas or electricity. Applicant to pro-	Required as a condition of project approval. Would reduce emission levels from those described in III (b,c).

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Air Quality		
	vide information on proposed energy efficiency and conservation methods as part of plan review	
A12	A Transportation Demand Management (TDM) Program should be implemented, which should include elements such as: • financial incentives for ride-sharing; • full or partial subsidization of carpooling, vanpooling, bus-pooling or use of public transit; • flexible or modified work hours for ridesharing employees; • allowance for employees to utilize fleet vehicles for ridesharing purposes (if applicable); • assignment of preferential or free parking for vehicles used for ridesharing; • annual surveys of program participation, attitudes and needs. Applicant to participate in a Transportation Demand Management (TDM) Program at the time of Program's creation by the City.	Required as a condition of project approval. Would reduce emission levels from those described in III (b,c).

a. **Less Than Significant** - The project is consistent with all local and regional planning standards on

which the current Air Quality Management Plan (AQMP) was based. Every three years, the South Coast Air Quality Management District (AQMD) prepares an overall plan (AQMP) for the air quality improvement to be submitted for inclusion in the State Implementation Plan (SIP). Each iteration of the plan is an update of the previous plan. The current plan, the Final 2007 AQMP was adopted by the AQMD Governing Board on June 1, 2007. In addition, as discussed more fully under III (b&c), below, the project exceeds none of the AQMD's thresholds of potential significance. As such, the project does not appear to conflict with or obstruct the implementation of the AQMP.

Gases that trap heat in the atmosphere are called greenhouse gases (GHG), analogous to the way a greenhouse retains heat. Common GHG include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Both natural processes and human activities emit GHGs. Scientists have observed that there appears to be a close relationship between the concentration of GHGs in the atmosphere and global temperature.

The relationship between GHG emissions and the concentration of GHGs in the earth's atmosphere is a complicated one. However, what we do know is that there has been a large increase in the level of GHGs in the earth's atmosphere since the start of the industrial revolution. We also know that energy generation and the burning of fossil fuels produces large amounts of carbon dioxide and GHGs. These GHGs absorb infrared energy that would otherwise escape from the Earth, resulting in heating of the earth's atmosphere. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past two decades. This effect is widely recognized as resulting in global warming and the observed changing of the Earth's climate. However, the exact relationship between levels of greenhouse gas emissions and climate change has yet to be established. No thresholds of project significance have been established by the State or Federal government and the association between any individual project and global warm-

ing remains speculative. The proposed project is not sufficiently large that it alone could affect climate change. The project's impact on global warming is therefore less than significant.

California has taken a number of actions to begin to control the emission of greenhouse gases. In addition, existing requirements, like Title 24, do have an effect on greenhouse gas emissions from individual projects. California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest amendments took effect in September of 2006 and currently require new homes to use half the energy they used only a decade ago. Non-residential buildings are similarly required to reduce energy use. Energy efficient buildings require less electricity, and electricity production by fossil fuels results in greenhouse gas emissions. Therefore, increased energy efficiency results in decreased greenhouse gas emissions. All development projects are required to comply with Title 24.

California Assembly Bill 1493 (Pavley) was enacted on July 22, 2002. It requires CARB to develop and adopt regulations that reduce GHG emitted by passenger vehicles and light duty trucks. Regulations adopted by CARB will apply to 2009 and later model year vehicles. CARB estimates that the regulation will reduce climate change emissions from light duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030 (CARB, 2004). CARB applied to the Federal government for a "waiver" to allow it to implement AB 1493. The EPA denied California's request for a waiver and the state filed suit in January against the EPA seeking to overturn the EPA waiver denial. California is likely to be joined by other states in its legal challenge of the denial.

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels;
- by 2050, reduce GHG emissions to 80 percent below 1990 levels (CA 2005).

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006 and the Governor signed it into law. AB 32 focuses on reducing GHG in California. GHG as defined under AB 32 include: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires the California Air Resources Board (CARB), the State agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020. On or before June 30, 2007, CARB is required to publish a list of discrete early action GHG emission reduction measures that can be implemented by 2010. AB 32 also requires that by January 1, 2008, the State Board determine what the statewide greenhouse gas emissions level was in 1990, and approve a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020.

California Climate Action Team (CAT) and CARB are thus working to define a set of actions and associated regulations that will allow California to meet the GHG reduction targets established by recent State law. Individual development projects will be subject to these strategies once enacted. AB-32 reduction strategies are not yet formulated by CARB and are not mandatory until 2010 (in part) to 2012 (in full). Therefore, the proposed project will not obstruct implementation of AB32. Project global warming impacts from this small-scale local project are therefore less than significant.

b., c. **Less Than Significant** – Air quality standards in southern California are identified by both the United States Environmental Protection Agency (USEPA) in the National Ambient Air Quality Standards (NAAQS) and the California Air Resources Board (CARB) in the California Ambient Air Quality Standards (CAAQS). The air quality standards of the following five criteria pollutants relate to development projects - ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$). The South Coast Air Basin (SCAB), in which Beverly Hills lies, is a designated non-attainment basin for O_3, CO, and particulate matter, meaning the basin has recorded exceedances of the air quality standards for these pollutants in recent years.

The SCAQMD has developed significance thresholds that correspond to these criteria pollutants. These thresholds, which are described in Chapter 6 of the SCAQMD CEQA Handbook (1993), identify the quantity of daily project emissions the SCAQMD considers to be a significant air quality impact.

The proposed project would generate short-term air pollutants from construction activities and long-term air pollutants from vehicle emissions and typical household emissions (i.e., natural gas combustion). The proposed project's potential air emissions were calculated using the "URBEMIS 2007 Air Emissions From Land Development" model (URBEMIS 9.2.2 model).

The following table compares the estimated air quality emissions of the proposed project as calculated by the URBEMIS model to the SCAQMD thresholds assuming a very conservative 15 month construction schedule beginning in March of 2008. A later start date would not alter the conclusions of the analysis. A longer construction schedule would reduce daily construction emissions.

Project Air Emissions Without Mitigation SCAQMD Threshold Comparison Matrix					
	Area Plus Operational Emission Threshold (max. lbs/day)	Project's Winter Area and Operational Emissions (max. lbs/day)	Project's Summer Area and Operational Emissions (max. lbs/day)	Daily Construction Emission Threshold (max. lbs/day)	Project's Winter and Summer Maximum Daily Construction Emissions (max. lbs/day)
ROG*	55	*18.28*	*16.7*	75	*64.65*
NOx	55	*27.67*	*23.28*	100	*28.08*
CO	550	*184.5*	*193.05*	550	*14.81*
SO_2	150	*0.14*	*0.16*	150	*0.01*
PM_{10}	150	*26.2*	*26.21*	150	*18.02*
$PM_{2.5}$		*5.20*	*5.21*		*4.77*
CO2		*14,918.74*	*16,343.36*		*2,371.76*

As shown in the table, neither the construction emissions nor the area and operational emissions of the proposed project would be significant air quality impacts, per the SCAQMD standards. Therefore, the proposed project would not result in significant air quality impacts related to the air quality standards. Further, most of the emissions are substantially below the SCAQMD thresholds and would be further reduced as a result of implementation of the mitigation measures required by the Industrial Area Specific Plan EIR.

The project as proposed does not exceed any of the SCAQMD's thresholds of potential significance; therefore, it is not expected to violate any air quality standard, or contribute substantially to any air quality violation. Further, the table above shows that the project impacts are below the SCAQMD thresholds and therefore will not result in a cumulatively considerable net increase of any criteria pollutant in the South Coast Air Basin.

d. **Less Than Significant** - The project would not introduce any new, heavy stationary air emission sources. To the extent that the basin experiences poor air quality, the project would expose sensitive receptors to pollutants, but episodes where the one-hour and eight-hour State carbon monoxide standards are exceeded are infrequent and are not the result of the project. As such, sensitive receptors would not

be exposed to substantial pollutant concentrations as a result of the project.

e. **Less Than Significant** - The project does not propose or facilitate uses that are significant sources of objectionable odors.

IV. BIOLOGICAL RESOURCES.

a., b., d. **No Impact** - The project area is a fully developed urban area, where there are no sizable, subdividable tracts of land. No significant habitats or migratory wildlife corridors would be directly affected by the project. (GPUTBR, page 5-1 to 5-4). The project site is vacant (see Figure 2) and does not contain any endangered, threatened, or rare species or their habitats. Further, the project does not propose any policy changes that present significant impacts to endangered, threatened, or rare species or their habitats.

c. **No Impacts** - There are no wetlands present on the project site as can be seen in Figure 2. The project involves no development in a federally protected wetland and involves no improvements that would impair or interrupt hydrological flow into such a wetland.

e. **No Impact** - The project will be required to comply with the City's tree preservation ordinance. However, the site is currently vacant as seen in Figure 2, and contains no trees that would be subject to the City's tree preservation ordinance. There are no other City policies relevant to biological resource impacts that pertain to the project site.

f. **No Impact** - The site is currently vacant. (See Figure 2). There are no natural habitats or natural biological communities in the vicinity of the project. The project is not of such a scope as to have a significant, wide-ranging effect on the natural environmental. The project site is not within the area of any habitat conservation plan or natural community conservation plan.

V. CULTURAL RESOURCES.

The proposed project is located within the Industrial Area Plan area. Regulations for this area were adopted in 1994 by Ordinance No. 94-0-2193, following completion of an Environmental Impact Report (State Clearinghouse Number 89020103). The proposed project remains subject to the following applicable mitigation measures adopted as part of the Industrial Area Plan EIR:

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Historic Resources		
HR1	For the two historic resources identified with the Specific Plan area (the Payne Building at 336 Foothill Road, constructed in 1925, and the Beverly Hills Mortuary at 417 No. Maple Drive) a historic property report shall be prepared prior to issuing a permit for alteration or demolition. The historic property report shall contain a description of the property's physical characteristics; a history of the structure discussing construction, alterations, and use; blackand-white photographs of all exterior facades; and an evaluation of the structure's historical value.	Does not apply to the project. No historic resources are located on the project site.
HR2	Historic property reports shall be filed with the Planning Department prior to issuing permits for alteration or demolition.	Does not apply to the project. No historic resources are located on the project site.

a., b. **No Impact** - The project site does not contain any resources which are listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register or Historical Resources. Neither the project site nor any existing development on the site, which is vacant,

has been included in a local register of historical resources. The project site contains no known historical or archeological resource of any architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural significance. If archaeological resources once existed on-site, it is likely that previous grading, construction, and modern use of the site have either removed or destroyed them. Consequently, surficial soils on the project site are anticipated to be devoid of archaeological resources. The project area has experienced substantial change over the last 20 years, and project development, therefore, would not significantly impact the historic context of any cultural resource. Although no impact to archeological resources is anticipated, the following will be included as a standard condition of project approval:

Condition of Approval - If archaeological resources are encountered during project construction, all construction activities shall halt until an archeologist certified by the Society of Professional Architects examines the site, identifies the archaeological significance of the find, and recommends a course of action. If the archeological resource is determined to be a unique archeological resource, options for avoidance or preservation in place shall be evaluated and implemented if feasible. In the event that avoidance or preservation in place is infeasible and the archaeologist determines that the potential for significant impacts to such resources exists, a data recovery program shall be expeditiously conducted. Construction in the vicinity of the find shall not resume until the site archaeologist states in writing that the proposed construction activities will not damage significant archaeological resources.

c. **No Impact** - The project site is located in a developed setting, it is currently vacant and has been

subject to earth movement. It is relatively flat and does not contain any unique natural geologic features or any identified paleontological resources.

d. **No Impact** - There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not impact human remains.

VI. GEOLOGY AND SOILS.

The proposed project is located within the Industrial Area Plan area. Regulations for this area were adopted in 1994 by Ordinance No. 94-0-2193, following completion of an Environmental Impact Report (State Clearinghouse Number 89020103). The proposed project remains subject to the following applicable mitigation measures adopted as part of the Industrial Area Plan EIR:

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Geology		
G1	Specific proposals for projects which involve excavation of over 50 feet in depth should include provisions for the control of groundwater during construction. Such measures shall include pumping/ dewatering systems, installation of barriers to groundwater (i.e., plastic sleeve) or other measures deemed appropriate by the City Department of	Excavation over 50 feet in depth is not proposed, therefore this requirement does not apply.

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Geology		
	Building and Safety, Metropolitan Water District and other applicable agencies. Implementation of these measures is expected to preclude significant impacts to groundwater resources.	
G2	Drawdown of the water table should be performed by using wells. The location and pumping of wells should be conducted by a certified groundwater hydrologist. These individuals should evaluate the potential subsidence of the site due to drawdown of groundwater, and the viability of long-term operations of such a pumping system.	Does not apply to the project. The project does not include any wells.
G3	Underground elements of substructures should be designed for increased lateral pressure and uplift pressure caused by liquefaction.	Site-specific geotechnical concerns will be addressed in the Geotechnical Report required by project Mitigation VI.

a. Seismic hazards.

i. **Less Than Significant With Mitigation** - There are no Alquist-Priolo mapped faults in Beverly Hills. Table 6.2.2 from the GPUTBR lists the active and potentially active faults in the vicinity of Beverly Hills, and is provided below:

Table 6.2-2 Active and Potentially Active Faults

Fault Name	Distance to Beverly Hills (miles)	Maximum Credible Earthquake (MCE)[a] (Richter[b] Scale Magnitude, M)	Fault Name	Distance to Beverly Hills (miles)	Maximum Credible Earthquake (MCE)[a] (Richter[b] Scale Magnitude, M)
Active Faults			**Potentially Active Faults**		
Santa Monica	0	6.6	Overland	2.7	6.0
Hollywood	1.3	6.4	Charnock	4.0	6.5
Newport-Inglewood	2	6.9	MacArthur Park	4.5	5.7
Compton–Los Alamitos Thrust	7	6.8	Coyote Pass	10.5	6.7
Northridge Thrust	7	6.9	Northridge Hills	15	6.6
Malibu Coast	8.6	6.7	Santa Susana	18	6.6
Anacopa-Dume	8.6	7.3	Norwalk	20*	6.7
Raymond	14	6.5	Los Alamitos	22	6.2
Verdugo	10.5	6.7	Duarte	23	6.7
Elysian Park Thrust	10.5	6.7	Clamshell-Sawpit	23	6.5
Palos Verdes	18	7.1	San Jose	30	6.5
San Fernando	14	6.7	Hollister	33	6.5
Sierra Madre	19	7.0	Indian Hill	36	6.6
San Gabriel	15	7.0	Chino–Central Avenue	38	6.7
Whittier	23	6.8	Santa Cruz Island	65	6.8
Simi-Santa Rosa	24	6.7			
Oak Ridge	28	6.9			
San Cayetano	33	6.8			
San Andreas (Southern Segment)	36	7.4			
Cucamonga	40	7.0			
Elsinore (Glen Ivy Segment)	44	6.8			
San Jacinto (San Bernardino Segment) (Active)	53	6.7			

SOURCE: CDMG, cited in Beverly Hills, 1996

* Department of Conservation, Division of Mines and Geology, Fault Activity Map of California and Adjacent Areas, 1994.

[a] Earthquake potential is commonly described in terms of the maximum credible and maximum probable earthquake along a particular fault. Maximum credible earthquake (MCE) refers to the seismic event of largest Richter magnitude possibly occurring under the currently understood tectonic framework. The maximum probable earthquake (MPE) describes that earthquake likely to occur during a given time period (i.e., 50 or 100 years), and is regarded as a probable occurrence, not an assured event. Magnitude estimates for maximum probable earthquakes are generally less than estimates of maximum credible earthquakes.

[b] In 1935, Charles Richter of the California Institute of Technology developed a system for measuring earthquake size based on seismograph records. The Richter magnitude, often called the local magnitude, relates the amplitude of the waves recorded to the energy released by the earthquake. The Richter scale is logarithmic, meaning that each whole number increase on the scale represents a ten-fold increase in the amplitude of the seismic waves, and a 30-fold increase in the amount of energy released. See Harden (1998).

There is no substantial evidence of any earthquake fault on or close to (within two miles of) the project site. Therefore, there does not appear to be any significant potential for on-site surface rupture. Regardless, the proposed project is required to comply with the California Building Code that establishes regulations for structures in potentially hazardous areas, in order to withstand impacts caused from localized earthquake activity. Specifically, the City will require as a standard condition of approval (repeated herein as a mitigation measure) that a geotechnical report be prepared for the project by a licensed geologist, under the direction of the City of Beverly Hills. As part of this condition, the City requires that the report conclusively determine whether any geologic fault transverses the project site and that the report be reviewed and approved by the City Department of Building and Safety prior to issuance of any grading or building permits. Should a fault be identified, then the report will specify appropriate remediation measures to be implemented with the approval of the Dept. of Building and Safety. Project construction would only occur if remediation measures satisfy the requirements of the State Division of Mines and Geology and the project can be constructed in a manner which complies with seismic safety-based building code requirements. As explained in the GPUTBR:

> The state of California provides a minimum standard for building design through the California Building Code (CBC). The CBC is based on the UBC, with amendments for California conditions.
>
> Chapter 23 of the CBC contains specific requirements for seismic safety. Chapter 29 0f the CBC regulates excavation, foundations, and retaining walls. Chapter 33 of the CBC contains specific requirements pertaining to site demolition, exca-

vation, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 70 of the CBC regulates grading activities, including drainage and erosion control. Construction activities are subject to occupational safety standards for excavation, shoring and trenching as specified in Cal- OSHA regulations (Title 8 of the California Code of Regulations [CCR]) and in Section A33 of the CBC.

Chapter 16A, Division IV of the California Building Code (CBC), entitled "Earthquake Design," states that the "purpose of the earthquake provisions herein is primarily to safeguard against major structural failures or loss of life." The CBC and Uniform Building Code (UBC) regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The procedures and limitations for the design of structures are based on site characteristics, occupancy type, configuration, structural system, height, and seismic zoning. Seismic zones are mapped areas (Figure 16A-2 of the CBC and Figure 16-2 of the UBC) that are based on proximity to known active faults and the potential for future earthquakes and intensity of seismic shaking.

The City has adopted the most recent California Building Code and requires project compliance with this code. Therefore, the proposed project subject to the below described mitigations, would not expose people or structures

to potential adverse effects from the rupture of a known earthquake fault and would cause no associated impacts.

Mitigation VI - A geotechnical report shall be prepared for the project by a licensed geologist, under the direction of the City of Beverly Hills. The report shall determine whether any geologic fault transverses the project site, the potential for expansive soils, or other geologic conditions requiring remediation. The report shall be reviewed and approved by the City Department of Building and Safety prior to issuance of any grading or building permits. Should a fault, expansive soils or other conditions requiring remediation be identified, then the report shall specify appropriate remediation measures to be implemented with the approval of the Dept. of Building and Safety. Project construction shall only be allowed to occur if remediation measures satisfy the requirements of the State Division of Mines and Geology and the project can be constructed in a manner which complies with geotechnical safety-based building code requirements.

ii. **Less Than Significant** - Southern California is a seismically active region and prone to earthquakes, which may result in hazardous conditions to people within the region. Earthquakes and ground motion can affect a wide-spread area. Nineteen individual faults or fault zones are located within 50 miles of the area, including the three local faults, are capable of generating earthquakes of Richter magnitude 6.25 to 8.5 (City of Beverly Hills Industrial Area Plan Draft EIR 1990). The potential severity of ground shaking depends on many factors, including the distance from the originating fault, the earthquake magnitude and the nature of the earth materials beneath the site. The most serious impacts associated with ground shaking would occur if the structures were not properly constructed according to seismic engineering standards. As discussed under VI(a)(i), the

City requires, as a standard condition of approval, that proposed buildings and structures adhere to the applicable building codes and undergo engineering checks in compliance with State and City standards, otherwise grading and building permits will not be issued. These necessary compliance strategies are designed to ensure that impacts are less than significant. See Mitigation Measure VI above.

iii. **Less Than Significant Impact** - There is no evidence of potential seismic-related ground failure on the site. The Division of Mines and Geology's determination of areas containing soils susceptible to liquefaction begins with evaluation of geologic maps and historical occurrences, cross-sections, geotechnical test data, geomorphology, and ground-water hydrology. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate susceptible soils. The project site is located in an area with a groundwater depth of 20 feet or greater. (See reference 3). As indicated by the project plans, excavation of up to 5-feet may be required and proposed project footings will be 2-feet below the lowest adjacent grade. Therefore, construction is not anticipated to encroach into groundwater. (See reference 14). The site is not located in any mapped liquefaction area (1990 Seismic Hazards Mapping Act, Chapter 7.8 of Division 2 of the California Public Resources Code), as shown in Figure 4. Therefore, the project is not expected to have any potentially significant, adverse impact from seismic ground failure.

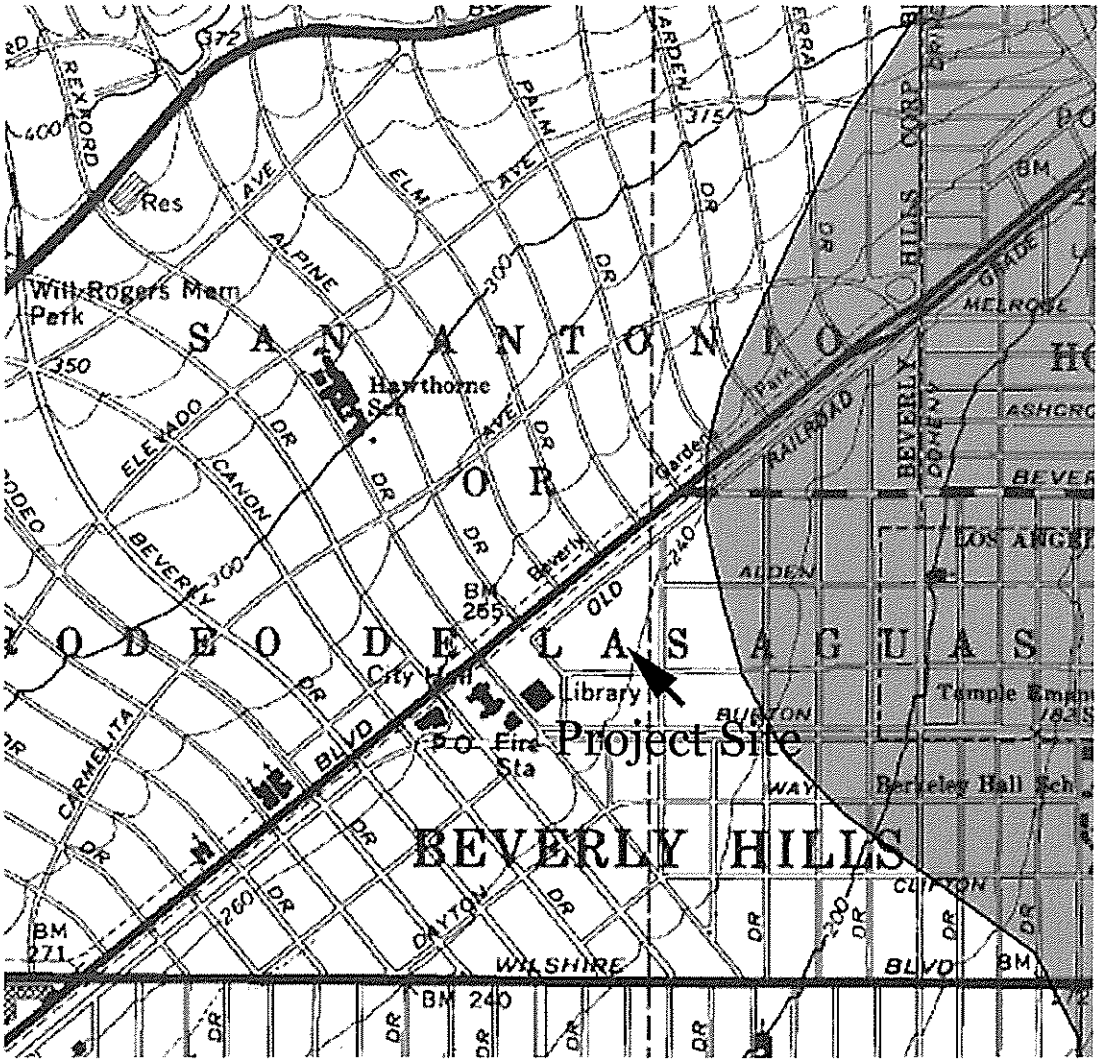
iv. **Less Than Significant Impact** - The site is located in level terrain and is no evidence of potential landslides on the site. The site is not located in any mapped landslide area (1990 Seismic Hazards Mapping Act, Chapter 7.8 of Division 2 of the California Public Resources Code), as shown in **Figure 4** (from reference 3). Therefore, the project is not expected to

have any potentially significant, adverse impact from landslides.

b. **Less Than Significant Impact** - The project site is essentially flat, there are no water features or drainage channels present on the project site which is located in a developed area. Currently and during construction of the proposed project, the soils on-site will be exposed, and thus subject to erosion. However, since the project site is small, currently vacant, and located in a developed urban area. The project is therefore anticipated to result in a limited, less than significant, change in soil erosion during construction. Furthermore, the project is required to comply with existing regulations that reduce erosion potential. The proposed project is required to comply with SCAQMD Rule 403, which would reduce the potential for wind erosion. Similarly, water erosion during construction would be substantially reduced through mandatory compliance with existing National Pollutant Discharge Elimination System (NPDES) requirements. As further detailed in Section VIII of this report, NPDES requires the construction of the project to incorporate Best Management Practices (BMPs) to reduce erosion and prevent eroded soils from washing offsite. Thus, the limited potential to increase erosion during any construction activity would be effectively mitigated through the required compliance activities. Operation of the proposed project would therefore not cause significant wind or water erosion or the loss of topsoil.

c. **Less Than Significant** - Soil characteristics will be addressed in the Geotechnical Report required as Mitigation Measure VI. The project site is a flat parcel that is not located on a cliff, mountainside, bluff, or other geographic feature with stability concerns. The site and vicinity are not susceptible to landslide, subsidence, or collapse. (See **Figure 4**). Therefore, the proposed project would not cause impacts related to unstable geologic units or soils.

Figure 4 – Seismic Hazards



MAP EXPLANATION

Zones of Required Investigation:

Liquefaction

Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslides

Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

STATE OF CALIFORNIA

SEISMIC HAZARD ZONES

Delineated in compliance with
Chapter 7.8, Division 2 of the California Public Resources Code
(Seismic Hazards Mapping Act)

BEVERLY HILLS QUADRANGLE

OFFICIAL MAP
Released: March 25, 1999

d. **Less Than Significant** - According to the Seismic Hazards Report for Beverly Hills (reference 3), the project site is in an area characterized by Qyal soils. This is a younger Quaternary alluvial deposit. According to the report: "The younger Quaternary alluvial deposits can be differentiated by their geomorphic relationships and have been mapped as Qya, Qya1 or Qya2. In the subsurface, based on the geotechnical parameters, it is not possible to distinguish among the generations on an alluvial fan. For liquefaction susceptibility these units are placed in the same group. Borehole logs describe soil characteristics of alluvium fan deposits in the cities of Beverly Hills and West Hollywood area as alternating beds of clay, silt, and fine- to medium-grained sand. Gravel is abundant in many layers. Compactness of sand layers range from loose to moderately dense as indicated by both lithologic descriptions and penetration tests performed during drilling. The thickness of this unit in this area ranges from zero to more than 20 feet." Expansive soils are typically very fine grained (i.e. clay) and can expand from small fractions to multiples of their volume, depending on their clay mineralogy. As previously explained in VI(a)(i), the City will require as a standard condition of approval (included herein as **Mitigation VI**) that a geotechnical report be prepared for the project by a licensed geologist, and reviewed by the City of Beverly Hills. As part of this condition, the City requires that the report address soil conditions and that the report be reviewed and approved by the City Department of Building and Safety prior to issuance of any grading or building permits. Should expansive or other soil stability issues be identified, the report shall specify appropriate remediation measures to be implemented with the approval of the Dept. of Building and Safety. Project construction would only occur if remediation measures satisfy the requirements of the State Division of Mines and Geology and the project can be constructed in a manner which complies with seismic safety and soil stability-based building code requirements. Impacts are therefore anticipated to be less than significant.

e. **No Impact** - The project will connect to the existing public sewer system. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed project would have no associated impacts.

VII. HAZARDS AND HAZARDOUS MATERIALS.

The proposed project is located within the Industrial Area Plan area. Regulations for the area were adopted in 1994 by Ordinance No. 94-0-2193, following completion of an Environmental Impact Report (State Clearinghouse Number 89020103). The proposed project remains subject to the following applicable mitigation measures adopted as part of the Industrial Area Plan EIR:

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Hazardous Materials		
H1	If asbestos is found in Industrial Area buildings, asbestos removal shall occur in accordance with applicable laws and regulations and under permit by the SCAQMD and the Beverly Hills Fire Department.	Does not apply to the project. Project site is currently vacant.
H2	Adherence to guidelines, contamination thresholds, and remediation practices defined in the California Department of Health Services' (DHS) Leaking Underground Fuel Tanks (LUFT) Manual should be maintained.	Does not apply to the project. No LUFTS are located on the project site.

a. **Less Than Significant** - The project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of the structure and landscaping. The project must adhere to applicable zoning and fire regulations re-

garding the use and storage of any hazardous substances.

b., c. **No Impact** - The project is not intended to facilitate any activity involving significant use, transport, or disposal of hazardous substances, thus no impact will result.

d. **No Impact** - The project site is not on the State's Hazardous Waste and Substances Sites List or on the US EPA's list and has no known history of use involving hazardous materials.

e., f. **No Impact** - The project is not located in an area governed by an Airport Land Use Plan or in the vicinity of a private airstrip or airport.

g. **Less Than Significant** - The project is located on a standard parcel with street access that poses no physical or operational barriers to emergency plans.

h. **No Impact** - The vicinity of the project site is highly developed with urban uses, thus, there are no significant areas of flammable brush, grass, or trees in the vicinity of the project site.

VIII. HYDROLOGY AND WATER QUALITY.

a. **Less Than Significant** - Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure each RWQCB region meets the requirements of Section 303 of the Clean Water Act.

Beverly Hills is within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed

the limitations of receiving waters, and thus does not exceed water quality standards.

Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollutant Discharge Elimination System (NPDES). Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. Los Angeles County and 85 incorporated Cities therein, including the City of Beverly Hills, obtained an MS4 (Permit # 01-182) from the Los Angeles RWQCB, most recently in 2001. Under this MS4, each permitted municipality is required to implement the SQMP.

None of the proposed project's uses are point source generators of water pollutants, and thus, no quantifiable water quality standards apply to the project. A point source generator is a municipal or industrial discharge at a specific location or pipe. A non-point source is diffuse runoff of water from land uses. As an urban development, the proposed project would add typical, urban, nonpoint-source pollutants to storm water runoff. As discussed, these pollutants are permitted by the County-wide MS4 permit, and would not exceed any receiving water limitations.

The proposed project would be required to comply with all applicable federal, state and regional regulations to protect water quality during construction, as well as during the life of the project. In addition, the project would comply with City Wastewater Ordinance (Number 05-O-2478) restricting waste and discharge limits. Since the project site covers an area less than one acre, a Stormwater Polution Prevention Program (SWPPP) is not strictly required. Compliance with mandatory requirements will ensure that impacts are less than significant. The project is subject to the following mandatory requirements:

Condition of Approval - A drainage plan shall be prepared for the project and shall be reviewed and approved by the City Department of Building and Safety prior to approval of project plan. The drainage plan

shall identify storm water runoff volumes for the entire site and shall identify the capacity of local storm sewers. The drainage plan shall provide the necessary detention and conveyance infrastructure to ensure that the existing storm sewer capacity would not be exceeded during a design flood.

Condition of Approval - Prior to the issuance of a grading permit by the City, a Water Quality Management Plan shall be prepared for the project and reviewed and approved by the City Department of Building and Safety. The WQMP shall identify the site design, source control and treatment control BMPs that will be implemented on the site to control predictable pollutant runoff.

The project involves no significant discharges beyond wastewater associated with ordinary human occupation of the facility, and the project will comply with all discharge requirements of State and Federal agencies. Impacts are therefore anticipated to be less than significant.

b. **Less Than Significant** - The project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. In addition, there are no known aquifer conditions at the project site or in the surrounding area, which could be intercepted by excavation or development of the project. The project does not include any subterranean or excavation below the groundwater level. Therefore, the proposed project would not physically interfere with any groundwater supplies. The proposed project would alter the drainage of the site by adding impermeable surfaces; however, the proposed project would maintain the site's outflow into the supporting storm drain system. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and the project would have no related significant impacts.

The proposed project may result in minimal changes in absorption rates, drainage patterns or the rate and amount of surface runoff. Implementation of the proposed project will result in a minimal increase in the amount of paved surfaces to the area. Overall, any change in groundwater recharge rates resulting from the project would be less than significant, given the small size of the project site and prior development on the site.

c., d., e. **No Impact** - There is no stream or river located on or near the project site. The project site does not include any discernable drainage courses. The project would, however, alter the drainage of the site by installing an engineered drainage system. The proposed drainage plan does not include the channelization of any drainage courses and would not focus surface water flows into areas of exposed soil. The project will be designed to make use of existing storm drain facilities which are adequate to accommodate flows from the project site and avoid project-induced flooding. The on-site drainage system, in accordance with the NPDES requirements discussed above in Section VIII(a), is also required to include Best Management Practices (BMPs) to reduce erosion and siltation to the maximum extent practicable. Therefore, with the application of standard engineering practices, existing NPDES requirements, and City standards, the project would not result in substantial erosion or siltation on- or off-site, and the project would have no related significant impacts. Changes in drainage would not be substantial enough to significantly change siltation or increase erosion. No significant impacts are anticipated.

f. **Less Than Significant** - See discussion under VIII(a) above. The proposed project will not alter the water sources on the site and the surrounding area. No dewatering of the project site during either construction or operation is anticipated, since the proposed project does not include any subterranean parking or other subterranean uses. The proposed development will not be a point-source generator of water pollutants. The project, however, also has the potential to generate short-term water pollutants during construction, including sediment, trash, construction materials, and

equipment fluids. The Countywide MS4 permit requires construction sites to implement BMPs to reduce the potential for construction-induced water pollutant impacts, as detailed more fully under VIII(a) above. These BMPs include methods to prevent contaminated construction site stormwater from entering the drainage system and preventing construction-induced contaminates from entering the drainage system. The MS4 identifies the following minimum requirements for construction sites in Los Angeles County:

1. Sediments generated on the project site shall be retained using adequate Treatment Control or Structural BMPs;
2. Construction-related materials, wastes, spills or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;
3. Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and
4. Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

Complying with the existing MS4's construction site requirements will ensure that future construction activity on the project site would not significantly impact water quality.

g. **No Impact** - The project does not include housing.

h. **No Impact** - As shown in Figure 6.3-1 in the GPUTBR, the project site is not within a flood hazard area. The proposed project will have no effect on flood hazard areas north and east of the project site.

i., j. **No Impact** - The project will not increase nor create new potential for exposure to problems associated with water related hazards such as flooding, seiche, tsunami, or mudflows. The project site is outside the area that would be affected by a failure of the City's Greystone Reservoir (GPUTBR at 6-18). The project site is also outside the area that would be affected by a failure of the Lower Franklin Canyon Dam. (GPUTBR at 6-29)

IX. LAND USE AND PLANNING.

a. **No Impact** - The project is not of sufficient scale to pose a physical barrier to the community and is located on an existing lot served by an existing street network. The proposed project therefore does contain any design elements that would constitute a physical barrier which would divide a community. Further, the project site is located in an area which has evolved over time, but is not considered an established community in the context of this discussion. The project area, once reserved for "industrial" uses, is now developed with a mix of municipal, utility and commercial uses and the proposed office building would be consistent with these existing uses.

b. **Less Than Significant** - The proposed project is classified within the P-S Public Service zone and designated for Low Density General Commercial and Municipal Uses in the Land Use Element of the City's General Plan.The proposed project does not precisely comply with the height and setback requirements for the P-S zone and the height limitation identified on the Land Use Element Plan Map. However, these deviations would not result in any physical environmental impacts.

Zoning regulations and the Land Use Plan Map place a 45 foot height restriction on the project site. (BHMC: 10-3-2006; Land Use Element Page 5 Map 1). The proposed project would be 60 feet in height . However, this height would not result in any significant visual or aesthetic impacts, and as detailed in the remainder of this Mitigated Negative Declaration (see discussion under Aesthetic in I, above), the project

as proposed would not result in any significant unmitigated impacts. Visually the 60 foot height, although slightly higher, would be compatible with the 45-foot in height uses along 3rd Street as well as those along Burton Way in the project vicinity, which includes a number of four story buildings. The eight story l'Hermitage Hotel is located just east of the corner of Burton Way and Foothill Road.

The proposed project does not comply with the setback requirements established by the zoning district. (BHMC Section 10-3-2008 and 10-3-2010). A fifty-foot by fifty-foot setback is required at the northwest corner of Foothill Road and 3rd Street. This results in a setback area of approximately 2,500 square feet. As proposed, an approximate 1,700 square foot area will be provided. In addition, a minimum 20-foot building setback from Foothill Road is required. At the ground floor, a variable 20 to 31-foot setback is proposed. However, above the ground floor, an external catwalk is proposed that would be set back approximately 19-feet from property line abutting Foothill Road, one foot less than required. In addition, a small portion of the building (approximately 16 feet of the building's 219 foot frontage along Foothill Road) above the main entrance would be set back approximately 13 feet. However, proposed project setbacks are not inconsistent with existing development in the Plan area.

As indicated above, no environmental impacts are anticipated as a result of project's proposed heights or setbacks although they do not strictly comply with the development regulations established by the zoning ordinance. The project is a municipal project proposed by the City of Beverly Hills. As such, zoning regulations are not meant to apply to this project as they would to private development. (BHMC Section 1-1-13).

Although the project's height exceeds the 45-foot height identified on the Land Use Map, the project is compatible with and will further the objectives and policies of the City's Land Use Element of the General Plan. Specifically, the primary Land Use Element policies that directly apply to the proposed project are as follows:

- *The general land use pattern of Beverly Hills should remain as it now is.*

  Establishment of the proposed commercial office building would be consistent with the existing built environment and the Land Use Designation of Low Density General Commercial and Municipal Uses. The building is being proposed by the City of Beverly Hills and would provide area to house the City's cable TV operation, future City office expansion space and general office lease space to produce revenue to augment the City's general fund. Existing uses in the area consist of a mix of municipal, utility and commercial uses and the proposed project would not disrupt the existing land use pattern in this area.

- *A major problem raised by the Land Use Element is to resolve transitional conflicts which occur between abrupt changes in land use or intensity of use within Beverly Hills or between Beverly Hills and neighboring jurisdictions.*

  The proposed municipal project would establish a new commercial office building in an area that is developed with compatible land uses. A new municipal office building of comparable size was constructed adjacent to the project site in 2002. Portions of this project are immediately proposed to be utilized by the City's Cable TV Studio and would provide the City with additional office space for future needs. The Hilton Corporate Headquarters and other offices are located adjacent to the project site, therefore, establishment of the project would not result in an abrupt change in land use or transitional conflict.

- *The underlying objective of the Land Use Element is to maintain and enhance those qualities which contribute to the long-term stability and desirability of residential and non residential areas of Beverly Hills.*

  The establishment of this municipal project will provide office space for existing and future City office needs. Customer service and responsiveness to both residents and businesses located within the City are qualities that contribute to

the stability and desirability of the City. Providing appropriate and adequate office space to house employees which provide this service will further this objective.

- *A "Plan Area" should be designated in the Industrial Area. This area should have development standards which encourage public open space and encourage corporate headquarters uses, general office uses, and service commercial uses to the extent that those uses are designed to be compatible with the City's municipal service uses and the public utility uses in the area.*

  This municipal project is consistent with the general office use contemplated by this policy and has been designed to be compatible with the City's municipal service uses in the area. A portion of the building will be utilized for municipal uses consistent with the newly constructed Public Works office abutting the project at 345 Foothill Road.Therefore, on balance, the project is consistent with the City's General Plan and, as indicated above, no environmental impacts are anticipated from the building's proposed 60-foot height. c. **No Impact** - There are no habitat conservation plan or community conservation plan areas in the City of Beverly Hills, thus no such plans apply to the project site.

X. MINERAL RESOURCES.

a., b. **No Impact** - No mineral resource of value to the region and the residents of the State are known to be within the project area other than petroleum, and the project proposes no policies that would have any effect on the petroleum resources located in the vicinity. Petroleum exploration of the site is not planned. Petroleum extraction on the site is not currently feasible. The project involves no site designated for resource recovery.

XI. NOISE.

a., b., d. **Less Than Significant**- As shown in Figure 6.9-2 of the GPUTBR, noise levels along 3rd Street are in the 60 CNEL range. Noise levels along Foothill Road in the project vicinity are below 60 CNEL.

The City of Beverly Hills noise policy is to achieve a 65 dB CNEL exterior noise level at any usable exterior space in noise-sensitive development. Usable space is any outdoor recreation environment such as yard, patio, etc. For commercial uses such as a retail or office, there are normally no exterior noise sensitive uses unless there is outdoor dining or some sort of other outdoor public assembly. The proposed project includes outdoor restaurant seating. Noise levels in the project vicinity would be acceptable for the introduction of noise-sensitive development. Furthermore, the proposed restaurant use would be located at the north edge of the project. It would thus be screened from 3rd Street noise by the building. Noise levels along Foothill Road in the project vicinity are below 60 CNEL, consistent with the City's exterior noise standard. The existing noise environment would result in a less than significant impact on proposed project exterior uses.

Interior noise standards are the appropriate noise evaluation criterion for commercial and office uses. Noise levels of 50 dB CNEL are considered an acceptable interior exposure standard. Structural attenuation for office/commercial buildings with closed doors/windows is 20-25 dB. Exterior noise levels of 70-75 dB CNEL can therefore easily be accommodated while still meeting interior noise standards. The existing noise environment would therefore result in a less than significant impact on proposed project interior uses.

There could be some high levels of noise generated by the project during construction, but construction noise is temporary and is restricted by City to during the times of day when residential areas are least sensitive. The City has not adopted any construction noise thresholds. However, Section 5-1-

206 of the City Municipal Code, which is intended to restrict typical short-term construction noise impacts to generally acceptable levels and to prohibit construction noise generation which would disturb evening and nighttime residential uses, restricts construction noise as follows:

> A. No person shall engage in construction, maintenance or repair work which requires a city permit between the hours of six o'clock (6:00) P.M. and eight o'clock (8:00) A.M. of any day, or at any time on a Sunday or public holiday unless such person has been issued an after hours construction permit issued pursuant to subsection C of this section. In addition, no person shall engage in such work within a residential zone, or within five hundred feet (500') of a residential zone, at any time on a Saturday unless such person has been issued an after hours construction permit issued pursuant to subsection C of this section.

Implementation of the Proposed Project would require the use of heavy equipment for site grading, paving, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction there would be a different mix of equipment operating, and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in two tables which follow: Noise Ranges of Typical Construction Equipment and Typical Outdoor Construction Noise Levels.

Noise Ranges of Typical Construction Equipment

Equipment	*Noise Levels in dBA L_{eq} at 50 Feet* [a]
Front Loader	73 to 86
Trucks	82 to 95
Cranes (moveable)	75 to 88
Cranes (derrick)	86 to 89
Vibrator	68 to 82
Saws	72 to 82
Pneumatic Impact Equipment	83 to 88
Jackhammers	81 to 98
Pumps	68 to 72
Generators	71 to 83
Compressors	75 to 87
Concrete Mixers	75 to 88
Concrete Pumps	81 to 85
Back Hoe	73 to 95
Pile Driving (peaks)	95 to 107
Tractor	77 to 98
Scraper/Grader	80 to 93
Paver	85 to 88

SOURCE: U.S. EPA 1971

[a] Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Typical Outdoor Construction Noise Levels

Construction Phase	*Noise Levels at 50 Feet (dBA L_{eq})*	*Noise Levels at 50 Feet with Mufflers (dBA L_{eq})*
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86
SOURCE: U.S. EPA 1971		

Uses in the vicinity of the proposed project are primarily municipal uses: the existing Public Works Building is located just north of the project site; an Edison substation is south of the project site on the southwest corner of Foothill Road and 3rd Street; the Federal Employees Credit Union is located on the southeast corner of Foothill Road and 3rd Street; east of the project site, across Foothill Road from the project site is the City's yard and the closed Payne Furnace and Supply Company building; and additional yard uses are located northeast of the project site. These are not considered sensitive noise receptors.

The noise that would be experienced by sensitive uses due to implementation of the proposed project is determined at their property lines. Residential uses, including the L'Ermitage Hotel are located at least 275 feet from the project boundaries. Noise levels from a particular source decline as distance to the receptor increases. Noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 74 dBA at 200 feet from the source to the receptor. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. Noise levels may also be reduced by intervening structures; generally, a

single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The l'Ermitage Hotel and other residential uses in the area are screened from the project site by existing intervening buildings which would screen these sensitive uses from project construction noise. In addition, the manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more. Given the distance of sensitive receptors from the project site, the presence of intervening buildings, the exterior-to-interior reduction achieved by residential buildings, and Municipal Code construction time limitations, construction noise impacts on sensitive receptors is anticipated to be less than significant.

There are no established vibration standards in the City of Beverly Hills. Regardless, the proposed project at the specified location would neither generate, nor expose people to excessive groundborne vibrations or groundborne noise levels. Construction of the project may temporarily generate vibrations. However, the proposed project does not involve construction practices that are typically associated with vibrations, such as pile driving and large-scale demolition. Therefore, the proposed project would not cause significant vibration impacts.

Project construction will be subject to the City's noise ordinance which is designed to reduce the noise effects of project construction to acceptable levels and times of day. Project generated operation noise, given the existing noise environment would not expose persons in the area to levels exceeding established standards.

c. **Less Than Significant** - The proposed project consists of development of a 72,449 gsf office/commercial building. The project will generate trips that may increase traffic noise levels in the surrounding roadway areas. However, the exist-

ing roadways surrounding the project site create substantial amounts of noise, and the increases in traffic volumes that would be caused by the proposed project are small in relation to existing volumes as detailed in the Traffic Report contained in Appendix A. This small percentage increase in roadway volumes would not cause a noticeable increase in roadway noise as generally a doubling in roadway traffic volume is required to result in a noticeable increase in traffic noise. This is because noise is measured on a logarithmic scale of sound pressure levels that is known as a decibel (dB). Because dBs are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. When two sounds of equal sound pressure levels are combined, they will produce a combined sound pressure level that is 3.0 dB greater than the original sound pressure level. A doubling of sound energy results in a 3.0 dB(A) increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. Therefore, no significant long-term noise impacts are anticipated from the project. (See also Section XI.a).

e. **No Impact** - The proposed project is not within an airport land use plan.

f. **No Impact** - The proposed project is not in the vicinity of a private airstrip.

XII. POPULATION AND HOUSING.

a. **Less Than Significant** - Growth-inducing impacts are caused by those characteristics of a project that foster or encourage population and/or economic growth. These characteristics include adding residential units or businesses, expanding infrastructure, and generating employment opportunities. The proposed project will result in a small-scale increase in employment opportunities within the Citiy. The proposed project may thus result in a very limited small-scale increase in the demand for housing in the area, should some of the employees in the building seek to relocate to Beverly Hills. However, this indirect minor increase in potential demand for City housing is not a significant impact.

Rather, the increase to the City's housing stock is accommodating of the growth that is being experienced in the City's and region-wide. This level of growth is planned for by both the Southern California Association of Governments and the City of Beverly Hills. The project is located in a developed area and requires no significant changes to the local infrastructure to accommodate it.

b., c. **No Impact** - There is no housing currently located on the site. No housing would be displaced by the proposed project.

XIII. PUBLIC SERVICES.

a. **Less Than Significant** - As detailed more fully in the GPUTBR, fire protection in the City of Beverly Hills is provided by the Beverly Hills Fire Department (BHFD). Presently there are three fire stations in the City which are manned in three rotating shifts. The nearest fire station to the site is located in the City Hall complex at 445 North Rexford Drive. Response times average four minutes for an engine company and 3.5 minutes for an ambulance. The City's fire service provision has been rated by the Insurance Service Office (ISO) as Class 1, which is the best rating available. Existing resources are sufficient to serve the proposed project, without the need for expanded services.

b. **Less Than Significant** - As detailed more fully in the GPUTBR, police protection in the City of Beverly Hills is provided by the Beverly Hills Police Department (BHPD). Police headquarters are located near the project site, in the City Hall complex at 464 North Rexford. Currently the BHPD employs a totoal of 138 sworn officers and about 71 support staff. The BHPD does not use officer/population as its measure of effectiveness, but instead uses response time to emergency calls. The goal for 911 emergency and Priority 1 calls is less than 3 minutes and for Priority 2-3 calls from three to five minutes. In 2004 the BHPD maintained an overall emergency response time of 2.85 minutes. The proposed project is small in scale and is not of a use type that is likely to generate a substantial number of police calls. Therefore no significant increase

in the overall emergency response time in the City is anticipated to result from the proposed project. Existing resources are sufficient to serve the proposed project, without the need for expanded services.

c. **Less Than Significant** - To compensate for population growth, the school districts impose development fees for new residential units constructed within the District. As specified by Section 65995(h) of the Government Code, the payment of the school impact fee "in the amount specified in Section 65995 and, if applicable, any amounts specified in Section 65995.5 or 65995.7 are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities." Thus, the payment of the school impact fee fully mitigates any impacts of new residential development on schools.

The proposed project is a commercial/office building and pursuant to California Government Code Section 65995(b)(2) is subject to the following impact fee requirement which constitutes, per code full mitigation of school impacts:

> In the case of any commercial or industrial construction, thirty-one cents ($0.31) per square foot of chargeable covered and enclosed space. "Chargeable covered and enclosed space," for this purpose, means the covered and enclosed space determined to be within the perimeter of a commercial or industrial structure, not including any storage areas incidental to the principal use of the construction, garage, parking structure, unenclosed walkway, or utility or disposal area. The determination of the chargeable covered and enclosed space within the perimeter of a commercial or industrial structure shall be made by the building department of the city or county issuing the building permit, in accordance

with the building standards of that city or county.

Any indirect growth inducing impacts of non-residential development is similarly mitigated through school impact fees collected on any new housing created to meet growth-induced demand for new housing.

d. **Less Than Significant** - As detailed more fully in the GPUTBR, Beverly Hills provides a number of recreation and park facilities. Residents also have access to a variety of parks and recreation uses in the near vicinity: 36 public use park facilities are located within a three mile radius of Beverly Hills. Beverly Hills Gardens park (22 blocks along Santa Monica Blvd) and Rexford Mini Park (362 North Rexford Dr.) are the closest parks to the proposed project. Although the City of Beverly Hills does not meet the National Recreation and Parks Association standard of five acres of parkland per 1,000 residents, the proposed project is unlikely to significantly increase demand for parkland, since it is a small-scale (72,449 gsf) office/commercial building, and not a housing project bringing new residents to the area. The proposed project would not contribute new residences to the area that would lead to an increase in the use of the local and regional parks systems. Any project-induced park demand is most likely to be concentrated at lunch time. This minor increase in use is unlikely to result in physical degradation of facilities or the need for new or expanded facilities. Impacts are therefore anticipated to be less than significant.

e. **Less Than Significant** - Given the nature and size of the project, no significant impacts to any other public facilities are anticipated.

XIV. RECREATION.

a. **Less Than Significant.** See discussion under XIII(d), above.

b. **No Impact** - The project does not include any recreational facilities, nor does it require the construc-

tion or expansion of recreational facilities which might have an adverse effect on the environment.

XV. TRANSPORTATION/TRAFFIC.

The proposed project is located within the Industrial Area Plan area. Regulations for this area were adopted in 1994 by Ordinance No. 94-0-2193, following completion of an Environmental Impact Report (State Clearinghouse Number 89020103). The proposed project remains subject to the following applicable mitigation measures adopted as part of Industrial Area Plan EIR:

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Traffic		
T1	Implementation of a Transportation Demand Management (TDM) program. Each individual development of the project will be responsible for implementing a TDM program to reduce peak hour vehicular trips by 15%. The peak hour trip reduction goal of 15% can be reached in a variety of ways at the option of each development. As a supplement to developing a TDM program, land use developments can reduce the number of PM peak hour trips by reducing the size of development. The traffic mitigations outlined in the EIR are based on a 2:1 FAR buildout of the Industrial Area. Therefore, PM peak hour trips can be reduced by developing specific project sites at less than a 2:1 FAR. The Director of Transportation will assess the trip generation characteristics of a specific proposed land use and the amount of square footage less than a 2:1	Not applicable to this project. The project is located on City owned land within the Public Works campus area, which encompasses approximately 230,000 square feet. Establishment of this project along with existing projects would result in total development square footage of approximately 132,000 square feet or a Floor Area Ratio (FAR) of 0.57:1. Therefore, although the Industrial Area Plan EIR is based on a 2:1 FAR buildout, the project as proposed, only contemplates 29% of the contemplated floor area and TDM measures

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR	
Mitigation	**Status/Applicability**
FAR to determine the percentage of trips reduced. If the percentage of trips reduced is less than 15% of a 2:1 buildout trip generation, the difference shall be mitigated through TDM measures. When developing a TDM program, each development will employ a TDM coordinator to establish and monitor the program. The TDM coordinator will provide a report to the Director of Transportation annually describing the success of a development's TDM program. If a land use is reported to fall short of the TDM 15% goal (or the percentage of trips supplementing a project built out at less than 2:1 FAR), the City may require that land use to implement mandatory staggered hours. As such, the subject property would not be permitted to use the building before 9:30 AM. TDM programs can be developed from the following list or other creative programs recommended by the TDM coordinator: <u>Ride Share Promotion</u> - The employer will conduct an ongoing survey of the residential location of employees to provide carpool matching. Preferential parking and flex-time work schedules or direct compensation will be given to employees that carpool as an incentive. <u>Bus Pass</u> - Unlimited ride RTD bus	are not required to reduce trip rates of the proposed project.

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
	passes shall be purchased each year for all employees. Staggered Work Hours - Staggered work hours will be implemented to change the employee's arrival and departure times to avoid peak hour travel times. Standard organizational work hours which qualify as staggered hours are either 7:00-4:00 (or earlier) or 9:30 to 6:30 (or later). Staggered Work Hours do not apply to retail land uses. Four-Day Work Week - The employer shall implement longer daily work hours for four days of a work week such that either the Monday or Friday work-day can be eliminated (closed office or retail). Telecommuting - The employer will enable certain employees to work at their homes by establishing home based work stations (computer, telephone, fax) at the employer's cost. Telecommuting applies to office land use only.	
T2	Implementation of a corridor signal coordination plan for Santa Monica Boulevard will be initiated by the City of Beverly Hills in coordination with the City of West Hollywood and Caltrans. This will result in a five to six percent improvement in the capacity along Santa Monica Boulevard. Specifically, the intersections on Santa Monica Boulevard (north) at Crescent Drive, Rexford Drive, and Beverly Boulevard will benefit and	Would not be affected by the proposed project.

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
	increase in level of service due to the corridor signal coordination.	
T3	Widening of Third Street to a width of 50 feet (curb-to-curb) throughout its entire length in the project area. This widening will enable Third Street to be striped for five travel lanes.	Would not be affected by the proposed project. The proposed building is setback approximately 22'5" from the Third Street property line. The existing road is approximamtely 35 feet (curb to curb) and provides approximately 12 feet of sidewalk/parkway, which equates to an approximate distance of 47 feet from the opposite curb to property boundaries abutting Third Street. Therefore, a 50-foot in width road (curb-to-curb) along with a 7 foot sidewalk could be accommodated by a 10-foot dedication of the subject property. Since the building is setback over 22-feet from the existing property line, future widening of Third Street would not be precluded by this project.
T4	Restripe Third Street east of Maple Drive to Oakhurst Drive to allow for an additional east-	Would not be affected by the proposed project.

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
	bound lane during the evening peak travel hours. This mitigation measure will require parking restrictions on the south side of Third Street between Maple Drive and Oakhurst Drive during the evening peak hours and elimination of parking on the north side.	
T5	Signalization of the intersection of Third Street at Maple Drive.	Would not be affected by the proposed project.
T6	Signalization of the intersection of Third Street and Foothill Road.	Although the City may choose to signalize this intersection at a future time, signalization is not required by this project.
T8	Implementation of a signal coordination program for the Burton Way corridor. Similar to the signal coordination program proposed for Santa Monica Boulevard, traffic signals along Burton Way should be coordinated to increase vehicular flow capacity and level of service.	Would not be affected by the proposed project.
T9	Removal of parking on both sides of Maple Drive for 200 feet to the north of Burton Way. This will create an additional southbound shared through/right lane.	Would not be affected by the proposed project.
T10	Conversion of the northbound left-turn lane at the intersection of Santa Monica Boulevard (north) and Rexford Drive to a shared through/left-turn lane.	Would not be affected by the proposed project.
T11	Widening of the southeast corner of Crescent Drive and Santa Moni-	Would not be affected by the pro-

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
	Monica Boulevard (north). This mitigation will allow for the construction of an additional northbound right-turn lane which will increase intersection capacity and level of service.	posed project.
T12	Elimination of curbside parking along Burton Way during the PM peak hour to permit striping a third east-west through lane from Rexford Drive to 200 feet west of Foothill Road. During the AM peak hour, parking needs to be restricted on the north side of the same portion of Burton Way to provide a third westbound through lane.	Would not be affected by the proposed project.
T13	Provision of a two-way stop-signs on Third Street at Palm and Oakhurst Drives.	Would not be affected by the proposed project.
T14	Reconfiguration and construction of east and westbound left-turn pockets at the intersections of Burton Way at Foothill Road and Maple Drive. The leftturn pockets will be realigned to traverse the landscaped median on Burton Way in order to lengthen the storage capacity of the northbound movements. Although the westbound to southbound left-turn movements will not be impacted by the project, they must be realigned to coincide with the opposing eastbound left-turn movements.	Would not be affected by the proposed project.
T15	Removal of parking on the north side of Burton Way for 200 feet east of Maple Drive.	Would not be affected by the proposed project.

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR	
Mitigation	**Status/Applicability**
Funding of the proposed mitigation measures should be appropriated proportionally amongst development to the degree each site impacts the roadway system. This type of appropriation will be accomplished through "trip fees." A trip fee is a per trip dollar assessment the developer pays according to the number of net new trips the proposed site will generate (total site trips minus existing site potential trips). The per trip fee is calculated by dividing the total estimated cost of mitigation measures by the estimated number of net new Industrial Area trips. The total estimated cost of mitigation measures should be prorated to account for inflation over the time period in which development is projected to occur. The trip fee should be required, as with other development fees, prior to the issuance of occupancy permits.	.

a. **Less Than Significant** - A Traffic Study prepared for the proposed project is included as **Attachment A.** The Appendices to the Traffic Study are available for review in the Planning Department of the City of Beverly Hills.

The proposed project does not include any alteration of the traffic mitigations included in the Industrial Area Plan EIR.

Cummulative Traffic impacts are discussed under XVII (b), below.

Existing Roadway Conditions

East-West Streets

North Santa Monica Boulevard is a principal arterial northwest of the project site and runs diagonally

from southwest to northeast in the study area. There are two through lanes in each direction and a striped median left turn lane. On-street parking is prohibited along North Santa Monica Boulevard in the study area. Land uses along North Santa Monica Boulevard are single-family residential on the north, separated from the roadway by a wide parkway/park as well as several churches. An abandoned railroad right-of-way, public parking structures, and institutional, commercial/retail uses are located along the south side.

South Santa Monica Boulevard is a principal arterial southhwest of the project site and runs diagonally from southwest to northeast in the study area. There are two through lanes in each direction. The posted speed limit is 25 mph in the study area. Land uses along South Santa Monica Boulevard in the study area are commercial.

Wilshire Boulevard is a principal arterial that runs east to west along the south side of the study area. There are three through lanes in each direction plus a median left-turn lane. The posted speed limit is 35 mph. Land uses along Wilshire Boulevard are commercial/retail.

Beverly Boulevard is a principal arterial that runs east to west along the north side of the study area. There are two through lanes in each direction plus a median left-turn lane. The posted speed limit is 35 mph. Land uses along Beverly Boulevard are commercial/retail and residential.

Burton Way is a principal arterial that runs east to west along the south side of the study area. There are two through lanes in each direction separated by a wide median that also provides turn lanes at the intersections. The posted speed limit is 35 mph. Land uses along Burton Way are mainly residential.

Alden Drive is a local street that runs east to west along the center of the study area. There is one through lane in each direction. The posted speed limit is 35 mph. Land uses along Alden Drive are mainly residential.

3rd Street is a local street that runs east to west along the center of the study area. There is one through lane in each direction. The posted speed limit is 35 mph. Land uses along 3rd Street are mainly residential.

North-South Streets

Rexford Drive, south of South Santa Monica Boulevard is a local street that runs north-south through the edge of the Business Triangle and the Entertainment Business District. There is one through lane in each direction. Land uses along Rexford Dr. are residential on both sides of the street, except at the northern portion where Rexford fronts the City Hall.

Doheny Drive, from Whitworth Drive to Burton Way is a collector street that runs north to south along the east side of the study area. From Burton Way to Santa Monica Boulevard North, Doheny Drive is under the jurisdiction of the City of West Hollywood. There is one through lane in each direction plus a median left-turn lane. The posted speed limit is 35 mph. Land uses along Doheny Drive are residential and commercial.

Palm Drive is a local street that runs north-south through center of the study area. There is one through lane in each direction. Land uses along Palm Drive are residential on both sides of the street.

Maple Drive is a local street that runs north-south through center of the study area. There is one through lane in each direction. Land uses along Maple Drive are residential on both sides of the street.

Foothill Road is a local street that runs north-south through center of the study area and fronts the project site, providing immediate access. There is one through lane in each direction. Land uses along Foothill Road are residential and commercial.

Existing Intersection Conditions

In coordination with the City of Beverly Hills, a total of 29 intersections were selected to be analyzed in the traffic study for typical weekday morning and evening peak hour and Saturday peak hour conditions. The study locations include the following:

1. Santa Monica Bl. (N) & Wilshire Bl.	16. Civic Center Dr. & Foothill Rd. (TWSS)
2. Santa Monica Bl. (S) & Wilshire Bl.	17. Civic Center Dr. & Beverly Bl. (TWSS)
3. Santa Monica Bl. (N) & Beverly Dr	18. Civic Center Dr. & 3rd St. (AWSS)
4. Santa Monica Bl. (S) & Beverly Dr	19. 3rd St. & Foothill Rd. (AWSS)
5. Santa Monica Bl. & Rexford Dr.	20. 3rd St. & Maple Dr. (AWSS)
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr. (TWSS)	21. 3rd St. & Palm Dr. (AWSS)
7. Santa Monica Bl. & Maple Dr. (TWSS)	22. 3rd St. & Oakhurst Dr. (AWSS)
8. Santa Monica Bl. & Beverly Bl. /Palm Dr.	23. 3rd St. & Doheny Dr.
9. Santa Monica Bl. & Doheny Dr.	24. Alden Dr. & Foothill Rd. (TWSS)
10. Burton Wy. & Rexford Dr.	25. Alden Dr. & Maple Dr. (AWSS)
11. Burton Wy. & Civic Center Dr. (TWSS)	26. Beverly Bl. & Maple Dr.
12. Burton Wy. & Foothill Rd.	27. Beverly Bl. & Doheny Dr.
13. Burton Wy. & Maple Dr.	28. Clifton Wy./Foothill Rd. & Rexford Dr. (AWSS)
14. Burton Wy. & Doheny Dr.	29. Wilshire Bl. & Rexford Dr.
15. Civic Center Dr. & Civic Center Dr. (AWSS)	

Fifteen of the study intersections are controlled by traffic signals. Six are controlled by two-way stop-signs (TWSS) and eight are controlled by all-way stop signs (AWSS).

The morning and evening peak period turning movement traffic counts were conducted during June 2006 at all the study intersections. All counts were conducted from 7:00-9:00 AM, 4:00-6:00 PM, and Saturday (SA) 11:30 AM- 1:30 PM with the highest single hour of traffic (during the morning, evening and Saturday peak periods) at each location used in the traffic impact analysis. Appendix A of the Traffic Study contains traffic count worksheets for each intersection. A field inventory was conducted at all study intersection locations. The inventory included review of intersection geometric layout, traffic control, lane configuration, posted speed limits, and land uses. This information is required for the subsequent traffic impact analysis.

The morning, evening and Saturday peak hour level of service (LOS) analyses were conducted for the 29 study intersections based on the measured traffic volumes and the methodologies described previously. All intersection analyses are performed using the TRAFFIX software program. **Table 1** provides a definition of the Levels of Service which range from A to F.

The existing conditions level of service analysis results are summarized in **Table 2** for the AM, PM, and Saturday peak hours. Appendix E of the Traffic Report contains the level of service calculation worksheets.

Table 1 Intersection Level of Service Definitions ICU/CMA Signalized Intersections

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	.601-.700
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	.701-.800
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	.801-.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	.901-1.000
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, NCHRP Circular 212, 1982.

HCM Unsignalized Intersections

Level of Service	Description	Stop-Controlled Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>15 and ≤ 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 50

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 2000.

Table 2
Existing Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.150	F	1.072	F	1.162	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.057	F	1.424	F	0.814	D
3. Santa Monica Bl. (N) & Beverly Dr.	S	0.854	D	0.917	E	0.833	D
4. Santa Monica Bl. (S) & Beverly Dr.	S	0.850	D	1.152	F	0.745	C
5. Santa Monica Bl. & Rexford Dr.	S	0.827	D	1.006	F	0.776	C
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	49.0	E	127.9	F	39.4	E
7. Santa Monica Bl. & Maple Dr.	TWSC	37.4	E	47.3	E	98.6	F
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	0.708	C	0.895	D	0.739	C
9. Santa Monica Bl. & Doheny Dr.	S	0.817	D	0.815	D	0.737	C
10. Burton Wy. & Rexford Dr.	S	0.658	B	0.752	C	0.439	A
11. Burton Wy. & Civic Center Dr.	TWSC	84.5	F	18.3	C	12.2	B
12 Burton Wy. & Foothill Rd.	S	0.700	B	0.653	B	0.466	A
13. Burton Wy. & Maple Dr.	S	0.701	C	0.642	B	0.433	A
14. Burton Wy. & Doheny Dr.	S	0.724	C	0.875	D	0.554	A
15. Civic Center Dr. & Civic Center Dr.	AWSC	10.5	B	8.2	A	7.7	A
16. Civic Center Dr. & Foothill Rd.	TWSC	10.3	B	9.6	A	9.1	A
17. Civic Center Dr. & Beverly Bl.	TWSC	12.9	B	13.4	B	13.1	B
18. Civic Center Dr. & 3rd St.	AWSC	10.2	B	8.9	A	7.8	A
19. 3rd St. & Foothill Rd.	AWSC	12.2	B	9.8	A	8.1	A
20. 3rd St. & Maple Dr.	AWSC	12.6	B	11.6	B	8.8	A
21. 3rd St. & Palm Dr.	AWSC	13.6	B	10.1	B	8.3	A
22. 3rd St. & Oakhurst Dr.	AWSC	15.4	C	12.2	B	8.7	A
23. 3rd St. & Doheny Dr.	S	0.767	C	0.778	C	0.579	A
24. Alden Dr. & Foothill Rd.	TWSC	10.1	B	9.8	A	9.3	A
25. Alden Dr. & Maple Dr.	AWSC	7.9	A	8.3	A	7.5	A
26. Beverly Bl. & Maple Dr.	S	0.509	A	0.558	A	0.375	A
27. Beverly Bl. & Doheny Dr.	S	0.868	D	0.873	D	0.754	C
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	12.5	B	12.9	B	8.6	A
29. Wilshire Bl. & Rexford Dr.	S	0.716	C	0.630	B	0.515	A

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

The results shown in **Table 2** indicate that 8 of the 29 analyzed intersections are currently operating at LOS E or F during at least one peak hour. These intersections are:

1. Santa Monica Bl. (N) & Wilshire Bl. (All Peak Hours)
2. Santa Monica Bl. (S) & Wilshire Bl. (AM and PM)
3. Santa Monica Bl. (N) & Beverly Dr. (PM Only)
4. Santa Monica Bl. (S) & Beverly Dr. (PM Only)
5. Santa Monica Bl. & Rexford Dr. (PM Only)
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr. (All Peak Hours)
7. Santa Monica Bl. & Maple Dr. (All Peak Hours)
11. Burton Wy. & Civic Center Dr. (AM Only)

The remaining 21 intersections are currently operating at LOS D or better during all three peak hours.

Thresholds of Significance

The City of Beverly Hills has established guidelines for determining significant impacts at signalized intersections. The guidelines state that a project impact is significant if the addition of project traffic results in the following increases in the ICU (volume-to-capacity ratio) at a signalized intersection:

- For ICU values of 0.91 or greater (LOS E and F) - an ICU increase greater than or equal to 0.02.
- For ICU values of 0.81 to 0.90 (LOS D) - an ICU increase greater than or equal to 0.04.

For unsignalized intersections, the City uses the following thresholds of significance:

All-Way Stop Control: An impact is considered significant if the following increase of average total delay per vehicle results in:

- 3.0 seconds or more average total delay at final LOS E or F

- 4.0 seconds or more average total delay at final LOS D
- 5.0 seconds or more average total delay causing the intersection to operate at LOS D

Two-Way Stop Control: An impact is considered significant if the following occurs:

- A change in any traffic movement to LOS E or F from LOS D or better.

The City of Beverly Hills utilizes the change in traffic volumes to determine potential project-related significant impacts on residential streets. The City's criteria are as follows:

Daily Traffic Volume	Project Contribution to Peak Hour Traffic Volume	Project Contribution to Daily Traffic Volume
3,750 or Less	25% or More	25% or More
>3,750 to 6,750	12.5% or More	12.5% or More
>6,750	6.25% or More	6.25% or More

Project Trip Generation

The first step in analyzing the existing conditions with the project is to estimate the number of trips it will generate. Traffic generation estimates for the proposed project were developed using trip generation rates in the Institute of Transportation Engineers' publication (ITE) *Trip Generation, 7th Edition* (2003). **Table 3** summarizes the estimated trip generation for the project.

Table 3
Project Trip Generation

	Size	ITE Code #	Weekday Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Saturday Peak Hour In	Saturday Peak Hour Out	Saturday Peak Hour Total	Weekend Daily Trips
Proposed Project													
Restaurant	5,667 sf	931	510	3	2	5	28	14	42	36	25	61	535
Pass-by	0%		0	0	0	0	0	0	0	0	0	0	
Office	51,648 sf	710	569	70	10	80	13	64	77	11	10	21	122
Cable TV Office	16 emp	710	53	2	6	8	1	6	7	1	1	1	9
Retail	10,649	820	457	7	4	11	19	21	40	27	24	51	532
Total New Trips			**1,589**	**82**	**22**	**103**	**62**	**105**	**167**	**75**	**60**	**135**	**1,198**
Internal Retail Trips			**-16**	0	0	0	0	-1	-1				
Internal Residential Trips			**0**	0	0	0	0	0	0				
Internal Office Trips			**-16**	0	0	0	-1	0	-1				
Total Net Trips			**1,557**	**81**	**21**	**103**	**61**	**104**	**165**	**75**	**60**	**135**	**1,198**
Existing to be Removed													
Retail	- sf	820	0	0	0	0	0	0	0	0	0	0	0
Pass-by	0%		0	0	0	0	0	0	0	0	0	0	
Office	0 sf	710 [b]	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips	**- sf**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
Total Net Trips			**1,557**	**81**	**21**	**103**	**61**	**104**	**165**	**75**	**60**	**135**	**1,198**

Notes:
Source - ITE Trip Generation 7th Edition,
[a] General Office Building rates used.

As shown in Table 3, the proposed project is expected to generate approximately 1,557 weekday daily trips of which about 103 would occur during the morning peak hour, and 165 during the evening peak hour. The project is expected to generate approximately 1,198 Saturday daily trips, with 135 occurring during the midday peak hour.

Project Trip Distribution

The next step in the forecast of project traffic is to develop the anticipated distribution of the project trips. The origins and destinations of the vehicle trips associated with the project are used to distribute project traffic to the area streets. The geographic distribution of project trips is based on the type of land use, demographics of the area, the street system that serves the site, and the level of accessibility of the routes to and from the project site. It is important to note that due to the mixed use nature of the project, the trip distribution is

different for each the three peak hours. Input from City staff was also utilized in the development of the project trip distribution pattern. Project trip distribution patterns for the proposed project, with the existing circulation network, are illustrated in Figure 6 of the Traffic Report (see Attachment A) for the AM peak hour and Figure 7 in Attachment A for the PM and Saturday peak hours.

Project Intersection Impacts

Existing Plus Project Scenario

The intersection volume-to-capacity ratios and corresponding levels of service for the Existing Plus Project conditions were calculated and the results summarized in **Table 4** for each of the 29 analyzed locations.

Cummulative Traffic impacts are discussed under XVII (b), below.

Based on the City of Beverly Hills' significance thresholds, in the Existing Plus Project scenario the proposed project would not have a significant traffic impact at any of the 29 analyzed intersections.

Cummulative Traffic intersection impacts are discussed under XVII (b), below.

Table 4
Existing + Project Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.161	F	1.073	F	1.168	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.057	F	1.426	F	0.815	D
3. Santa Monica Bl. (N) & Beverly Dr.	S	0.857	D	0.922	E	0.839	D
4. Santa Monica Bl. (S) & Beverly Dr.	S	0.851	D	1.154	F	0.748	C
5. Santa Monica Bl. & Rexford Dr.	S	0.828	D	1.010	F	0.780	C
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	49.0	E	127.9	F	39.4	E
7. Santa Monica Bl. & Maple Dr.	TWSC	37.4	E	47.3	E	98.6	F
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	0.708	C	0.903	E	0.749	C
9. Santa Monica Bl. & Doheny Dr.	S	0.821	D	0.819	D	0.742	C
10. Burton Wy. & Rexford Dr.	S	0.659	B	0.756	C	0.443	A
11. Burton Wy. & Civic Center Dr.	TWSC	90.3	F	20.0	C	12.5	B
12 Burton Wy. & Foothill Rd.	S	0.713	C	0.665	B	0.485	A
13. Burton Wy. & Maple Dr.	S	0.705	C	0.645	B	0.437	A
14. Burton Wy. & Doheny Dr.	S	0.728	C	0.877	D	0.555	A
15. Civic Center Dr. & Civic Center Dr.	AWSC	10.7	B	8.3	A	7.8	A
16. Civic Center Dr. & Foothill Rd.	TWSC	10.4	B	9.7	A	9.1	A
17. Civic Center Dr. & Beverly Bl.	TWSC	13.0	B	13.6	B	13.3	B
18. Civic Center Dr. & 3rd St.	AWSC	10.3	B	9.2	A	8.0	A
19. 3rd St. & Foothill Rd.	AWSC	13.3	B	10.9	B	8.5	A
20. 3rd St. & Maple Dr.	AWSC	12.9	B	11.8	B	8.8	A
21. 3rd St. & Palm Dr.	AWSC	13.8	B	10.2	B	8.4	A
22. 3rd St. & Oakhurst Dr.	AWSC	15.7	C	12.3	B	8.8	A
23. 3rd St. & Doheny Dr.	S	0.771	C	0.780	C	0.580	A
24. Alden Dr. & Foothill Rd.	TWSC	10.3	B	10.2	B	9.5	A
25. Alden Dr. & Maple Dr.	AWSC	8.0	A	8.5	A	7.6	A
26. Beverly Bl. & Maple Dr.	S	0.513	A	0.585	A	0.392	A
27. Beverly Bl. & Doheny Dr.	S	0.872	D	0.874	D	0.755	C
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	12.6	B	13.2	B	8.7	A
29. Wilshire Bl. & Rexford Dr.	S	0.719	C	0.636	B	0.517	A

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Neighborhood Residential Street Impacts

In addition to the intersection analysis, a residential street impact analysis was conducted for the following nine residential street segments in the vicinity of the project:

A. Rexford Dr. between Santa Monica Bl. & Carmelita Av.
B. Palm Dr. between Santa Monica Bl. & Carmelita Av.
C. Maple Dr. between Civic Center Dr. & Beverly Bl.
D. Maple Dr. between Beverly Bl. & Alden Dr.
E. Maple Dr. between Alden Dr. & 3rd St.
F. Maple Dr. between 3rd St. & Burton Wy.
G. Alden Dr. between Maple Dr. & Palm Dr.
H. 3rd St. between Maple Dr. & Palm Dr.
I. Foothill Rd. between Burton Wy. & Dayton Wy.

Existing Plus Project Scenario

Project-generated segment volumes were added to existing counts to obtain Existing Plus Project volumes. Based on the City of Beverly Hills' significance thresholds, the Existing Plus Project forecasts demonstrate that the proposed project would not result in a significant traffic impact at any of the 9 analyzed segments, as shown on Table 12 in the Traffic Report included as Attachment A.

Cummulative Traffic impacts are discussed under XVII (b), below.

Construction Traffic Impacts

It is anticipated that the construction of the proposed project would occur over an approximately 24 month period. During the construction phase of the project there would be traffic associated with the construction activities. However, it is not anticipated that road closures or lane closures would be required as part of the construction of the proposed project. In addition, the potential impacts associated with construction traffic would be temporary in

nature and would be eliminated after the construction is completed.

In order to minimize the potential effects of the construction-related traffic, the City requires as a standard condition of approval a construction monitoring plan, which would be reviewed and approved by the City prior to the start of construction. This plan would include measures to minimize the construction impacts and could include: limited hours for construction activities (i.e., avoid the peak hours of street traffic); identifying truck haul routes; if on-site staging and parking is not available, identifying off-site locations for construction parking; and providing a shuttle for construction workers between the site and off-site parking area. The following mitigation measure is included to ensure compliance with this standard condition of approval:

Mitigation XV - *Temporary Construction Traffic Impacts* - In order to minimize the potential effects of the construction-related traffic, a construction monitoring plan shall be developed for the project and reviewed and approved by the Director of Public Works prior to issuance of the building permit for the project. This plan would include measures to minimize the construction impacts and could include: limited hours for construction activities (i.e., avoid the peak hours of street traffic); identifying truck haul routes; if on-site staging and parking is not available, identifying off-site locations for construction parking; and providing a shuttle for construction workers between the site and off-site parking area.

b. **Less Than Significant** - As detailed more fully in the Traffic Report contained in Attachment A:

Congestion Management Program

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has

been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. The CMP establishes that a traffic impacts analysis should be conducted if the proposed project will add 50 or more trips during either the AM or PM peak hour to a CMP intersection. The intersection of N. Santa Monica Boulevard and Wilshire Boulevard is the only CMP intersection in the Study Area. The project is expected to add less than 50 trips to this intersection during the AM Peak Hour. However, it will add 50 trips to this intersection during the PM Peak Hour and 52 trips during the Saturday peak hour. According to the CMP, a significant impact occurs on the CMP system as a result of project-generated increase of 2% or more in V/C ratio. The threshold of significance is not met; the proposed project will not have a significant impact on the only CMP intersection in the Study Area as detailed more fully under XV(a), above.

CMP Transit Impacts

The CMP for Los Angeles County requires that the transit impact of individual development projects of potential regional significance be analyzed. Per the CMP, because the proposed project is being processed as a Mitigated Negative Declaration, it is therefore exempt from a CMP Transit analysis (CMP 5.2.3).

c. **No Impact** - the proposed project is a 72,449 gsf office/commercial building. It is not located in proximity to an airport and because of its type and location will not result in any air safety risks. The project is small in scale and will not result in significant new demand for air travel or demand sufficient to necessitate a change in air traffic patterns.

d. **No Impact** - The proposed project does not propose any physical circulation improvements or make recommendations directly affecting vehicular right-of-

way. The project will therefore not result in a design-related traffic hazards.

e. **No Impact** - The project neither proposes nor facilitates any physical improvements that affect access to uses within or around the project area. The project will therefore have no effect on emergency access.

f. **Less Than Significant Impact** - Shared parking for the proposed project will be provided in the adjacent parking structure, which has adequate capacity to serve the project. The structure was previously approved and will be completed prior to the opening of the proposed project. The proposed structure will accommodate approximately 500 vehicles. The proposed office building and other components of the Public Works campus area, which include the Public Works Facilities Building and associated Wastewater Treatment Plant and Vehicle Shop would require approximately 390 parking spaces pursuant to BHMC requirements. Adequate parking is therefore available.

g. **No Impact** - The proposed project is a 72,449 gsf office/commercial building and does not contain any features or uses which would conflict with adopted policies or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS.

The proposed project is located within the Industrial Area Plan area. Regulations for this area were adopted in 1994 by Ordinance No. 94-0-2193, following completion of an Environmental Impact Report (State Clearinghouse Number 89020103). The proposed project remains subject to the following applicable mitigation measures adopted as part of Industrial Plan Area EIR:

MITIGATION MEASURES REQUIRED BY THE INDUSTRIAL AREA PLAN EIR		
	Mitigation	**Status/Applicability**
Public Utilities (Sewer)		
S1	The existing deteriorated concrete pipe sewer lines should be replaced with like-sized vitrified clay pipe. Each development will be required to pay the impact fee based on the gross square footage proposed prior to the issuance of a construction permit. The sewer system should be upgraded in relation to this, corresponding with each development's construction.	This project shall be subject to sewer impact fees based upon the project's percentage of the Industrial Area's overall buildout.

a. **Less Than Significant** - As discussed more fully in the GPUTRB, all of the wastewater flows generated from the City are collected and treated at the Los Angeles Hyperion Wastewater Treatment Plan (HTP). The plant has a dry weather capacity of 450 million gallons per day (MGD) for full secondary treatment and 850 MGD wet weather capacity. Current flow is 340 MGD. The proposed project would generate an estimated 12,042 gallons per day of wastewater. There is, therefore, sufficient capacity to meet project wastewater treatment needs. None of the proposed uses would generate atypical wastewater such as industrial or agricultural effluent. All wastewater generated by the proposed project is expected to be domestic sewage. Since the project would not generate atypical wastewater and would not exceed wastewater treatment capacity, the project would have less than significant impacts.

b. **Less Than Significant** - As discussed more fully in the GPUTRB, the City of Beverly Hills currently imports approximately 90 percent of its water from the Metropolitan Water District of Southern California

(MWD) and approximately 10 percent is currently provided from local groundwater wells. The City has prepared a Water System Management Plan (WSMP) to address projected water demand through the year 2025. The City also has a comprehensive Capital Improvement Program to repair and replace water system infrastructure and storage facilities.

The proposed development would increase the demand for water and wastewater service. It is estimated that project water demand would be approximately 9,547 gallons per day. However, the increase to water/wastewater service demand is minimal in comparison to the existing service areas of the water and wastewater service purveyors.

According to the GPUTBR (page 3-3) average daily water use in the area has been relatively stable at between 10.4 and 13.7 million gallons per day. According to the City's Urban Water Management Plan, total water use in the City's service area is not expected to increase significantly over the next fifteen years. The proposed project's water use represents an insignificant increase in water demand within the service area.

In addition, the facilities currently maintained by the service purveyors are adequate to serve the proposed increase in demand. The only water and wastewater improvements required for the project are on-site pipelines and unit connections to the infrastructure systems, which are subject to connection fees. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and the project would have no associated impacts.

c. **Less Than Significant** - The proposed project is in an area served by existing storm water drainage facilities. Project drainage improvements are not anticipated to significantly impact existing facilities. (See also discussion under VIII, above).

d. **Less Than Significant** - The proposed project is a small-scale office/commercial building which is not sufficiently large to require new or expanded water entitlements, as detailed under (b) above.

e. **Less Than Significant** - The proposed project is a small-scale office/commercial building which is not sufficiently large to require new or expanded wastewater entitlements or to challenge the service provider's capacity, as detailed under (a) above.

f. **Less Than Significant** - The following disposal facilities are used for Beverly Hills solid waste disposal:

- Puente Hill Landfill - has a remaining capacity of 49,348,500 (cubic yards) or 46.4 %. It accepts approximately 13,200 cubic yards per day and is planned to close on October 31, 2013.
- Chiquita Canyon Sanitary Landfill has a remaining capacity of 35,800,000 (cubic yards) or 56%. It accepts approximately 6,000 tons per day and has a closure date of November 24, 2019.
- Sunshine Canyon SLF - has a remaining capacity of 17,015,625 (cubic yards) or 45.6%. It accepts 6,600 tons per day and has a anticipated closure date of February 1, 2008.
- Calabasas Sanitary Landfill County Extension - has a remaining capacity of 16,900,400 (cubic yards) or 24.2%. It accepts 3,500 tons per day and has an anticipated closure date of 2028.

The proposed project is a small-scale office/commercial project which is anticipated to result in approximately 818 pounds per day of solid waste. There are adequate facilities to meet project waste disposal requirements. Project waste disposal impacts are therefore anticipated to be less than significant.

g. **Less Than Significant** - The proposed project would comply with applicable statues related to solid waste. The California Integrated Waste Management Act (AB939) is the key statute. It requires that jurisdictions maintain a 50% or better diversion

rate for solid waste and for each city to prepare a Source Reduction and Recyling Element. The City has had a 57% diversion rate as of 2002. The propose project is small in scale and will not significantly impact the City's diversion rate or AB939 compliance.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. **Less Than Significant** - As discussed in Section IV of this document, the proposed project would not have substantial impacts to special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Similarly, as discussed in Section V of this document, the proposed project would not have substantial impacts to historical, archaeological, or paleontological resources, and thus, would not eliminate any important examples of California history or prehistory. Therefore, the proposed project does not have a Mandatory Finding of Significance due to impacts to biological or cultural resources.

b. **Less Than Significant With Mitigation** - This section addresses the potential for cumulative project impacts.

Cumulative Intersection Traffic Impacts

A cumulative project impact occurs when the effect of project traffic would exceed the City's thresholds of significance when viewed in combination with past, present and reasonably foreseeable future projects. Two future cumulative scenarios are addressed in the Traffic Report: the 2010 future and a 2010 future which includes the proposed Entertainment Business District (EBD) Specific Plan (SP).

2010 Future Without Project Traffic Growth

To evaluate the potential impact of the proposed project on future traffic conditions, it is first necessary to develop a forecast of future traffic volumes in the study area at the project's buildout horizon year (2010) under conditions without the proposed project. The proposed project condition provides a basis against which to measure the potential significant impacts of the proposed project.

The anticipated buildout year of the proposed project is expected to be 2010. The projection of 2010 Without Project traffic consists of existing traffic plus ambient traffic growth (general background growth) plus growth in traffic generated by specific cumulative projects expected to be completed by the year 2010. The following describes the two growth components.

Ambient Traffic Growth

Ambient traffic growth is the traffic growth that will occur in the study area generated by general employment growth, housing growth and growth in regional through trips from outside of the study area. Even if there was no change in housing or employment in the City of Beverly Hills, there will be some background (ambient) traffic growth in the region. The City of Beverly Hills has generally experienced about one percent (1.0%) per year growth in the area. For this study, as well as for other area traffic studies, this rate was used as a conservative estimate of increases in traffic. Using this ambient growth factor, the existing 2006 traffic volumes were increased by a factor of 1.04 to account for ambient traffic growth to the year 2010.

2010 Future Without Project

Table 5 shows the resulting 2010 Without Project levels of service.

Table 5
2010 Without Project Levels Of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.274	F	1.270	F	1.259	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.328	F	1.325	F	1.018	F
3. Santa Monica Bl. (N) & Beverly Dr.	S	0.994	E	1.143	F	1.019	F
4. Santa Monica Bl. (S) & Beverly Dr.	S	1.051	F	1.309	F	0.871	D
5. Santa Monica Bl. & Rexford Dr.	S	0.960	E	1.205	F	0.972	E
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	162.1	F	859.9	F	164.6	F
7. Santa Monica Bl. & Maple Dr.	TWSC	72.5	F	78.8	F	201.4	F
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	0.967	E	1.075	F	0.925	E
9. Santa Monica Bl. & Doheny Dr.	S	1.087	F	0.997	E	0.901	E
10. Burton Wy. & Rexford Dr.	S	0.730	C	0.822	D	0.485	A
11. Burton Wy. & Civic Center Dr.	TWSC	206.4	F	23.2	C	14.2	B
12 Burton Wy. & Foothill Rd.	S	0.830	D	0.722	C	0.568	A
13. Burton Wy. & Maple Dr.	S	0.788	C	0.712	C	0.492	A
14. Burton Wy. & Doheny Dr.	S	0.882	D	0.965	E	0.637	B
15. Civic Center Dr. & Civic Center Dr.	AWSC	10.9	B	8.4	A	7.8	A
16. Civic Center Dr. & Foothill Rd.	TWSC	10.1	B	10.0	B	9.4	A
17. Civic Center Dr. & Beverly Bl.	TWSC	19.3	C	15.7	C	15.4	C
18. Civic Center Dr. & 3rd St.	AWSC	10.6	B	9.1	A	7.9	A
19. 3rd St. & Foothill Rd.	AWSC	15.9	C	10.6	B	9.2	A
20. 3rd St. & Maple Dr.	AWSC	15.3	C	12.9	B	9.6	A
21. 3rd St. & Palm Dr.	AWSC	16.6	C	10.9	B	9.0	A
22. 3rd St. & Oakhurst Dr.	AWSC	19.9	C	13.7	B	9.5	A
23. 3rd St. & Doheny Dr.	S	0.873	D	0.820	D	0.623	B
24. Alden Dr. & Foothill Rd.	TWSC	11.2	B	10.1	B	10.3	B
25. Alden Dr. & Maple Dr.	AWSC	8.0	A	8.4	A	7.5	A
26. Beverly Bl. & Maple Dr.	S	0.633	B	0.608	B	0.420	A
27. Beverly Bl. & Doheny Dr.	S	1.086	F	0.992	E	0.823	D
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	13.3	B	14.0	B	8.8	A
29. Wilshire Bl. & Rexford Dr.	S	0.898	D	0.748	C	0.681	B

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Cumulative Project Growth

Cumulative project traffic growth, is growth due to specific, known development projects in the study area, has also been included in the analysis of the 2010 Without Project conditions. The City of Beverly Hills maintains a database that includes the known development projects within the City and some in the Cities of Los Angeles and West Hollywood. The related projects information/data, which includes anticipated turning movements at specific intersections within the City of Beverly Hills, was obtained from the City. Based on this data, the traffic associated with related projects was identified for most of the study intersections. For the analyzed intersections at which data was not available, estimates for the related projects traffic were developed utilizing the available data at the closest intersection. The total trips added by the related projects, are illustrated in Appendix B of the Traffic Report for the proposed project.

2010 With Project - Cumulative Impacts

Based on the 2010 With Project traffic forecast shown on Figures 14 and 15 of the Traffic Study included as Attachment A, the levels of service at the analyzed intersections were calculated for the morning and evening peak hours.

Table 6 summarizes the peak hour levels of service results.

Based on the City of Beverly Hills' significance thresholds, in the 2010 With Project scenario the proposed project would not have a significant traffic impact at any of the 29 analyzed intersections as detailed in Table 10 in the Traffic Study in Attachment A.

Table 6
2010 Future With Project Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.280	**F**	1.275	**F**	1.266	**F**
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.328	**F**	1.327	**F**	1.019	**F**
3. Santa Monica Bl. (N) & Beverly Dr.	S	0.997	**E**	1.148	**F**	1.025	**F**
4. Santa Monica Bl. (S) & Beverly Dr.	S	1.054	**F**	1.311	**F**	0.874	D
5. Santa Monica Bl. & Rexford Dr.	S	0.961	**E**	1.209	**F**	0.976	**E**
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	162.1	**F**	859.9	**F**	164.6	**F**
7. Santa Monica Bl. & Maple Dr.	TWSC	72.5	**F**	78.8	**F**	201.4	**F**
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	0.970	**E**	1.084	**F**	0.936	**E**
9. Santa Monica Bl. & Doheny Dr.	S	1.090	**F**	1.001	**F**	0.906	**E**
10. Burton Wy. & Rexford Dr.	S	0.731	C	0.825	D	0.489	A
11. Burton Wy. & Civic Center Dr.	TWSC	216.4	**F**	26.5	D	14.6	B
12 Burton Wy. & Foothill Rd.	S	0.843	D	0.742	C	0.578	A
13. Burton Wy. & Maple Dr.	S	0.792	C	0.715	A	0.496	A
14. Burton Wy. & Doheny Dr.	S	0.887	D	0.967	**E**	0.639	B
15. Civic Center Dr. & Civic Center Dr.	AWSC	11.1	B	8.4	A	7.9	A
16. Civic Center Dr. & Foothill Rd.	TWSC	10.2	B	10.1	B	9.5	A
17. Civic Center Dr. & Beverly Bl.	TWSC	19.6	C	15.9	C	15.7	C
18. Civic Center Dr. & 3rd St.	AWSC	10.7	B	9.4	A	8.1	A
19. 3rd St. & Foothill Rd.	AWSC	18.2	C	12.0	B	9.8	A
20. 3rd St. & Maple Dr.	AWSC	15.8	C	13.2	B	9.7	A
21. 3rd St. & Palm Dr.	AWSC	17.0	C	11.0	B	9.1	A
22. 3rd St. & Oakhurst Dr.	AWSC	20.4	C	14.0	B	9.6	A
23. 3rd St. & Doheny Dr.	S	0.877	D	0.822	D	0.624	B
24. Alden Dr. & Foothill Rd.	TWSC	11.5	B	10.5	B	10.7	B
25. Alden Dr. & Maple Dr.	AWSC	8.1	A	8.6	A	7.6	A
26. Beverly Bl. & Maple Dr.	S	0.640	B	0.635	B	0.438	A
27. Beverly Bl. & Doheny Dr.	S	1.090	**F**	0.994	**E**	0.824	D
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	13.5	B	14.3	B	8.8	A
29. Wilshire Bl. & Rexford Dr.	S	0.901	**E**	0.754	C	0.683	B

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

2010 Future With the EBD SP

Because the proposed project is located within the geographical boundaries of the Draft EBD SP area, future traffic conditions with the traffic from eight projects identified for inclusion into the EBD SP was also assessed. It is important to note that the EBD SP projects are not expected to be completed by the proposed project's horizon year (2010), but are included in the analysis as a worst-case scenario. The expected buildout year for the EBD SP projects is 2015. The trip generation estimates for all projects included in the EBD SP are provided in Appendix C of the Traffic Report. Circulation improvements proposed as part of the EBD SP were included in the analysis, as these are considered key to the study area's circulation upon buildout of the EBD SP. The future intersection configurations with proposed improvements are illustrated in Figure 16 of the Traffic Report included as Attachment A.

These improvements are:

1. Santa Monica Blvd at Foothill Road - Provide access from North Santa Monica Boulevard to Civic Center Drive and Foothill Road by installing two new traffic signals and prohibiting movements onto northbound North Maple Drive from both Santa Monica Boulevard and Foothill Road.

2. North Santa Monica Access Drive and Civic Center Drive - The proposed improvement involves the construction of a northbound right-turn departure lane that would provide a northeast access from the Specific Plan projects to northbound North Santa Monica Blvd.

3. Signalization of the 3rd Street & Foothill Road intersection

4. Signalization of the 3rd Street & Maple Drive intersection

5. Burton Way and Foothill Road - Provide eastbound and westbound left-turn pockets. These left-turn

pockets would be realigned to transverse the landscaped median on Burton Way in order to lengthen the storage capacity of the northbound and southbound movements.

The trips expected from the EBD SP projects were then added to 2010 Without Project traffic volumes to develop the 2010 Without Project-With EBD SP traffic volumes. The total trips added by EBD SP projects and the other related projects, are illustrated in Appendix D of the Traffic Report included as Attachment A. The resulting 2010 Without Project - With EBD SP peak hour traffic volumes at the 29 analyzed intersections are shown on Figure 17 of the Traffic Report for the AM and PM peak hours, and on Figure 18 of the Traffic Report for the Saturday peak hour.

Based on the future forecasts, the 2010 levels of service at the analyzed intersections were calculated for the morning, evening and Saturday peak hours. **Table 7** summarizes the peak hour levels of service results.

2010 With Project Traffic Analysis - With EBD SP

Because the proposed EBD SP roadway improvements are expected to shift circulation patterns in the study area, a modified project trip distribution pattern for the proposed project was created. The project trip distribution with City-proposed future circulation network improvements is illustrated in the Traffic Report contained in Attachment A for the AM peak hour, and PM and Saturday peak hours. The proposed project-only peak hour traffic volumes were then added to the 2010 Without Project- with EBD SP traffic projections.

Table 7
2010 Without Project – With EBD SP Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.382	F	1.341	F	1.356	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.337	F	1.352	F	1.032	F
3. Santa Monica Bl. (N) & Beverly Dr.	S	1.062	F	1.201	F	1.102	F
4. Santa Monica Bl. (S) & Beverly Dr.	S	1.138	F	1.341	F	0.914	E
5. Santa Monica Bl. & Rexford Dr.	S	1.034	F	1.264	F	1.056	F
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	601.1	F	OVRFL	F	716.9	F
7. Santa Monica Bl. & Maple Dr.	S	0.819	D	1.031	F	0.900	D
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	1.040	F	1.198	F	1.024	F
9. Santa Monica Bl. & Doheny Dr.	S	1.174	F	1.100	F	1.001	F
10. Burton Wy. & Rexford Dr.	S	0.742	C	0.832	D	0.511	A
11. Burton Wy. & Civic Center Dr.	TWSC	261.8	F	44.8	E	16.3	C
12 Burton Wy. & Foothill Rd.	S	0.988	E	0.881	D	0.733	C
13. Burton Wy. & Maple Dr.	S	0.863	D	0.795	C	0.559	A
14. Burton Wy. & Doheny Dr.	S	0.969	E	1.054	F	0.675	B
15. Civic Center Dr. & Civic Center Dr.	AWSC	13.5	B	9.2	A	8.6	A
16. Civic Center Dr. & Foothill Rd.	S	0.624	B	0.529	A	0.476	A
17. Civic Center Dr. & Beverly Bl.	TWSC	26.3	D	18.0	C	17.9	C
18. Civic Center Dr. & 3rd St.	AWSC	11.4	B	9.9	A	8.4	A
19. 3rd St. & Foothill Rd.	S	0.790	C	0.748	C	0.606	B
20. 3rd St. & Maple Dr.	S	0.703	C	0.732	C	0.499	A
21. 3rd St. & Palm Dr.	AWSC	27.3	D	14.7	B	10.0	B
22. 3rd St. & Oakhurst Dr.	AWSC	36.2	E	22.9	C	10.8	B
23. 3rd St. & Doheny Dr.	S	0.969	E	0.905	E	0.675	B
24. Alden Dr. & Foothill Rd.	TWSC	228.4	F	140.7	F	56.3	F
25. Alden Dr. & Maple Dr.	AWSC	11.2	B	14.7	B	9.6	A
26. Beverly Bl. & Maple Dr.	S	0.713	C	0.729	C	0.489	A
27. Beverly Bl. & Doheny Dr.	S	1.161	F	1.111	F	0.887	D
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	16.0	C	22.6	C	9.8	A
29. Wilshire Bl. & Rexford Dr.	S	0.943	E	0.818	D	0.747	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Based on the 2010 With Project - With EBD SP traffic forecast, the levels of service at the analyzed intersections were calculated for the morning and evening peak hours. **Table 8** summarizes the peak hour levels of service results. The resultant change in V/C ratio comparing the 2010 With Project and EBD SP to the 2010 Without Project and EBD SP are presented in the Traffic Report contained in Table 11 in Attachment A.

Cumulative Project Impacts - 2010 with Project and EBD SP

Based on the City of Beverly Hills' significance thresholds in the 2010 With Project-With EBD SP scenario the proposed project would result in a significant traffic impact at one of the 29 analyzed intersections:

- 3rd Street & Foothill Road, during the AM and PM peak hours.

This is not a Congestion Management Program (CMP) intersection. (The CMP is explained in XV(b).

This cumulative impact is the result of the increase in traffic from the development of projects that are part of the EBD SP. As such, the mitigation of this cumulative impact will only be required if the EBD Specific Plan projects are developed. The 331 Foothill Road Office/Commercial Building project will be subject to a fair share contribution for cost of the mitigations prior to issuance of the certificate of occupancy, if the EBD SP is approved prior to that time.

Table 8
2010 With Project - With EBD SP Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.388	F	1.349	F	1.363	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.338	F	1.354	F	1.033	F
3. Santa Monica Bl. (N) & Beverly Dr.	S	1.070	F	1.206	F	1.109	F
4. Santa Monica Bl. (S) & Beverly Dr.	S	1.141	F	1.343	F	0.916	E
5. Santa Monica Bl. & Rexford Dr.	S	1.040	F	1.270	F	1.062	F
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	620.8	F	OVRFL	F	786.7	F
7. Santa Monica Bl. & Maple Dr.	S	0.822	D	1.063	F	0.926	E
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	1.045	F	1.210	F	1.033	F
9. Santa Monica Bl. & Doheny Dr.	S	1.179	F	1.106	F	1.008	F
10. Burton Wy. & Rexford Dr.	S	0.743	C	0.833	D	0.503	A
11. Burton Wy. & Civic Center Dr.	TWSC	268.6	F	52.2	F	16.8	C
12 Burton Wy. & Foothill Rd.	S	0.996	E	0.897	D	0.747	C
13. Burton Wy. & Maple Dr.	S	0.868	D	0.798	C	0.562	A
14. Burton Wy. & Doheny Dr.	S	0.974	E	1.058	F	0.677	B
15. Civic Center Dr. & Civic Center Dr.	AWSC	13.8	B	9.3	A	8.7	A
16. Civic Center Dr. & Foothill Rd.	S	0.641	B	0.553	A	0.498	A
17. Civic Center Dr. & Beverly Bl.	TWSC	26.5	D	18.1	C	18.0	C
18. Civic Center Dr. & 3rd St.	AWSC	11.6	B	10.2	B	8.5	A
19. 3rd St. & Foothill Rd.	S	0.838	D	0.799	C	0.637	B
20. 3rd St. & Maple Dr.	S	0.710	C	0.741	C	0.505	A
21. 3rd St. & Palm Dr.	AWSC	28.3	D	15.0	C	10.1	B
22. 3rd St. & Oakhurst Dr.	AWSC	37.6	E	23.8	C	10.8	B
23. 3rd St. & Doheny Dr.	S	0.972	E	0.907	E	0.676	B
24. Alden Dr. & Foothill Rd.	TWSC	285.5	F	189.8	F	79.7	F
25. Alden Dr. & Maple Dr.	AWSC	11.2	B	15.1	C	9.7	A
26. Beverly Bl. & Maple Dr.	S	0.718	C	0.735	C	0.493	A
27. Beverly Bl. & Doheny Dr.	S	1.162	F	1.115	F	0.889	D
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	16.2	C	23.6	C	9.9	A
29. Wilshire Bl. & Rexford Dr.	S	0.946	E	0.823	D	0.752	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Fair Share Contribution

In order to determine the proposed project's fair share contribution towards the mitigation of the project cumulative impact, project traffic at the impacted intersection was compared to the total cumulative traffic. The proposed project's contribution to the identified impact and associated mitigation measures is based on the proportion of project peak hour traffic contributed to the specific intersection relative to the total growth in peak hour traffic volume.

Project's Fair Share Contribution

	AM	PM	SA
Related Projects	157	63	196
EBD Specific Plan Projects	572	699	545
331 Foothill Rd Traffic	86	122	107
Total Cumulative Traffic	815	884	848
Project Percentage	11%	14%	13%

The proposed project's fair share contribution would be 14 percent, during the PM peak hour.

Mitigation Measures

A mitigation measure was developed for the impacted location that would improve the level of service to less than significant levels. This measure, designed to increase capacity, includes physical improvements and are presented for planning purposes.

Mitigation XVII(a)- The project shall be responsible for its fair share towards the installation of the signal at the intersection of 3rd and Foothill included in the EBD project, should the EBD project be approved prior to the issuance of construction permits for the 3rd and Foothill project.

Mitigation XVII(b) - At the intersection of 3rd St. & Foothill Rd. - Following signalization of the intersection under the EBD SP, the City shall

re-stripe the northbound and southbound approaches from one shared left-through-right turn lane to provide one left-turn lane and one shared through-right turn lane at each approach.

With the implementation of this mitigation measure, the intersection would operate at LOS D (V/C 0.804) during the AM peak hour and LOS C (V/C 0.770) during the PM peak hour. With implementation of the mitigation measure, cumulative project impacts at this intersection would be mitigated.

Cumulative Residential Street Impacts

2010 Future With Project Scenario

Project-generated segment volumes were added to 2010 Without Project volumes to obtain 2010 With Project volumes. Based on the City of Beverly Hills' and City of Los Angeles' thresholds of significance, the Existing Plus Project forecasts demonstrate that the proposed project would not result in a significant traffic impact at any of the 9 analyzed segments, as shown on Table 13 of the Traffic Report contained in Attachment A.

2010 Future With Project Scenario - With EBD SP

Project-generated segment volumes were added to 2010 Without Project - with EBD SP volumes to obtain 2010 With Project - with EBD SP volumes. Based on the City of Beverly Hills' and City of Los Angeles' thresholds of significance, the Existing Plus Project forecasts demonstrate that the proposed project would not result in a significant traffic impact at any of the 9 analyzed segments, as shown on Table 14 of the Traffic Report contained in Attachment A.

c. **Less Than Significant** - As discussed in Sections VIII and XV of this document, the proposed project would not expose persons to flooding or transportation hazards. Section VI of this document explains that occupants of the proposed project could be exposed to strong seismic earth shaking due to the potential for earthquakes in Southern California. The earth and geology conditions

of the site would be alleviated by the required compliance with the California Building Code and, thus, the proposed project would not result in adverse effects on human beings from geotechnical considerations. Therefore, the project would not create environmental effects that would cause substantial adverse effects on humans.

SUPPORTING INFORMATION SOURCES:

1. *City of Beverly Hills General Plan Update – Technical Background Report, prepared by EIPAssociates, October 2005.*

2. *Traffic Study - 331 Foothill Road – Office/Commercial Building, prepared by Iteris, Inc.,January, 2008.*

3. *Seismic Hazard Zone Report For The Beverly Hills 7.5-Minute Quadrangle, Los Angeles County, California, Department of Conservation, Division of Mines and Geology, 1998.*

4. *Beverly Hills Municipal Code.*

5. *Beverly Hills General Plan.*

6. *Beverly Hills Official Zoning Map.*

7. *Guidelines for Implementation of the California Environmental Quality Act, prepared by the Governor's Office of Planning and Research, 1998; updated 1999-2001.*

8. *Geotechnical Report for Seismic Safety Element for the City of Beverly Hills, prepared by Woodward-Clyde Consultants, 1987.*

9. *CEQA Air Quality Handbook, prepared by the South Coast Air Quality Management District, 1993.*

10. *Hazardous Waste and Substances Sites List, prepared by the California Environmental Protection Agency Hazardous Materials Data Management Program, 1998.*

11. *The Congestion Management Plan for Los Angeles County, Prepared by the Los Angeles County Metropolitan Transportation Authority, adopted December 1995.*

12. *Endangered and Threatened Animals of California, California Department of Fish and Game, Resources Agency, October, 1996.*

13. *Endangered, Threatened and Rare Plants of California, California Department of Fish and Game, Resources Agency, January, 1996.*

14. *Project Plans, Steven Ehrlich Architects, November 21, 2007*

ATTACHMENT A

TRAFFIC REPORT

331 FOOTHILL ROAD
OFFICE/COMMERCIAL BUILDING
CITY OF BEVERLY HILLS

TRAFFIC STUDY

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January 2008

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INTRODUCTION

This report summarizes the results of a traffic impact analysis undertaken for the 331 Foothill Road Office/Commercial Building (the proposed project) located in the City of Beverly Hills. The report summarizes the methodology, findings and conclusions of the traffic impact analysis. A total of 29 key intersections and 9 roadway segments in the vicinity of the project site were analyzed. The analysis assesses the effects of the additional trips expected to be generated by the new development. The traffic impact analysis takes into account the increase in traffic due to overall ambient growth in background traffic through the horizon year of the project (2010) and as well as other development projects expected to be completed by the horizon year. An analysis of traffic conditions with the implementation of the Entertainment Business District Specific Plan projects was also included in the study. Conditions with and without these improvements were assessed.

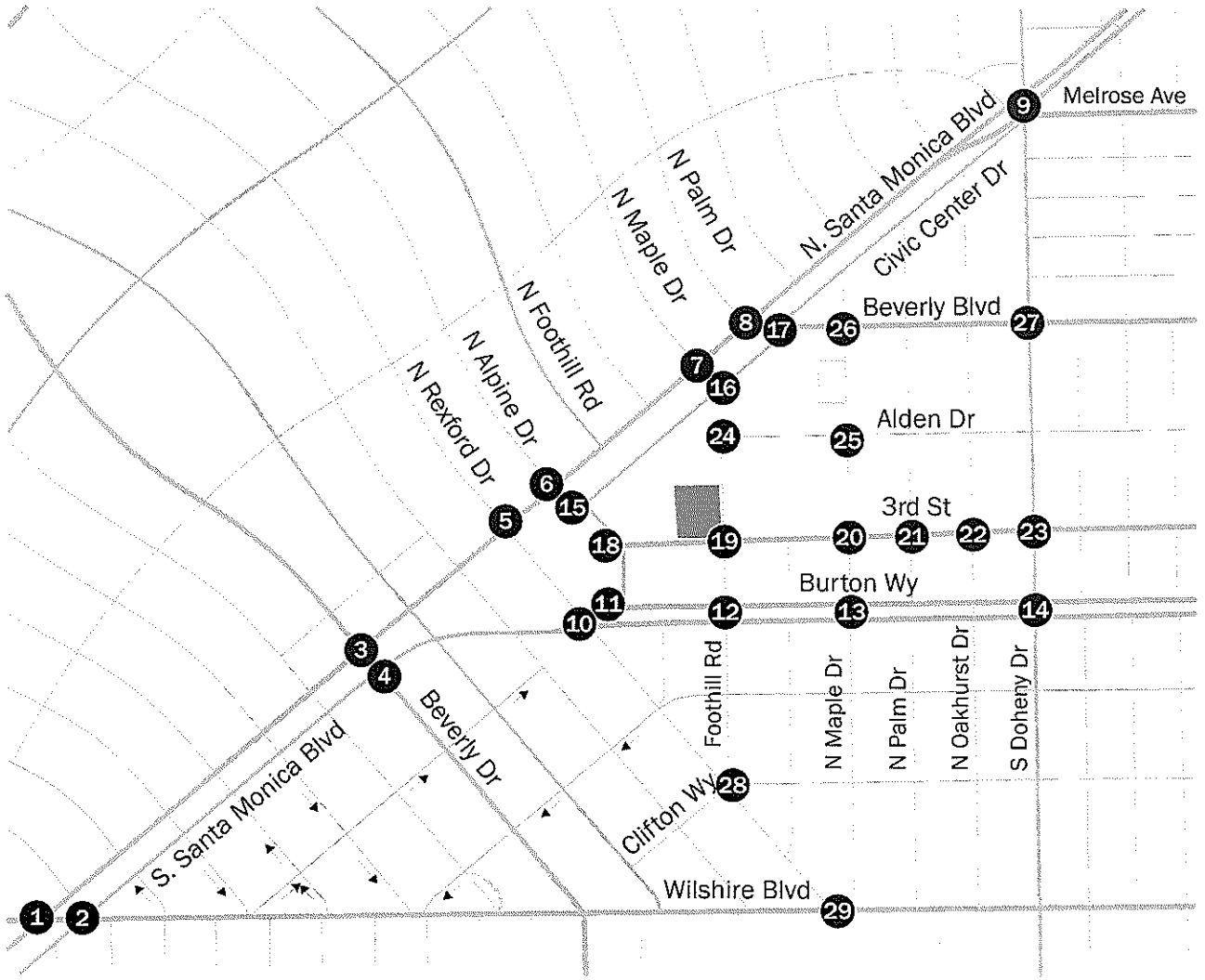
Project Description

The proposed project consists of the development of the existing site as an office and commercial building. The proposed project would include approximately 51,648 square feet of office space, a 16-employee Cable TV Office, a 5,667square-foot restaurant, and approximately 10,649 square feet of retail space. Access to the site will be provided from 3rd Street along the southern boundary of the project site. Figure 1 shows the location of the proposed project site in relation to the surrounding street system. Figure 2 shows the proposed site plan. The proposed project's site is currently vacant.

In coordination with the City of Beverly Hills, a total of 29 intersections were selected to be analyzed in the traffic study for typical weekday morning and evening peak hour and Saturday Peak hour conditions. The study locations include the following:

1. Santa Monica Bl. (N) & Wilshire Bl.
2. Santa Monica Bl. (S) & Wilshire Bl.
3. Santa Monica Bl. (N) & Beverly Dr
4. Santa Monica Bl. (S) & Beverly Dr
5. Santa Monica Bl. & Rexford Dr.
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr. (TWSS)
7. Santa Monica Bl. & Maple Dr. (TWSS)
8. Santa Monica Bl. & Beverly Bl. /Palm Dr.
9. Santa Monica Bl. & Doheny Dr.
10. Burton Wy. & Rexford Dr.
11. Burton Wy. & Civic Center Dr. (TWSS)
12. Burton Wy. & Foothill Rd.
13. Burton Wy. & Maple Dr.
14. Burton Wy. & Doheny Dr.
15. Civic Center Dr. & Civic Center Dr. (AWSS)
16. Civic Center Dr. & Foothill Rd. (TWSS)
17. Civic Center Dr. & Beverly Bl. (TWSS)
18. Civic Center Dr. & 3rd St. (AWSS)
19. 3rd St. & Foothill Rd. (AWSS)
20. 3rd St. & Maple Dr. (AWSS)
21. 3rd St. & Palm Dr. (AWSS)
22. 3rd St. & Oakhurst Dr. (AWSS)
23. 3rd St. & Doheny Dr.
24. Alden Dr. & Foothill Rd. (TWSS)
25. Alden Dr. & Maple Dr. (AWSS)
26. Beverly Bl. & Maple Dr.
27. Beverly Bl. & Doheny Dr.
28. Clifton Wy./Foothill Rd. & Rexford Dr. (AWSS)
29. Wilshire Bl. & Rexford Dr.

Fifteen of the study intersections are controlled by traffic signals. Six are controlled by two-way stop-signs (TWSS) and eight are controlled by all-way stop signs (AWSS).



Legend

- Study Intersection
- Project Site

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FIGURE 1
Study Area and Project Location

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EXISTING CONDITIONS

The morning and evening peak period turning movement traffic counts were conducted during June 2006 at all the study intersections. All counts were conducted from 7:00-9:00 AM, 4:00-6:00 PM, and Saturday (SA) 11:30 AM- 1:30 PM with the highest single hour of traffic (during the morning, evening and Saturday peak periods) at each location used in the traffic impact analysis. Appendix A contains traffic count worksheets for each intersection.

Figure 3 shows the existing AM and PM peak hour traffic volumes at the 29 study intersections. Saturday peak hour volumes are shown in Figure 4. A field inventory was conducted at all study intersection locations. The inventory included review of intersection geometric layout, traffic control, lane configuration, posted speed limits, and land uses. This information is required for the subsequent traffic impact analysis.

Figure 5 illustrates the existing intersection geometrics (lane configurations) for the 29 analyzed intersections.

Existing Roadway Conditions

The project site is served directly by 3rd Street from the south side of the site. The following is a description of the main roadways in the project's vicinity.

East-West Streets

North Santa Monica Boulevard is a principal arterial northwest of the project site and runs diagonally from southwest to northeast in the study area. There are two through lanes in each direction and a striped median left turn lane. On-street parking is prohibited along North Santa Monica Boulevard in the study area. Land uses along North Santa Monica Boulevard are single-family residential on the north, separated from the roadway by a wide parkway/park as well as several churches. An abandoned railroad right-of-way, public parking structures, and institutional, commercial/retail uses are located along the south side.

South Santa Monica Boulevard is a principal arterial southwest of the project site and runs diagonally from southwest to northeast in the study area. There are two through lanes in each direction. The posted speed limit is 25 mph in the study area. Land uses along South Santa Monica Boulevard in the study area are commercial.

Wilshire Boulevard is a principal arterial that runs east to west along the south side of the study area. There are three through lanes in each direction plus a median left-turn lane. The posted speed limit is 35 mph. Land uses along Wilshire Boulevard are commercial/retail.

Beverly Boulevard is a principal arterial that runs east to west along the north side of the study area. There are two through lanes in each direction plus a median left-turn lane. The posted speed limit is 35 mph. Land uses along Beverly Boulevard are commercial/retail and residential.

Burton Way is a principal arterial that runs east to west along the south side of the study area. There are two through lanes in each direction separated by a wide median that also provides turn lanes at the intersections. The posted speed limit is 35 mph. Land uses along Burton Way are mainly residential.

Alden Drive is a local street that runs east to west along the center of the study area. There is one through lane in each direction. The posted speed limit is 35 mph. Land uses along Alden Drive are mainly residential.

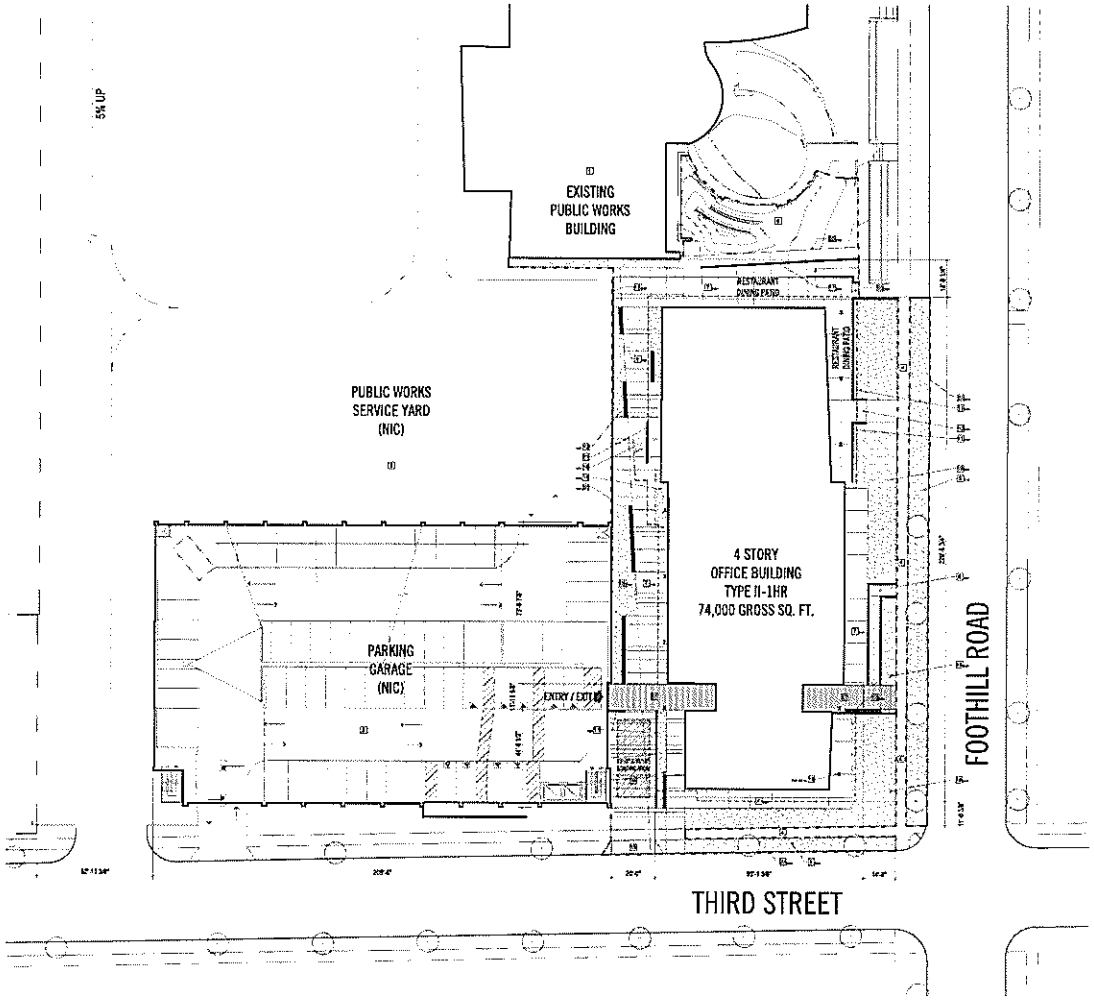

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FIGURE 2
Project Site Plan

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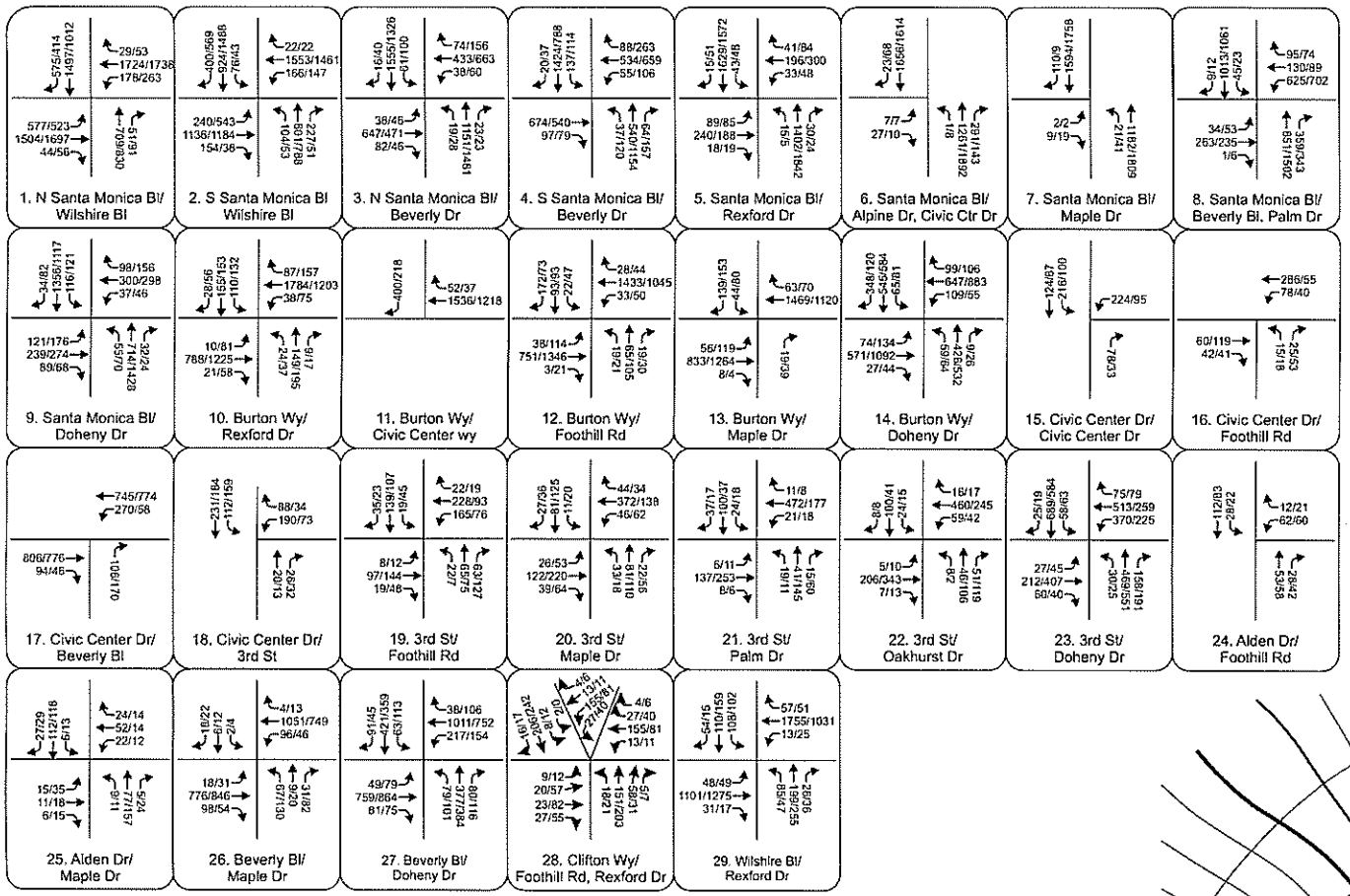

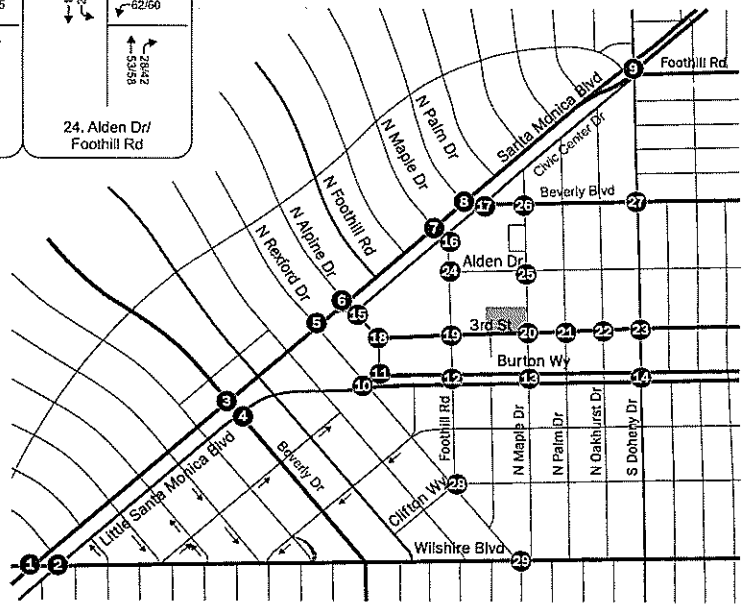

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⊗ Study Intersection

XXX/XXX AM/PM Peak Hour Volume

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FIGURE 3
Existing AM-PM Peak Hour Traffic Volumes

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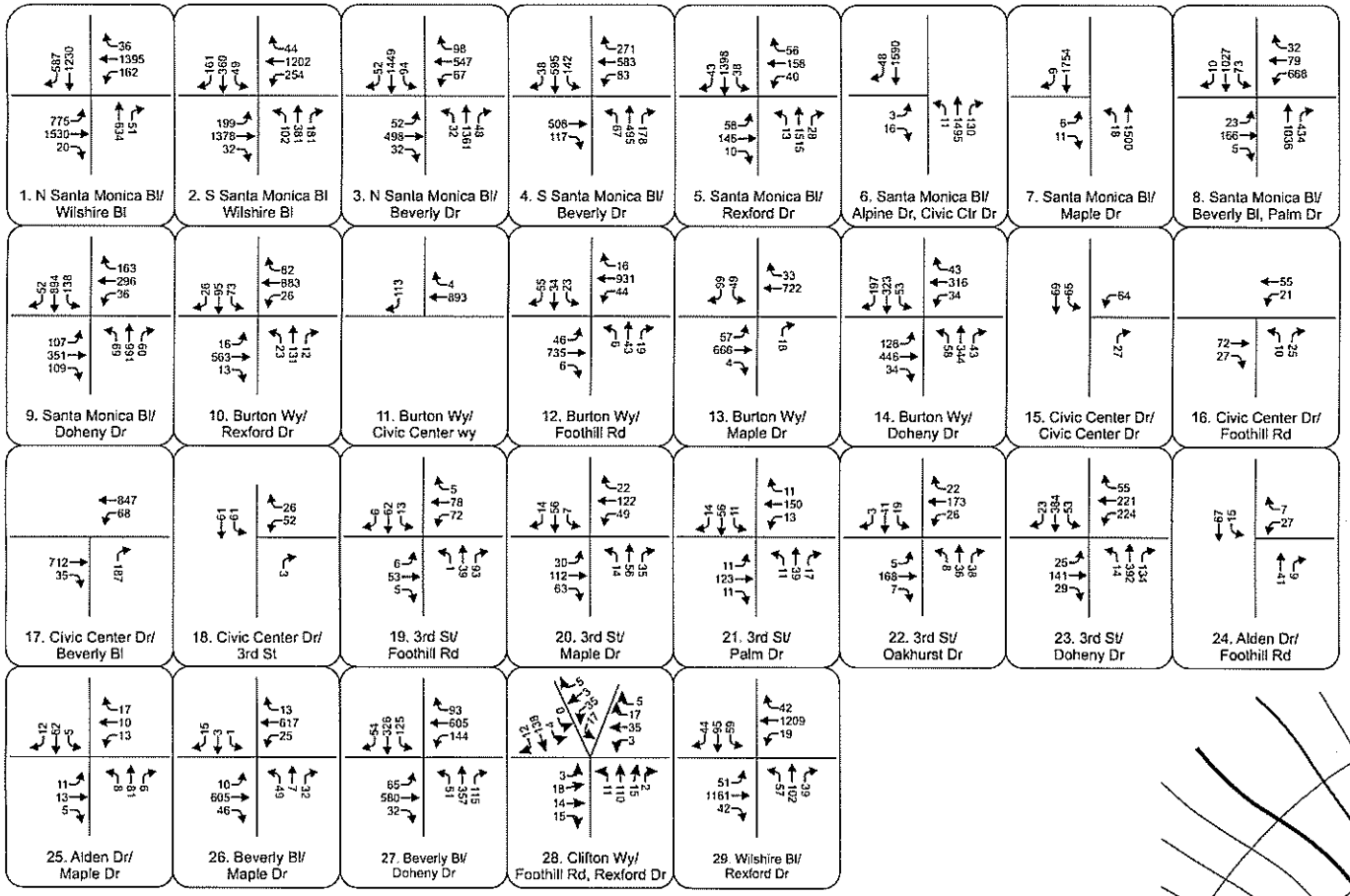

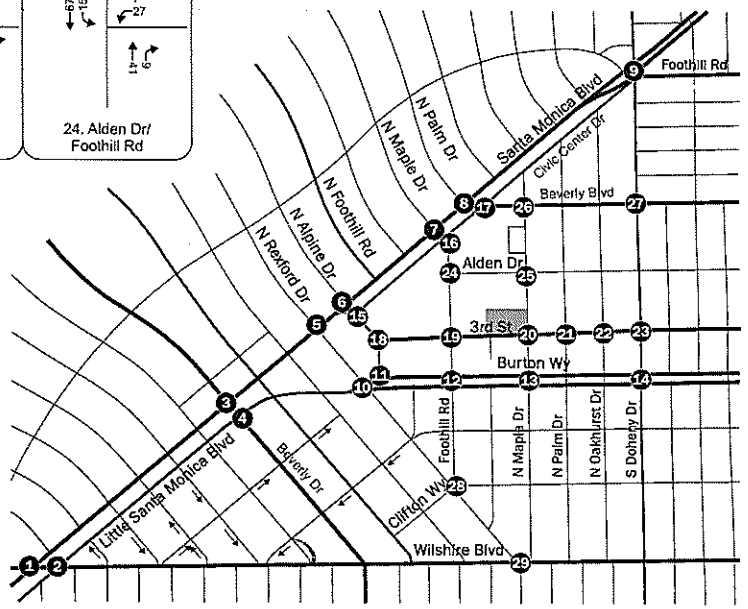

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- Study Intersection
- Project Site

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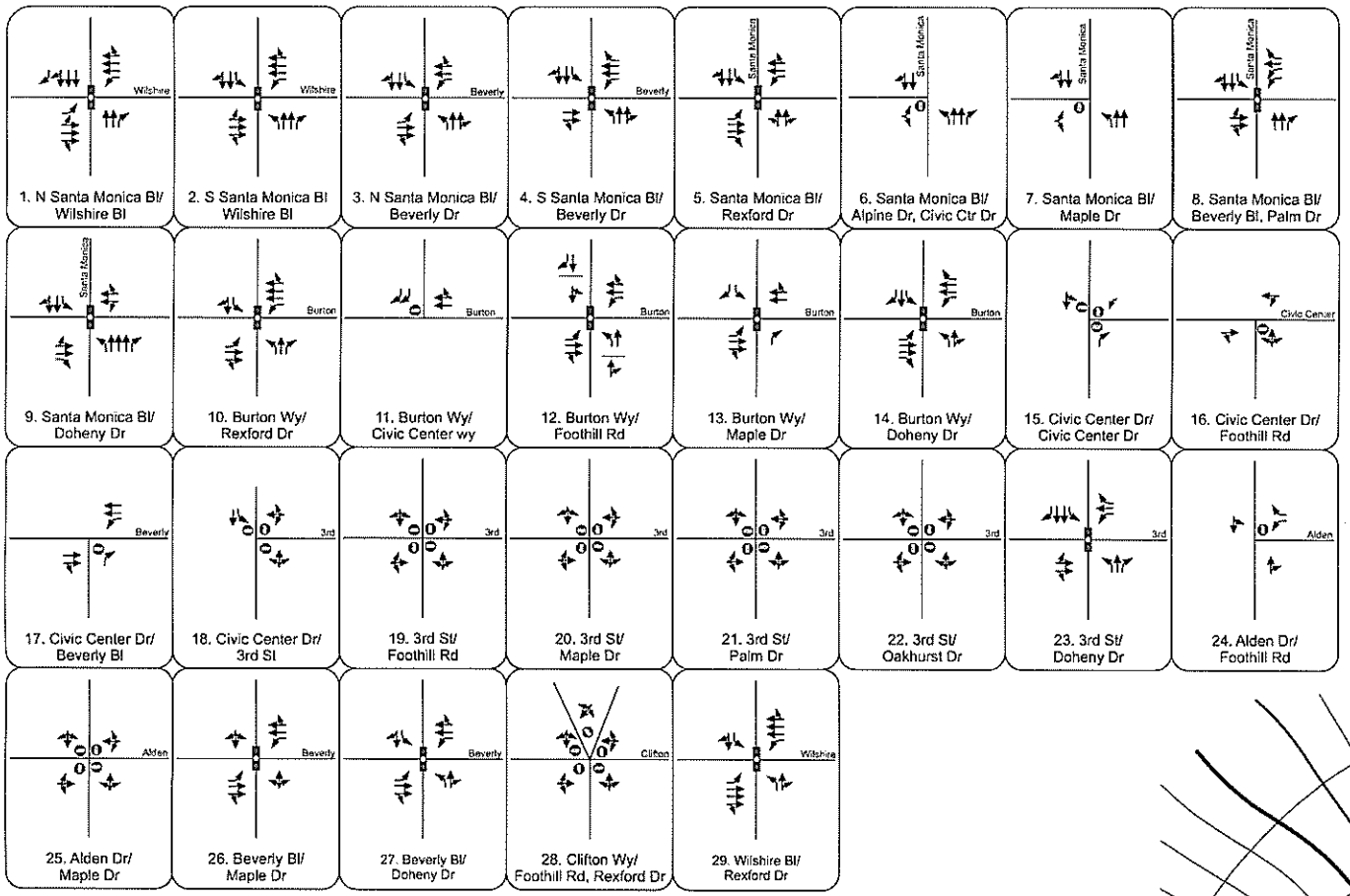
FIGURE 4
Existing Saturday Peak Hour Traffic Volumes



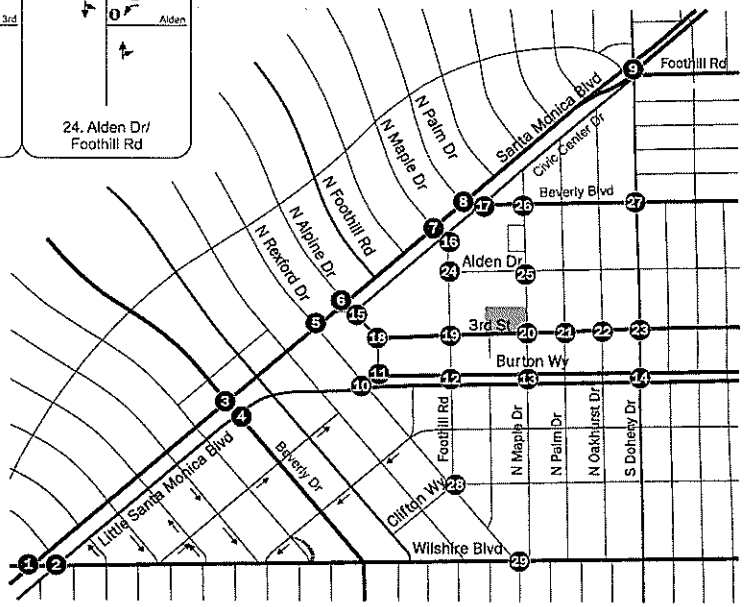


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FIGURE 5
Existing Intersection Lane Configurations

3rd Street is a local street that runs east to west along the center of the study area. There is one through lane in each direction. The posted speed limit is 35 mph. Land uses along 3rd Street are mainly residential.

North-South Streets

Rexford Drive, south of South Santa Monica Boulevard is a local street that runs north-south through the edge of the Business Triangle and the Entertainment Business District. There is one through lane in each direction. Land uses along Rexford Dr. are residential on both sides of the street, except at the northern portion where Rexford fronts the City Hall.

Doheny Drive, from Whitworth Drive to Burton Way is a collector street that runs north to south along the east side of the study area. From Burton Way to Santa Monica Boulevard North, Doheny Drive is under the jurisdiction of the City of West Hollywood. There is one through lane in each direction plus a median left-turn lane. The posted speed limit is 35 mph. Land uses along Doheny Drive are residential and commercial.

Palm Drive is a local street that runs north-south through center of the study area. There is one through lane in each direction. Land uses along Palm Drive are residential on both sides of the street.

Maple Drive is a local street that runs north-south through center of the study area. There is one through lane in each direction. Land uses along Maple Drive are residential on both sides of the street.

Foothill Road is a local street that runs north-south through center of the study area and fronts the project site, providing immediate access. There is one through lane in each direction. Land uses along Foothill Road are residential and commercial.

Existing Transit Operations

Two separate transit agencies provide bus service in the study area. The Los Angeles County Metropolitan Transportation Authority (Metro or MTA) operates the majority of the fixed-route bus transit service, with 16 bus lines within the City. The Antelope Valley Transit Authority (AV) also provides limited transit routes within and the study area. The following is a listing of the transit lines currently operational in the study area.

Metro Lines 4 and 304 - operating primarily along Santa Monica Boulevard within the study area and providing service from downtown Santa Monica to downtown Los Angeles.

Metro Line 14 - operating along, Canon Drive, Santa Monica Boulevard, and Beverly Boulevard in the study area and providing transit service between the City of Beverly Hills and downtown Los Angeles.

Metro Lines 16 and 316 – operating along Santa Monica Boulevard and Burton Way within the study area and providing transit service between the Century City area of Los Angeles and downtown Los Angeles.

Metro Lines 20 and 21 - operating along Wilshire Boulevard within the study area. Line 20 provides transit service between City of Santa Monica and downtown Los Angeles via Westwood where Line 21 combines with Line 20.

Metro Line 714 - Rapid Bus operating along Santa Monica Boulevard (North) and Beverly Boulevard, stopping at limited locations within the study area. The line provides transit service between Beverly Hills and downtown Los Angeles.

Metro Line 720 – Rapid Bus providing limited-stop service between Santa Monica, downtown Los Angeles, and East Los Angeles/Montebello via Wilshire Boulevard and Whittier Boulevard.

AV Line 786 - commuter express route that provides transit service for commuters between Lancaster/Palmdale and the Century City/West Los Angeles area of Los Angeles.

Traffic Operations Analysis Methodology

Traffic operating conditions in the vicinity of the project were analyzed using two methodologies. At the signalized intersections, the "Intersection Capacity Utilization" (ICU) methodology was used. For the existing unsignalized intersections the Highway Capacity Manual (HCM) stop-controlled methodology was utilized. Both are consistent with the City of Beverly Hills guidelines.

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). Level of service is a description of traffic performance at intersections. The level of service concept is a measure of operating conditions at intersections during an hour. It is based on a volume-to-capacity (V/C) ratio for signalized locations and delay (in seconds) for stop-controlled intersections. Levels range from A to F with A representing excellent (free-flow) conditions and F representing highly congested or failing conditions. The ICU methodology compares the amount of traffic a through or turn lane is able to process (the capacity) to the level of traffic during the peak hours (volume). The critical V/C ratios are combined to determine the ICU value (V/C ratio) for the entire intersection. The HCM method for stop-controlled intersections calculates the average delay, in seconds per vehicle for each approach and for the intersection as a whole. The delay for the intersection corresponds to a LOS value which describes the intersection operations. Intersections with volumes that are at or near capacity experience greater congestion and longer vehicle delays.

Table 1 describes the level of service concept and the operating conditions expected under each level of service for signalized and stop-controlled intersections.

Existing Traffic Operations Analysis

The morning, evening and Saturday peak hour level of service analyses were conducted for the 29 study intersections based on the measured traffic volumes and the methodologies described previously. All intersection analyses are performed using the TRAFFIX software program. The existing conditions level of service analysis results are summarized in Table 2 for the AM, PM, and SA peak hours. Appendix E contains the level of service calculation worksheets.

Table 1 Intersection Level of Service Definitions

ICU/CMA Signalized Intersections

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	.601-.700
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	.701-.800
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	.801-.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	.901-1.000
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, NCHRP Circular 212, 1982.

HCM Unsignalized Intersections

Level of Service	Description	Stop-Controlled Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>15 and ≤ 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 50

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 2000.

Table 2 Existing Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.150	F	1.072	F	1.162	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.057	F	1.424	F	0.814	D
3. Santa Monica Bl. (N) & Beverly Dr.	S	0.854	D	0.917	E	0.833	D
4. Santa Monica Bl. (S) & Beverly Dr.	S	0.850	D	1.152	F	0.745	C
5. Santa Monica Bl. & Rexford Dr.	S	0.827	D	1.006	F	0.776	C
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	49.0	E	127.9	F	39.4	E
7. Santa Monica Bl. & Maple Dr.	TWSC	37.4	E	47.3	E	98.6	F
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	0.708	C	0.895	D	0.739	C
9. Santa Monica Bl. & Doheny Dr.	S	0.817	D	0.815	D	0.737	C
10. Burton Wy. & Rexford Dr.	S	0.658	B	0.752	C	0.439	A
11. Burton Wy. & Civic Center Dr.	TWSC	84.5	F	18.3	C	12.2	B
12 Burton Wy. & Foothill Rd.	S	0.700	B	0.653	B	0.466	A
13. Burton Wy. & Maple Dr.	S	0.701	C	0.642	B	0.433	A
14. Burton Wy. & Doheny Dr.	S	0.724	C	0.875	D	0.554	A
15. Civic Center Dr. & Civic Center Dr.	AWSC	10.5	B	8.2	A	7.7	A
16. Civic Center Dr. & Foothill Rd.	TWSC	10.3	B	9.6	A	9.1	A
17. Civic Center Dr. & Beverly Bl.	TWSC	12.9	B	13.4	B	13.1	B
18. Civic Center Dr. & 3rd St.	AWSC	10.2	B	8.9	A	7.8	A
19. 3rd St. & Foothill Rd.	AWSC	12.2	B	9.8	A	8.1	A
20. 3rd St. & Maple Dr.	AWSC	12.6	B	11.6	B	8.8	A
21. 3rd St. & Palm Dr.	AWSC	13.6	B	10.1	B	8.3	A
22. 3rd St. & Oakhurst Dr.	AWSC	15.4	C	12.2	B	8.7	A
23. 3rd St. & Doheny Dr.	S	0.767	C	0.778	C	0.579	A
24. Alden Dr. & Foothill Rd.	TWSC	10.1	B	9.8	A	9.3	A
25. Alden Dr. & Maple Dr.	AWSC	7.9	A	8.3	A	7.5	A
26. Beverly Bl. & Maple Dr.	S	0.509	A	0.558	A	0.375	A
27. Beverly Bl. & Doheny Dr.	S	0.868	D	0.873	D	0.754	C
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	12.5	B	12.9	B	8.6	A
29. Wilshire Bl. & Rexford Dr.	S	0.716	C	0.630	B	0.515	A

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

The results shown in Table 2 indicate that 8 of the 29 analyzed intersections are currently operating at LOS E or F during at least one peak hour. These intersections are:

1. Santa Monica Bl. (N) & Wilshire Bl. (All Peak Hours)
2. Santa Monica Bl. (S) & Wilshire Bl. (AM and PM)
3. Santa Monica Bl. (N) & Beverly Dr. (PM Only)
4. Santa Monica Bl. (S) & Beverly Dr. (PM Only)
5. Santa Monica Bl. & Rexford Dr. (PM Only)
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr. (All Peak Hours)
7. Santa Monica Bl. & Maple Dr. (All Peak Hours)
11. Burton Wy. & Civic Center Dr. (AM Only)

The remaining 21 intersections are currently operating at LOS D or better during all three peak hours.

PROJECT TRIP CHARACTERISTICS

The following section describes the methodology for developing the project related trip estimates, the assignment of these trips and the resulting traffic conditions with the project at the 29 analyzed intersections.

Forecast Trip Generation of the Project

The first step in analyzing the existing conditions with the project is to estimate the number of trips it will generate. Traffic generation estimates for the proposed project were developed using trip generation rates in the Institute of Transportation Engineers' publication (ITE) *Trip Generation, 7th Edition* (2003). Table 3 summarizes the estimated trip generation for the project.

Table 3 Project Trip Generation

	Size	ITE Code #	Weekday Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Saturday Peak Hour In	Saturday Peak Hour Out	Saturday Peak Hour Total	Weekend Daily Trips
Proposed Project													
Restaurant	5,667 sf	931	510	3	2	5	28	14	42	36	25	61	535
Pass-by	0%		0	0	0	0	0	0	0	0	0	0	
Office	51,648 sf	710	569	70	10	80	13	64	77	11	10	21	122
Cable TV Office	16 emp	710	53	2	6	8	1	6	7	1	1	1	9
Retail	10,649	820	457	7	4	11	19	21	40	27	24	51	532
Total New Trips			1,589	82	22	103	62	105	167	75	60	135	1,198
Internal Retail Trips			-16	0	0	0	0	-1	-1				
Internal Residential Trips			0	0	0	0	0	0	0				
Internal Office Trips			-16	0	0	0	-1	0	-1				
Total Net Trips			1,557	81	21	103	61	104	165	75	60	135	1,198
Existing to be Removed													
Retail	- sf	820	0	0	0	0	0	0	0	0	0	0	0
Pass-by	0%		0	0	0	0	0	0	0	0	0	0	
Office	0 sf	710 [b]	0	0	0	0	0	0	0	0	0	0	0
Total Existing Trips	- sf		0	0	0	0	0	0	0	0	0	0	0
Total Net Trips			1,557	81	21	103	61	104	165	75	60	135	1,198

Notes:
Source - ITE Trip Generation 7th Edition.
[a] General Office Building rates used.

As shown in Table 3, the proposed project is expected to generate approximately 1,557 weekday daily trips of which about 103 would occur during the morning peak hour, and 165 during the evening peak hour. The project is expected to generate approximately 1,198 Saturday daily trips, with 135 occurring during the midday peak hour.

Distribution of the Project Trips

The next step in the forecast of project traffic is to develop the anticipated distribution of the project trips. The origins and destinations of the vehicle trips associated with the project are used to distribute project traffic to the area streets. The geographic distribution of project trips is based on the type of land use, demographics of the area, the street system that serves the site, and the level of accessibility of the routes to and from the project site. It is important to note that due to the mixed use nature of the project, the trip distribution is different for each the three peak hours. Input from City staff was also utilized in the development of the project trip distribution pattern. Project trip distribution patterns for the proposed project, with the existing circulation network, are illustrated in Figure 6 for the AM peak hour and Figure 7 for the PM and Saturday peak hours.

Project-Only Traffic Volumes

Utilizing the trip generation estimates and trip distribution pattern described above, the project trips were assigned to the roadway network. The resulting project-only volumes, given the existing circulation network, are illustrated in Figure 8 and Figure 9 for the weekday and Saturday peak hours, respectively.

EXISTING PLUS PROJECT CONDITIONS

To evaluate the potential impact of the proposed project on current local traffic conditions, the generated project trips were assigned to the existing roadway network.

Existing Plus Project Traffic Analysis

The proposed project-only peak hour traffic volumes (shown on Figure 8 and Figure 9) were added to the existing volumes (previously shown on Figure 3 and Figure 4). The resulting Existing Plus Project morning and evening peak hour traffic volumes are shown on Figure 10. Existing Plus Project Saturday peak hour volumes are shown on Figure 11. Based on the Existing-plus-Project traffic forecasts shown on Figure 10 and Figure 11, the levels of service at the analyzed intersections were calculated for the morning and evening and Saturday peak hours. Table 4 summarizes the peak hour levels of service results. Appendix E contains the level of service calculation worksheets.

As shown in Table 4, 9 of the 29 study intersections would operate at levels of service E or F under Existing + Project conditions during at least one peak hour. The intersections are:

1. Santa Monica Bl. (N) & Wilshire Bl. (All Peak Hours)
2. Santa Monica Bl. (S) & Wilshire Bl. (AM and PM)
3. Santa Monica Bl. (N) & Beverly Dr. (PM Only)
4. Santa Monica Bl. (S) & Beverly Dr. (PM Only)
5. Santa Monica Bl. & Rexford Dr. (PM Only)
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr. (All Peak Hours)
7. Santa Monica Bl. & Maple Dr. (All Peak Hours)
8. Santa Monica Bl. & Beverly Bl./Palm Dr. (PM Only)
11. Burton Wy. & Civic Center Dr. (AM Only)

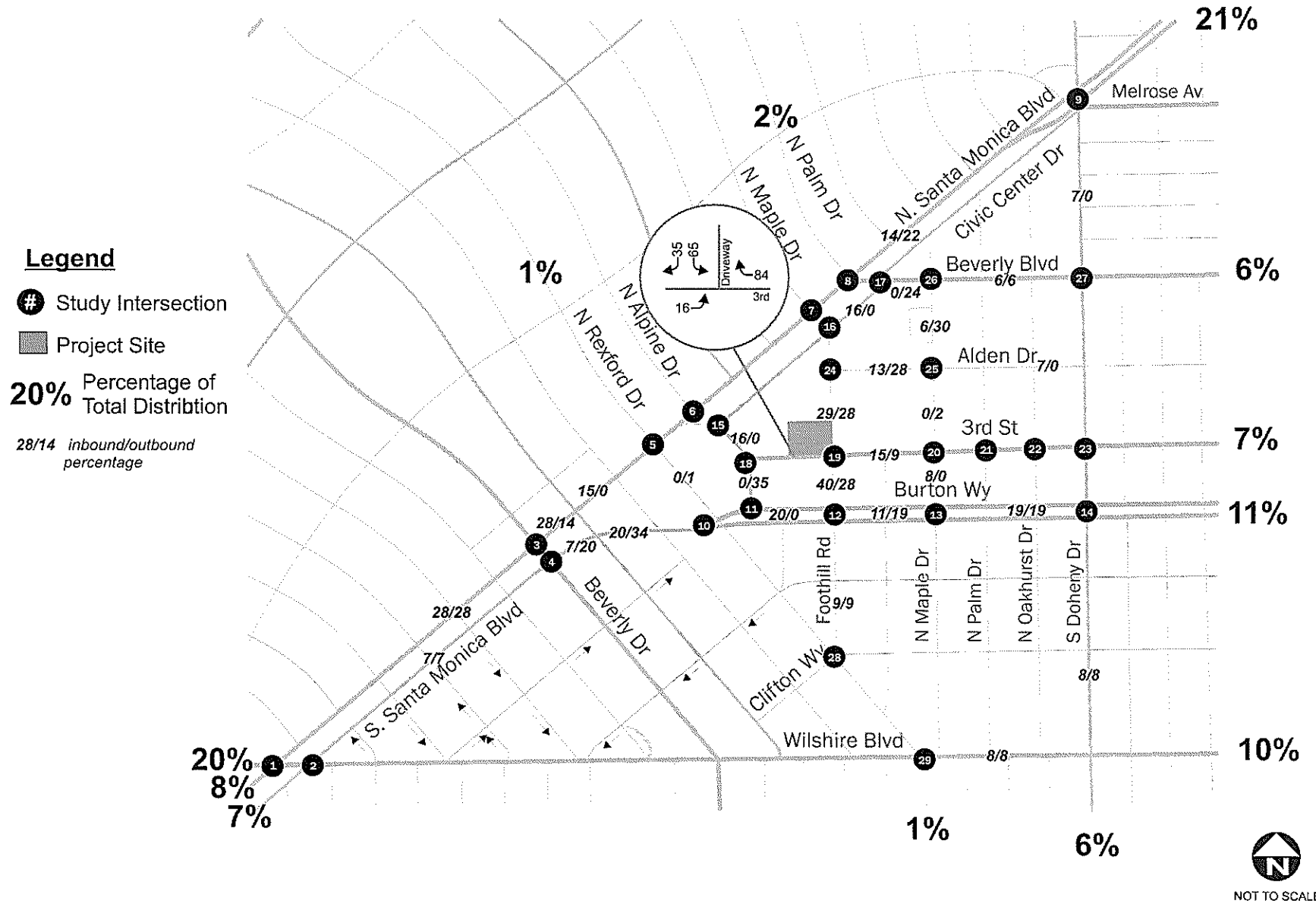

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FIGURE 6
AM Peak Hour Project Trip Distribtion

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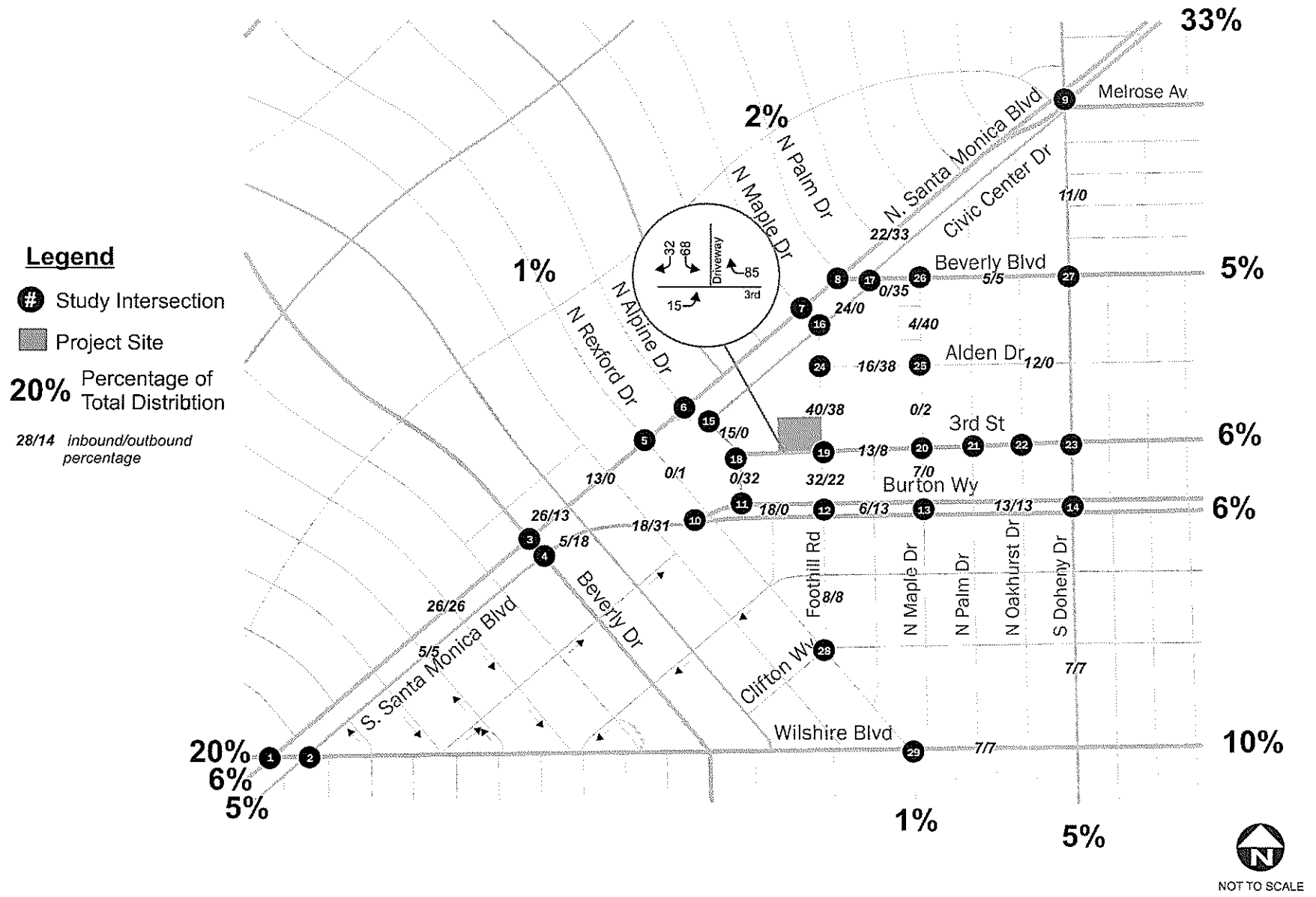

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FIGURE 7
PM and SA Peak Hour Project Trip Distribtion

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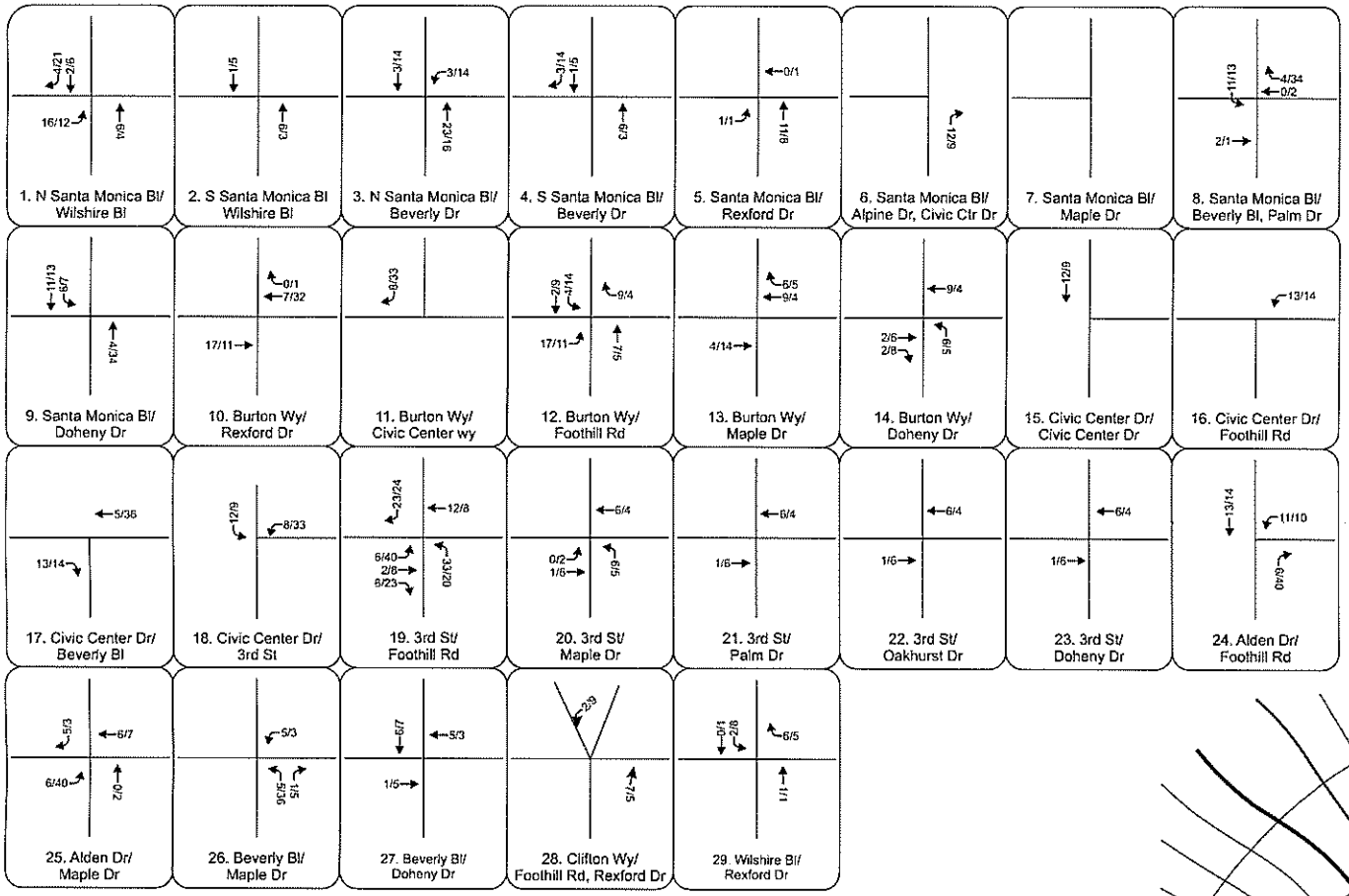

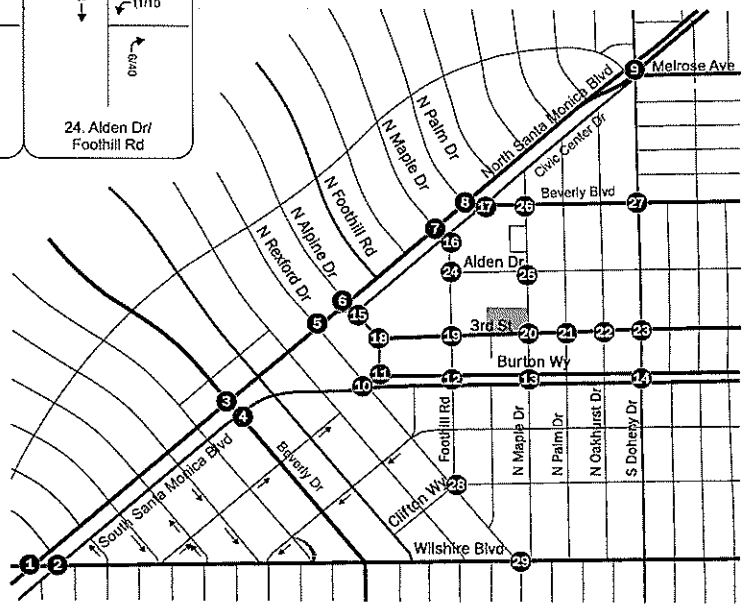

Legend

- Study Intersection
- XXX/XXX AM/PM Peak Hour Volume
- Project Site

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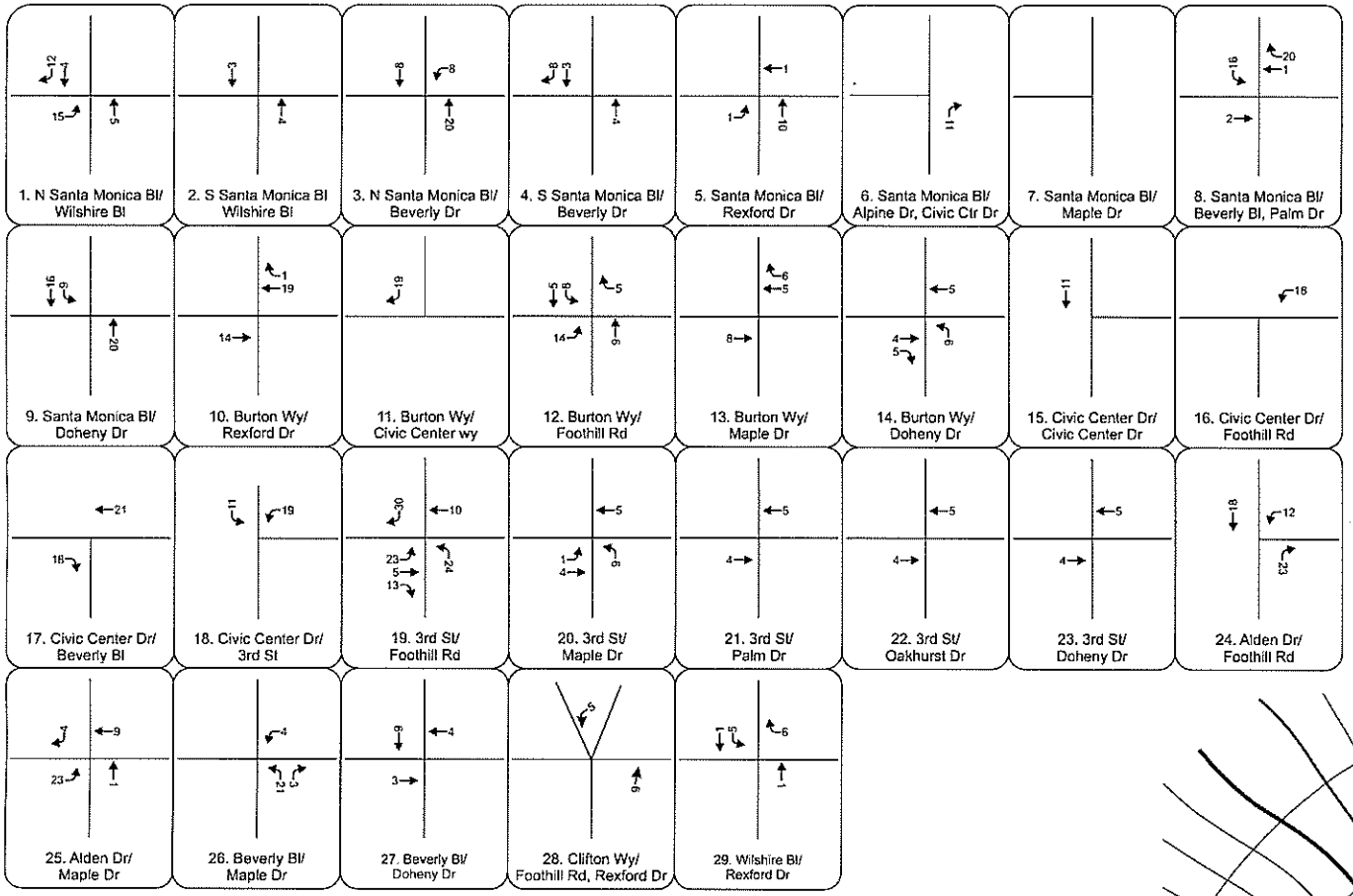
FIGURE 8
AM-PM Peak Hour Project-Only Volumes



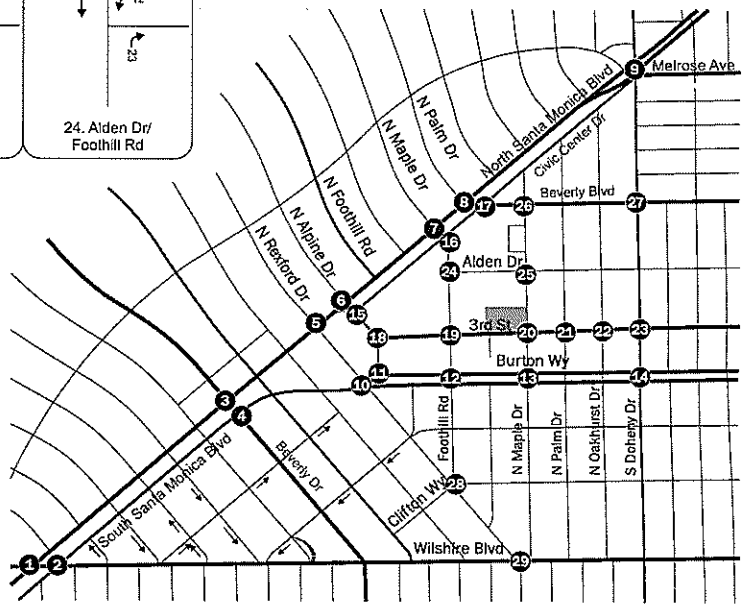


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FIGURE 9
SA Peak Hour Project-Only Volumes

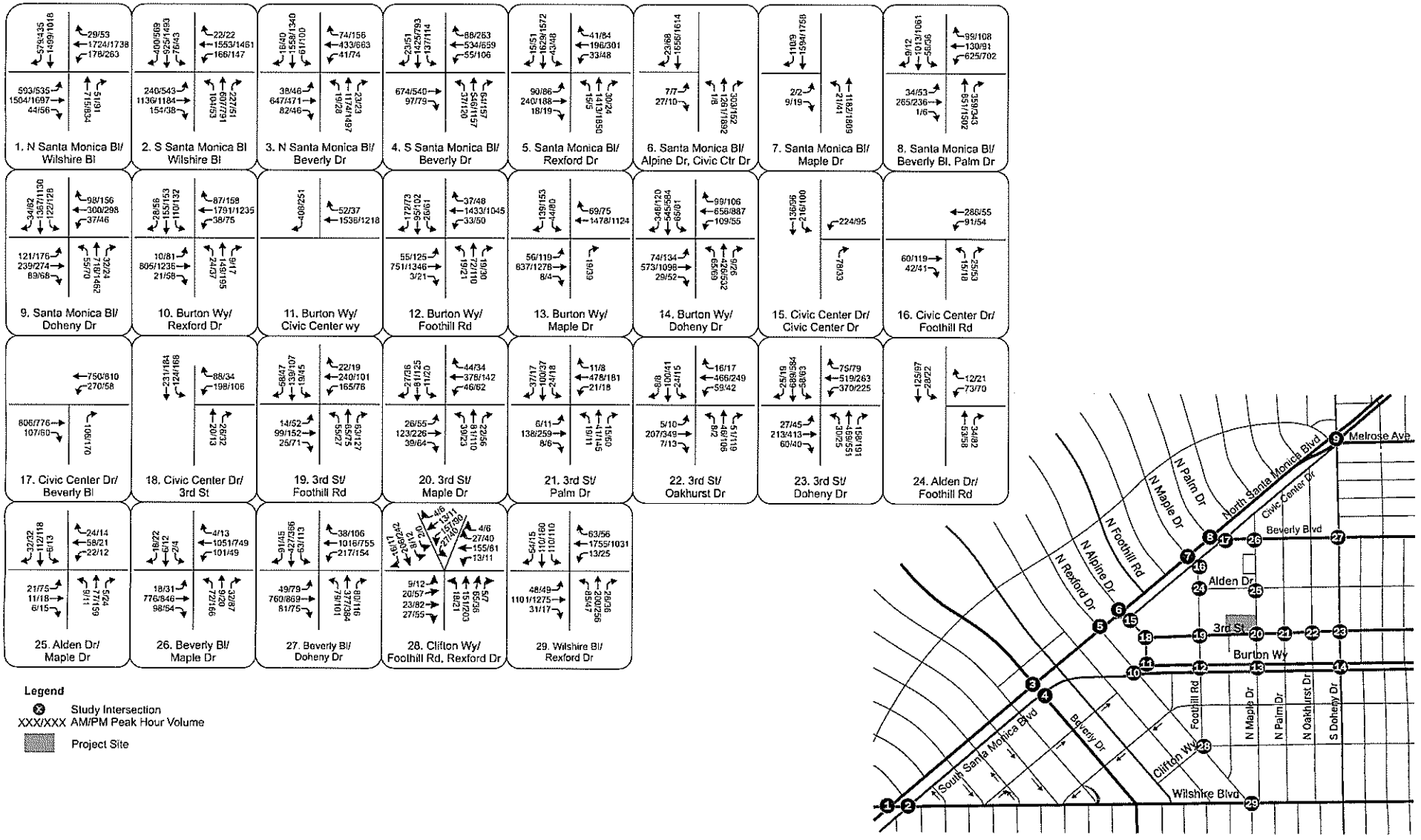

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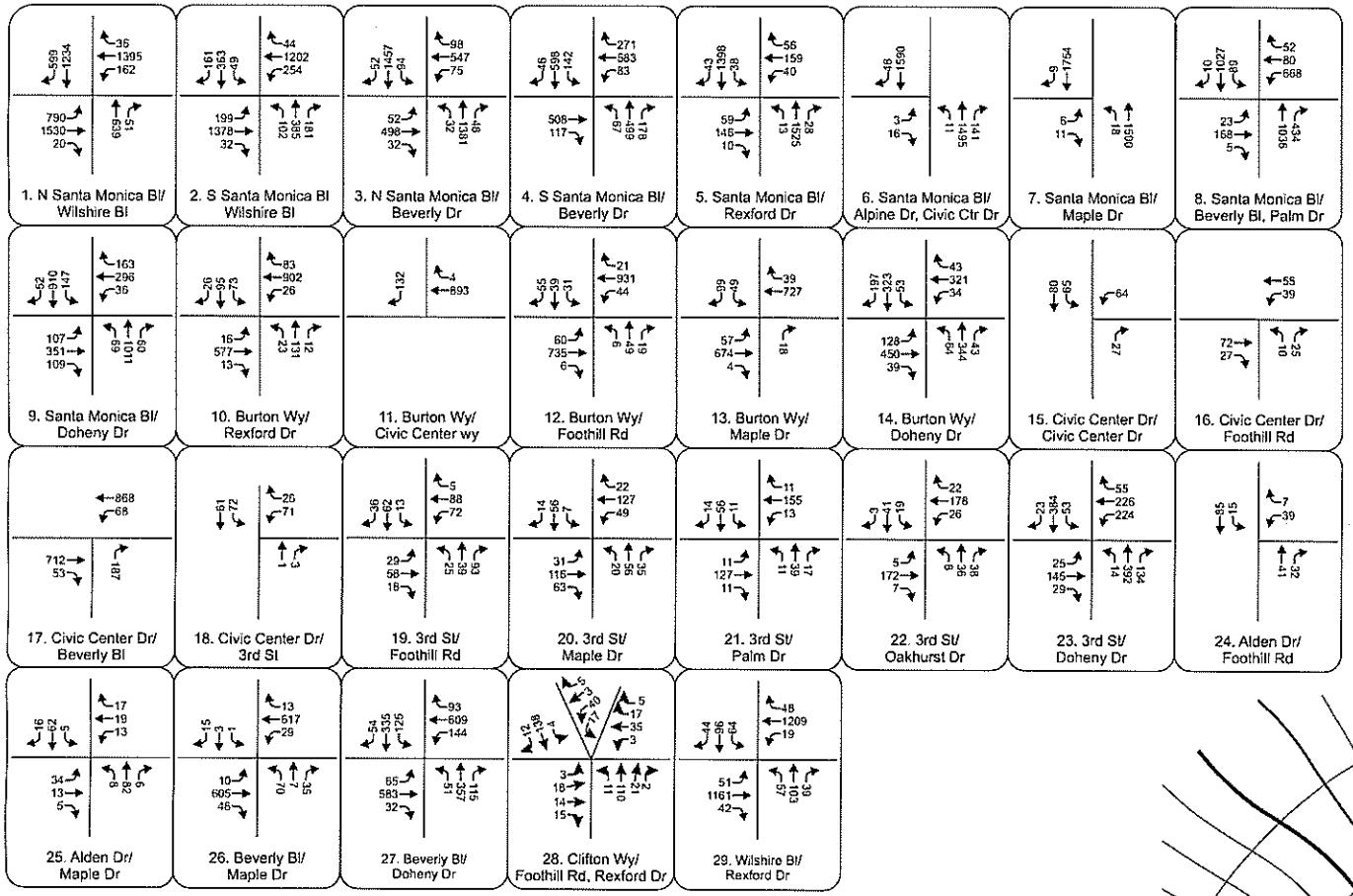
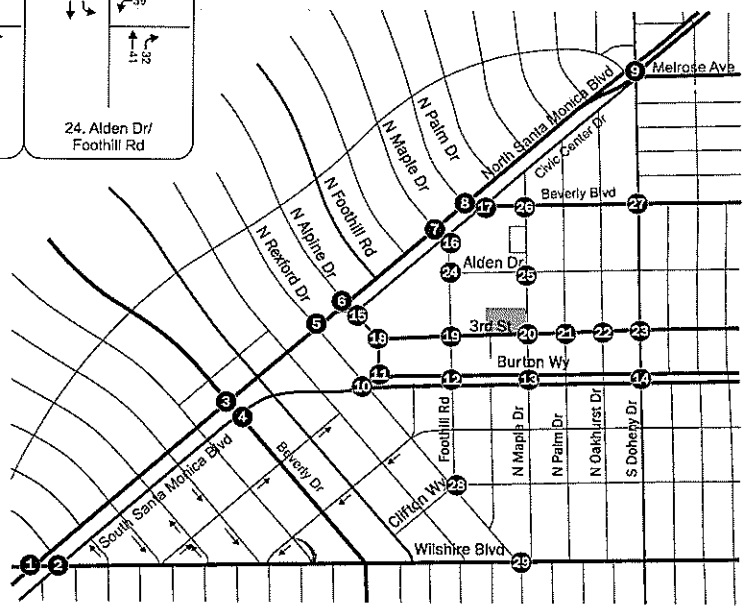
FIGURE 10
AM-PM Peak Hour Existing + Project Traffic Volumes





Legend

- Study Intersection
- Project Site

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FIGURE 11
SA Peak Hour Existing + Project Traffic Volumes

Table 4 Existing + Project Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.161	F	1.073	F	1.168	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.057	F	1.426	F	0.815	D
3. Santa Monica Bl. (N) & Beverly Dr.	S	0.857	D	0.922	E	0.839	D
4. Santa Monica Bl. (S) & Beverly Dr.	S	0.851	D	1.154	F	0.748	C
5. Santa Monica Bl. & Rexford Dr.	S	0.828	D	1.010	F	0.780	C
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	49.0	E	127.9	F	39.4	E
7. Santa Monica Bl. & Maple Dr.	TWSC	37.4	E	47.3	E	98.6	F
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	0.708	C	0.903	E	0.749	C
9. Santa Monica Bl. & Doheny Dr.	S	0.821	D	0.819	D	0.742	C
10. Burton Wy. & Rexford Dr.	S	0.659	B	0.756	C	0.443	A
11. Burton Wy. & Civic Center Dr.	TWSC	90.3	F	20.0	C	12.5	B
12 Burton Wy. & Foothill Rd.	S	0.713	C	0.665	B	0.485	A
13. Burton Wy. & Maple Dr.	S	0.705	C	0.645	B	0.437	A
14. Burton Wy. & Doheny Dr.	S	0.728	C	0.877	D	0.555	A
15. Civic Center Dr. & Civic Center Dr.	AWSC	10.7	B	8.3	A	7.8	A
16. Civic Center Dr. & Foothill Rd.	TWSC	10.4	B	9.7	A	9.1	A
17. Civic Center Dr. & Beverly Bl.	TWSC	13.0	B	13.6	B	13.3	B
18. Civic Center Dr. & 3rd St.	AWSC	10.3	B	9.2	A	8.0	A
19. 3rd St. & Foothill Rd.	AWSC	13.3	B	10.9	B	8.5	A
20. 3rd St. & Maple Dr.	AWSC	12.9	B	11.8	B	8.8	A
21. 3rd St. & Palm Dr.	AWSC	13.8	B	10.2	B	8.4	A
22. 3rd St. & Oakhurst Dr.	AWSC	15.7	C	12.3	B	8.8	A
23. 3rd St. & Doheny Dr.	S	0.771	C	0.780	C	0.580	A
24. Alden Dr. & Foothill Rd.	TWSC	10.3	B	10.2	B	9.5	A
25. Alden Dr. & Maple Dr.	AWSC	8.0	A	8.5	A	7.6	A
26. Beverly Bl. & Maple Dr.	S	0.513	A	0.585	A	0.392	A
27. Beverly Bl. & Doheny Dr.	S	0.872	D	0.874	D	0.755	C
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	12.6	B	13.2	B	8.7	A
29. Wilshire Bl. & Rexford Dr.	S	0.719	C	0.636	B	0.517	A

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

FUTURE (2010) WITHOUT PROJECT CONDITIONS

To evaluate the potential impact of the proposed project on future traffic conditions, it is first necessary to develop a forecast of future traffic volumes in the study area at the project's buildout horizon year (2010) under conditions without the proposed project. The 2010 without project condition provides a basis against which to measure the potential significant impacts of the proposed project.

Future Traffic Growth

The anticipated buildout year of the proposed project is expected to be 2010. The projection of 2010 Without Project traffic consists of existing traffic plus ambient traffic growth (general background growth) plus growth in traffic generated by specific cumulative projects expected to be completed by the year 2010. The following describes the two growth components.

Ambient Traffic Growth

Ambient traffic growth is the traffic growth that will occur in the study area generated by general employment growth, housing growth and growth in regional through trips outside of the study area. Even if there was no change in housing or employment in the City of Beverly Hills, there will be some background (ambient) traffic growth in the region. The City of Beverly Hills has generally experienced about one percent (1.0%) per year growth in the area. For this study, as well as for other area traffic studies, this rate was used as a conservative estimate of increases in traffic. Using this ambient growth factor, the existing 2006 traffic volumes were increased by a factor of 1.04 to account for ambient traffic growth to the year 2010.

Cumulative Project Growth

Cumulative project traffic growth, which is growth due to specific, known development projects in the study area, has also been included in the analysis of the 2010 Without Project conditions. The City of Beverly Hills maintains a database that includes the known development projects within the City and some in the Cities of Los Angeles and West Hollywood. The related projects information/data, which includes anticipated turning movements at specific intersections within the City of Beverly Hills, was obtained from the City. Based on this data, the traffic associated with related projects was identified for most of the study intersections. For the analyzed intersections that data was not available, estimates for the related projects traffic were developed utilizing the available data at the closest intersections. The total trips added by the related projects, are illustrated in Appendix B of this report.

2010 Without Project Traffic Analysis

The resulting 2010 Without Project peak hour traffic volumes at the 29 analyzed intersections are shown on Figure 12 for the AM and PM peak hours, and on Figure 13 for the Saturday peak hour.

Based on the future forecasts shown on Figure 12 and Figure 13 the levels of service at the analyzed intersections were calculated for the morning, evening and Saturday peak hours. Table 5 summarizes the peak hour levels of service results. Appendix E contains the level of service calculation worksheets.

As shown in Table 5, 12 of the 29 study intersections are expected to operate at levels of service E or F under 2010 Without Project conditions. The intersections are:

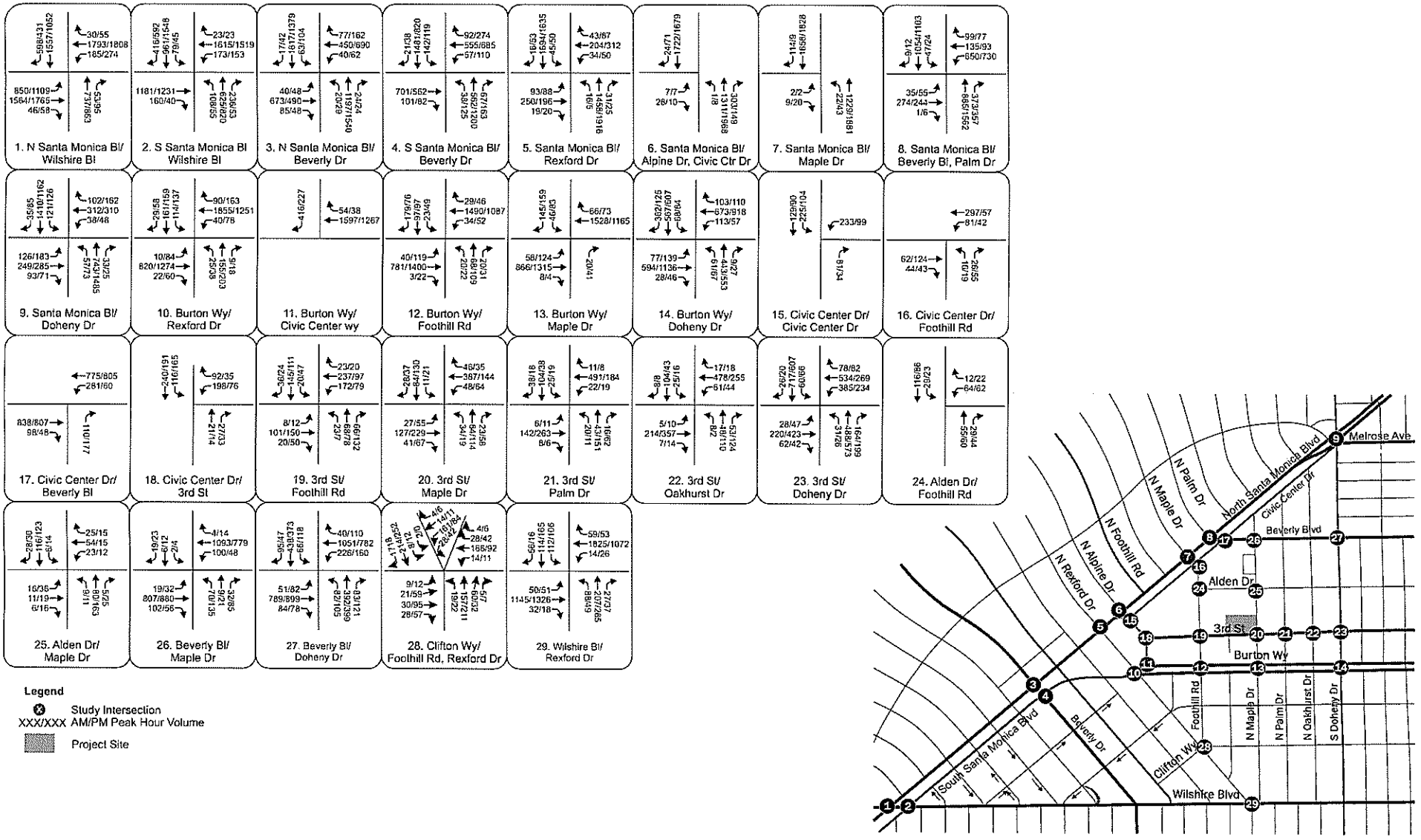

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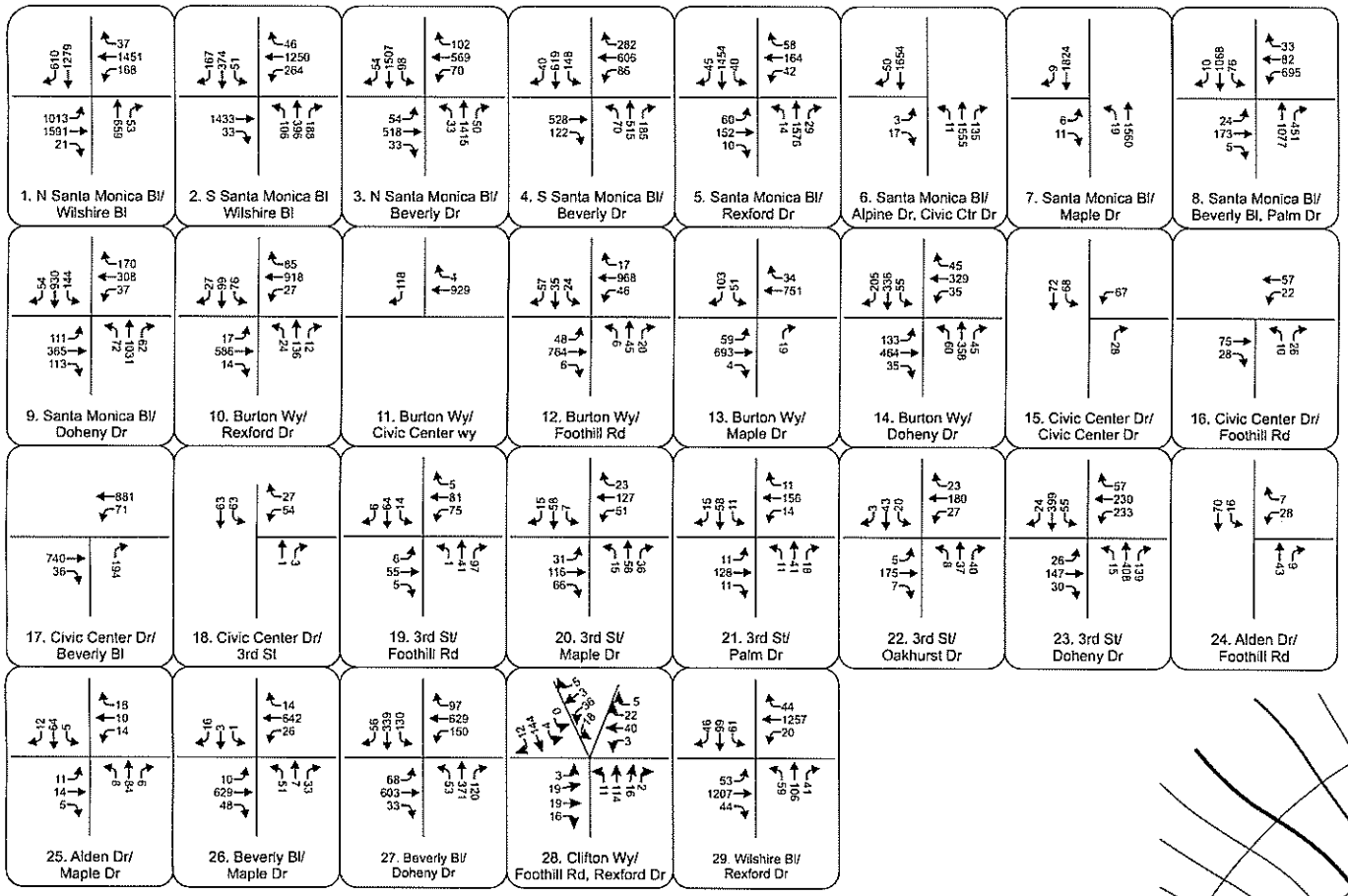
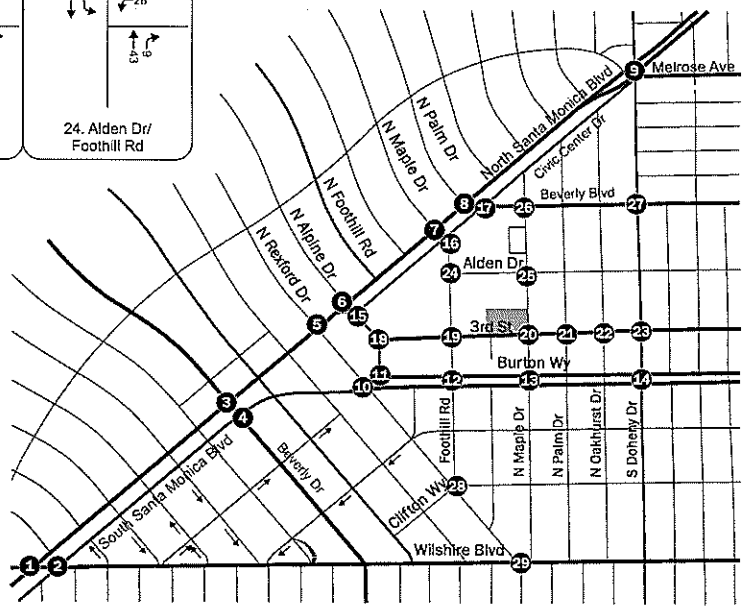
FIGURE 12
2010 without Project AM-PM Peak Hour Traffic Volumes





Legend

- Study Intersection
- Project Site

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FIGURE 13
2010 without Project Saturday Peak Hour Traffic Volumes

Table 5 2010 Without Project Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.274	F	1.270	F	1.259	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.328	F	1.325	F	1.018	F
3. Santa Monica Bl. (N) & Beverly Dr.	S	0.994	E	1.143	F	1.019	F
4. Santa Monica Bl. (S) & Beverly Dr.	S	1.051	F	1.309	F	0.871	D
5. Santa Monica Bl. & Rexford Dr.	S	0.960	E	1.205	F	0.972	E
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	162.1	F	859.9	F	164.6	F
7. Santa Monica Bl. & Maple Dr.	TWSC	72.5	F	78.8	F	201.4	F
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	0.967	E	1.075	F	0.925	E
9. Santa Monica Bl. & Doheny Dr.	S	1.087	F	0.997	E	0.901	E
10. Burton Wy. & Rexford Dr.	S	0.730	C	0.822	D	0.485	A
11. Burton Wy. & Civic Center Dr.	TWSC	206.4	F	23.2	C	14.2	B
12 Burton Wy. & Foothill Rd.	S	0.830	D	0.722	C	0.568	A
13. Burton Wy. & Maple Dr.	S	0.788	C	0.712	C	0.492	A
14. Burton Wy. & Doheny Dr.	S	0.882	D	0.965	E	0.637	B
15. Civic Center Dr. & Civic Center Dr.	AWSC	10.9	B	8.4	A	7.8	A
16. Civic Center Dr. & Foothill Rd.	TWSC	10.1	B	10.0	B	9.4	A
17. Civic Center Dr. & Beverly Bl.	TWSC	19.3	C	15.7	C	15.4	C
18. Civic Center Dr. & 3rd St.	AWSC	10.6	B	9.1	A	7.9	A
19. 3rd St. & Foothill Rd.	AWSC	15.9	C	10.6	B	9.2	A
20. 3rd St. & Maple Dr.	AWSC	15.3	C	12.9	B	9.6	A
21. 3rd St. & Palm Dr.	AWSC	16.6	C	10.9	B	9.0	A
22. 3rd St. & Oakhurst Dr.	AWSC	19.9	C	13.7	B	9.5	A
23. 3rd St. & Doheny Dr.	S	0.873	D	0.820	D	0.623	B
24. Alden Dr. & Foothill Rd.	TWSC	11.2	B	10.1	B	10.3	B
25. Alden Dr. & Maple Dr.	AWSC	8.0	A	8.4	A	7.5	A
26. Beverly Bl. & Maple Dr.	S	0.633	B	0.608	B	0.420	A
27. Beverly Bl. & Doheny Dr.	S	1.086	F	0.992	E	0.823	D
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	13.3	B	14.0	B	8.8	A
29. Wilshire Bl. & Rexford Dr.	S	0.898	D	0.748	C	0.681	B

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

1. Santa Monica Bl. (N) & Wilshire Bl. (All Peak Hours)
2. Santa Monica Bl. (S) & Wilshire Bl. (All Peak Hours)
3. Santa Monica Bl. (N) & Beverly Dr. (All Peak Hours)
4. Santa Monica Bl. (S) & Beverly Dr. (AM and PM)
5. Santa Monica Bl. & Rexford Dr. (All Peak Hours)
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr. (All Peak Hours)
7. Santa Monica Bl. & Maple Dr. (All Peak Hours)
8. Santa Monica Bl. & Beverly Bl./Palm Dr. (All Peak Hours)
9. Santa Monica Bl. & Doheny Dr. (All Peak Hours)
11. Burton Wy. & Civic Center Dr. (AM Only)
14. Burton Wy. & Doheny Dr. (PM Only)
27. Beverly Bl. & Doheny Dr. (AM and PM)

FUTURE (2010) WITH PROJECT CONDITIONS

2010 With Project Traffic Analysis

The proposed project-only peak hour traffic volumes shown on Figure 8 and Figure 9 were added to the 2010 Without Project traffic projections shown on Figure 12 and Figure 13. The resulting 2010 With Project morning and evening peak hour traffic volumes are shown on Figure 14 for AM and PM peak hours. Saturday midday peak hour traffic volumes are shown on Figure 15.

Based on the 2010 With Project traffic forecast shown on Figure 14 and Figure 15, the levels of service at the analyzed intersections were calculated for the morning and evening peak hours. Table 6 summarizes the peak hour levels of service results. Appendix E contains the level of service calculation worksheets.

As shown in Table 6, 13 of the 29 study intersections would operate at levels of service E or F under 2010 With Project conditions. Even though one additional intersection (Wilshire Boulevard and Rexford Drive) is operating at LOS E under the 2010 With Project scenario (AM Peak only), the increase in volume/capacity ratio does not meet the significance criteria for a traffic impact. The intersections are:

1. Santa Monica Bl. (N) & Wilshire Bl. (All Peak Hours)
2. Santa Monica Bl. (S) & Wilshire Bl. (All Peak Hours)
3. Santa Monica Bl. (N) & Beverly Dr. (All Peak Hours)
4. Santa Monica Bl. (S) & Beverly Dr. (AM and PM)
5. Santa Monica Bl. & Rexford Dr. (All Peak Hours)
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr. (All Peak Hours)
7. Santa Monica Bl. & Maple Dr. (All Peak Hours)
8. Santa Monica Bl. & Beverly Bl./Palm Dr. (All Peak Hours)
9. Santa Monica Bl. & Doheny Dr. (All Peak Hours)
11. Burton Wy. & Civic Center Dr. (AM Only)
14. Burton Wy. & Doheny Dr. (PM Only)
27. Beverly Bl. & Doheny Dr. (AM and PM)
29. Wilshire Bl. & Rexford Dr. (AM Only)

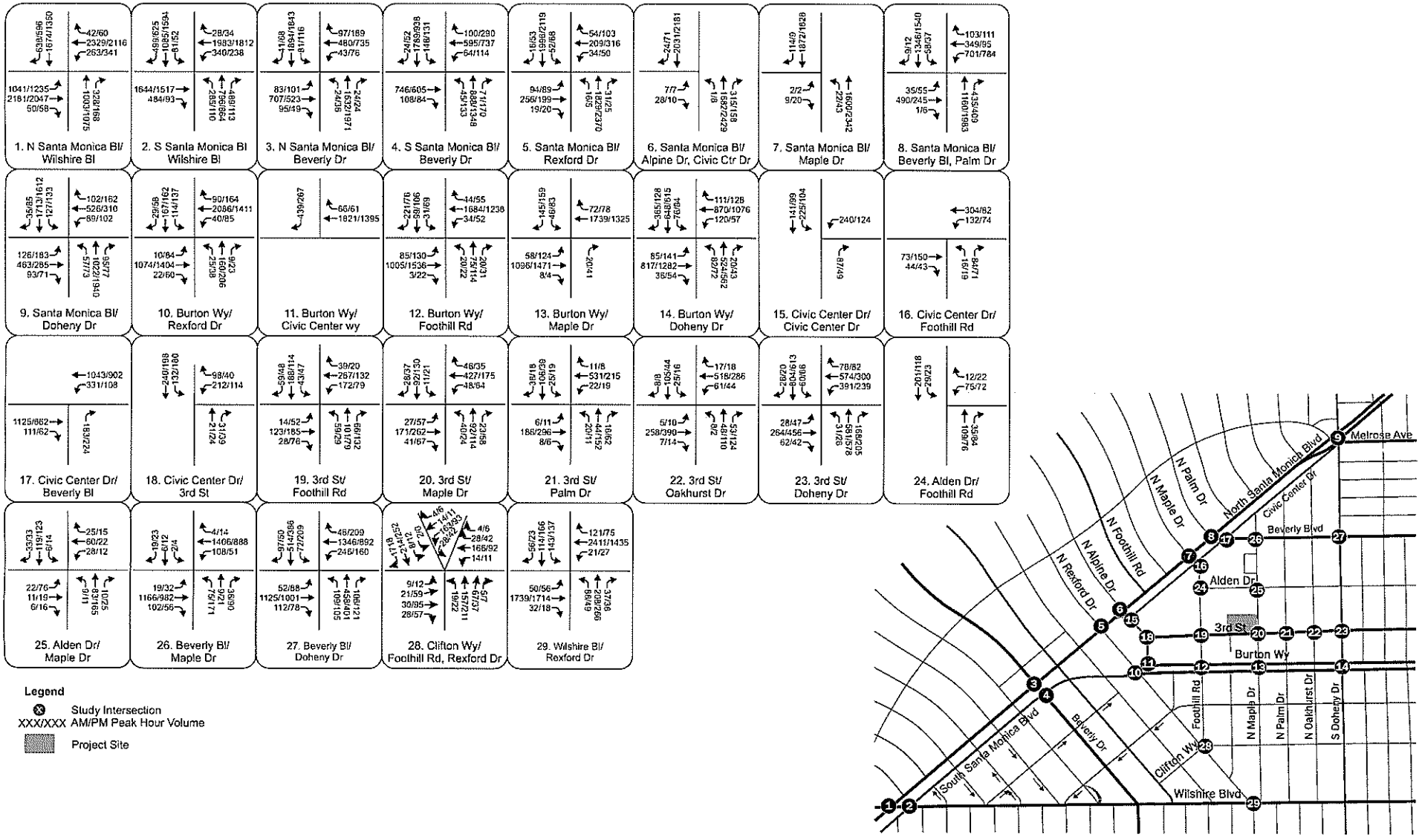

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FIGURE 14
2010 with Project AM-PM Peak Hour Traffic Volumes

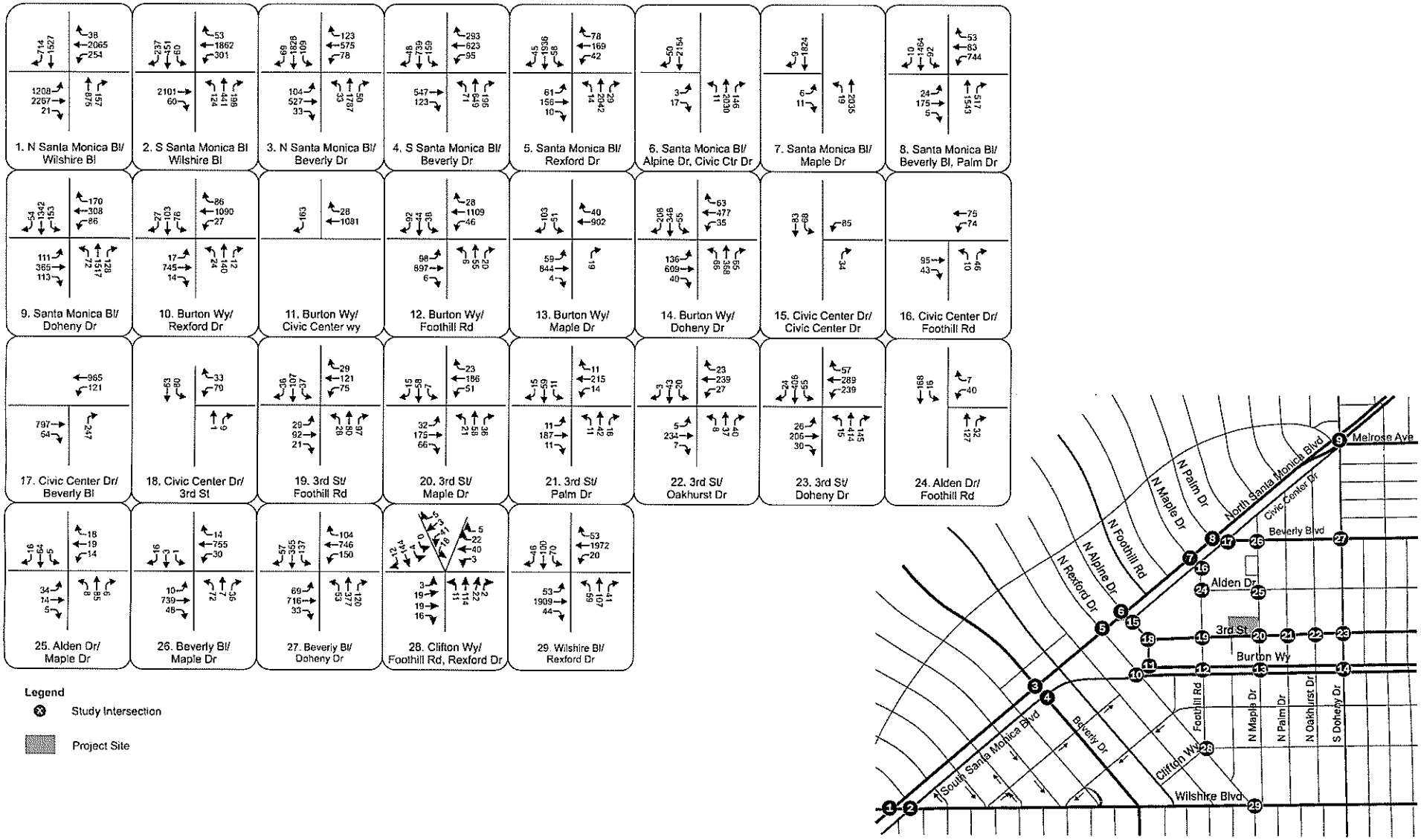

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FIGURE 15
2010 with Project Saturday Peak Hour Traffic Volumes

Table 6 2010 With Project Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.280	F	1.275	F	1.266	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.328	F	1.327	F	1.019	F
3. Santa Monica Bl. (N) & Beverly Dr.	S	0.997	E	1.148	F	1.025	F
4. Santa Monica Bl. (S) & Beverly Dr.	S	1.054	F	1.311	F	0.874	D
5. Santa Monica Bl. & Rexford Dr.	S	0.961	E	1.209	F	0.976	E
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	162.1	F	859.9	F	164.6	F
7. Santa Monica Bl. & Maple Dr.	TWSC	72.5	F	78.8	F	201.4	F
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	0.970	E	1.084	F	0.936	E
9. Santa Monica Bl. & Doheny Dr.	S	1.090	F	1.001	F	0.906	E
10. Burton Wy. & Rexford Dr.	S	0.731	C	0.825	D	0.489	A
11. Burton Wy. & Civic Center Dr.	TWSC	216.4	F	26.5	D	14.6	B
12 Burton Wy. & Foothill Rd.	S	0.843	D	0.742	C	0.578	A
13. Burton Wy. & Maple Dr.	S	0.792	C	0.715	A	0.496	A
14. Burton Wy. & Doheny Dr.	S	0.887	D	0.967	E	0.639	B
15. Civic Center Dr. & Civic Center Dr.	AWSC	11.1	B	8.4	A	7.9	A
16. Civic Center Dr. & Foothill Rd.	TWSC	10.2	B	10.1	B	9.5	A
17. Civic Center Dr. & Beverly Bl.	TWSC	19.6	C	15.9	C	15.7	C
18. Civic Center Dr. & 3rd St.	AWSC	10.7	B	9.4	A	8.1	A
19. 3rd St. & Foothill Rd.	AWSC	18.2	C	12.0	B	9.8	A
20. 3rd St. & Maple Dr.	AWSC	15.8	C	13.2	B	9.7	A
21. 3rd St. & Palm Dr.	AWSC	17.0	C	11.0	B	9.1	A
22. 3rd St. & Oakhurst Dr.	AWSC	20.4	C	14.0	B	9.6	A
23. 3rd St. & Doheny Dr.	S	0.877	D	0.822	D	0.624	B
24. Alden Dr. & Foothill Rd.	TWSC	11.5	B	10.5	B	10.7	B
25. Alden Dr. & Maple Dr.	AWSC	8.1	A	8.6	A	7.6	A
26. Beverly Bl. & Maple Dr.	S	0.640	B	0.635	B	0.438	A
27. Beverly Bl. & Doheny Dr.	S	1.090	F	0.994	E	0.824	D
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	13.5	B	14.3	B	8.8	A
29. Wilshire Bl. & Rexford Dr.	S	0.901	E	0.754	C	0.683	B

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

FUTURE (2010) CONDITIONS WITH THE ENTERTAINMENT BUSINESS DISTRICT SPECIFIC PLAN (EBD SP)

2010 Without Project – With EBD SP Traffic Analysis

Because the proposed project is located within the geographical boundaries of the draft EBD SP area, future traffic conditions with the traffic from eight projects identified for inclusion into the EBD SP was also assessed. It is important to note that the EBD SP projects are not expected to be completed by the proposed project's horizon year (2010), but are included in the analysis as worst-case scenario. The expected build-out year for the EBD SP projects is 2015. The trip generation estimates for all projects included in the EBD SP are provided in Appendix C of this report. Circulation improvements proposed as part of the EBD SP were included in the analysis, as these are considered key to the study area's circulation upon buildout of the Specific Plan. The future intersection configurations with proposed improvements are illustrated in Figure 16.

These improvements are:

1. Santa Monica Blvd at Foothill Road – Provide access from North Santa Monica Boulevard to Civic Center Drive and Foothill Road by installing two new traffic signals and prohibiting movements onto northbound North Maple Drive from both Santa Monica Boulevard and Foothill Road.

2. North Santa Monica Access Drive and Civic Center Drive – The proposed improvement involves the construction of a northbound right-turn departure lane that would provide a northeast access from the Specific Plan projects to northbound North Santa Monica Blvd.

3. Signalization of the 3rd Street & Foothill Road intersection

4. Signalization of the 3rd Street & Maple Drive intersection

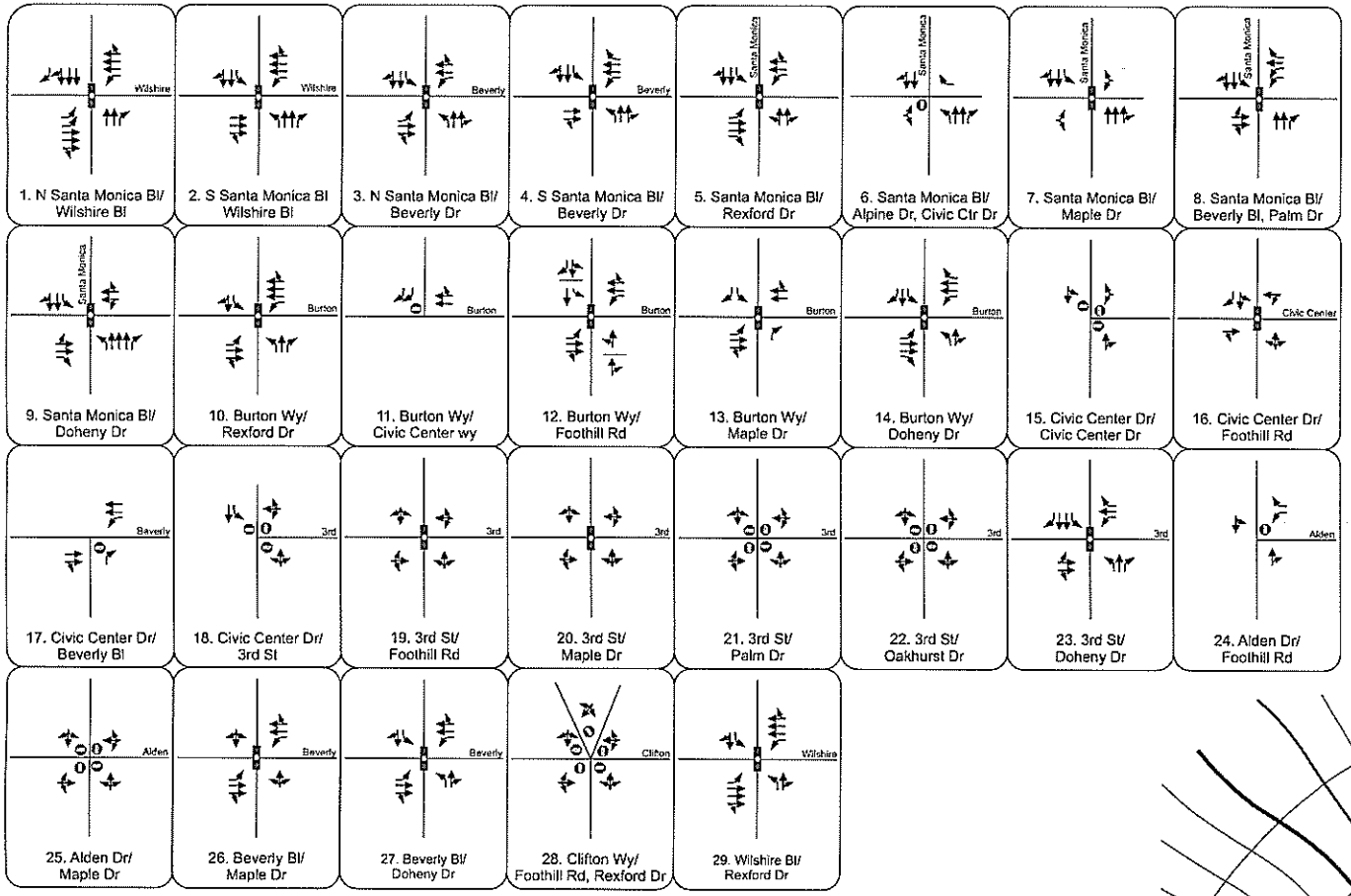
5. Burton Way and Foothill Road – Provide eastbound and westbound left-turn pockets. These left-turn pockets would be realigned to transverse the landscaped median on Burton Way in order to lengthen the storage capacity of the northbound and southbound movements.

The trips expected from the EBD SP projects were then added to 2010 Without Project traffic volumes to develop the 2010 Without Project-With EBD SP traffic volumes. The total trips added by EBD SP projects and the other related projects, are illustrated in Appendix D of this report. The resulting 2010 Without Project – With EBD SP peak hour traffic volumes at the 29 analyzed intersections are shown on Figure 17 for the AM and PM peak hours, and on Figure 18 for the Saturday peak hour.

Based on the future forecasts shown on Figure 17 and Figure 18, the levels of service at the analyzed intersections were calculated for the morning, evening and Saturday peak hours. Table 7 summarizes the peak hour levels of service results. Appendix E contains the level of service calculation worksheets.

As shown in Table 7, 17 of the 29 study intersections are expected to operate at levels of service E or F under 2010 Without Project – With EBD SP conditions. The intersections are:

1. Santa Monica Bl. (N) & Wilshire Bl. (All Peak Hours)
2. Santa Monica Bl. (S) & Wilshire Bl. (All Peak Hours)
3. Santa Monica Bl. (N) & Beverly Dr. (All Peak Hours)
4. Santa Monica Bl. (S) & Beverly Dr. (All Peak Hours)



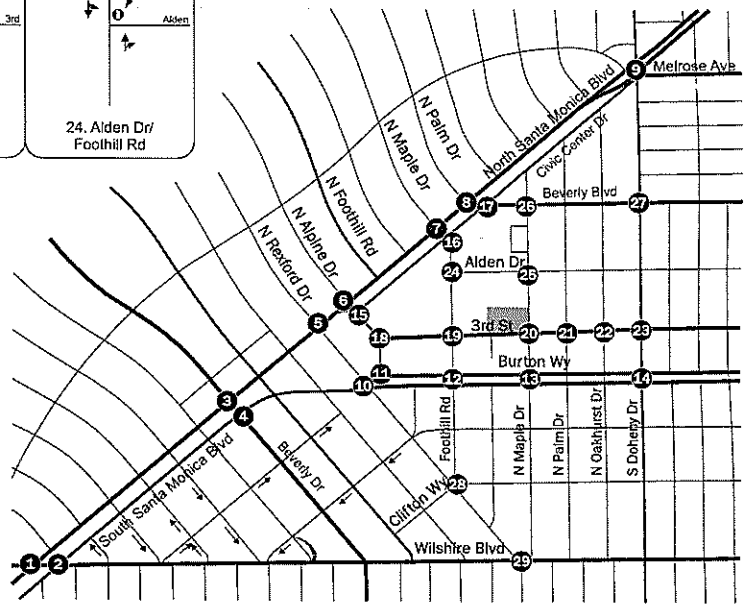


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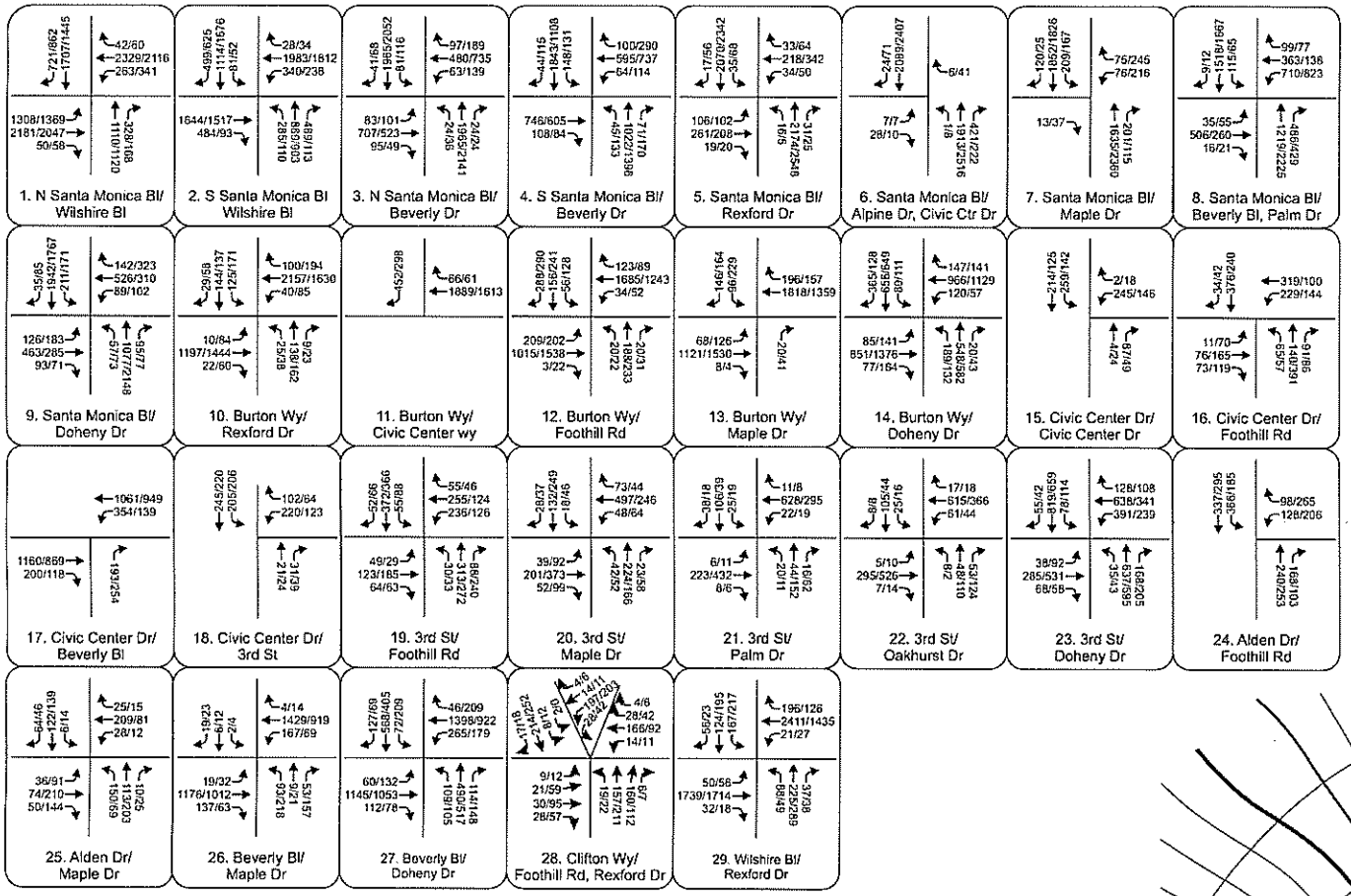
FIGURE 16
2010 Intersection Lane Configurations with EBD SP



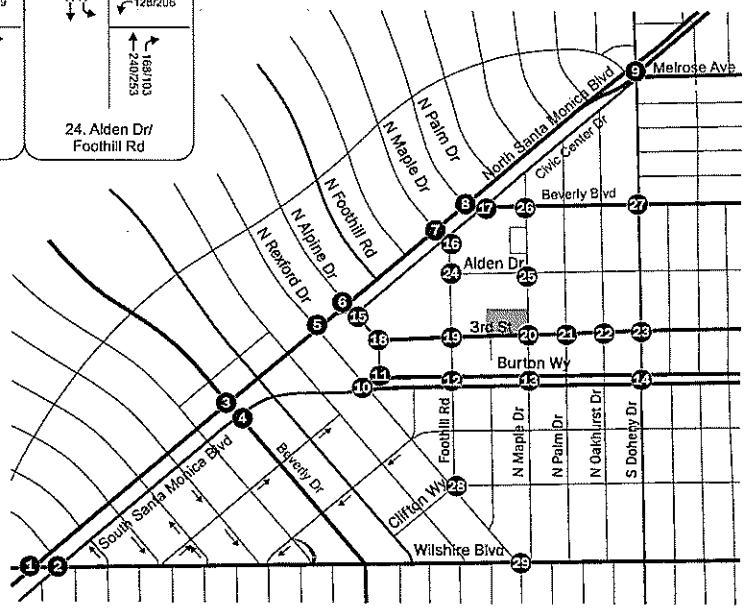


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FIGURE 17
2010 Without Project- With EBD SP AM-PM Peak Hour Traffic Volumes

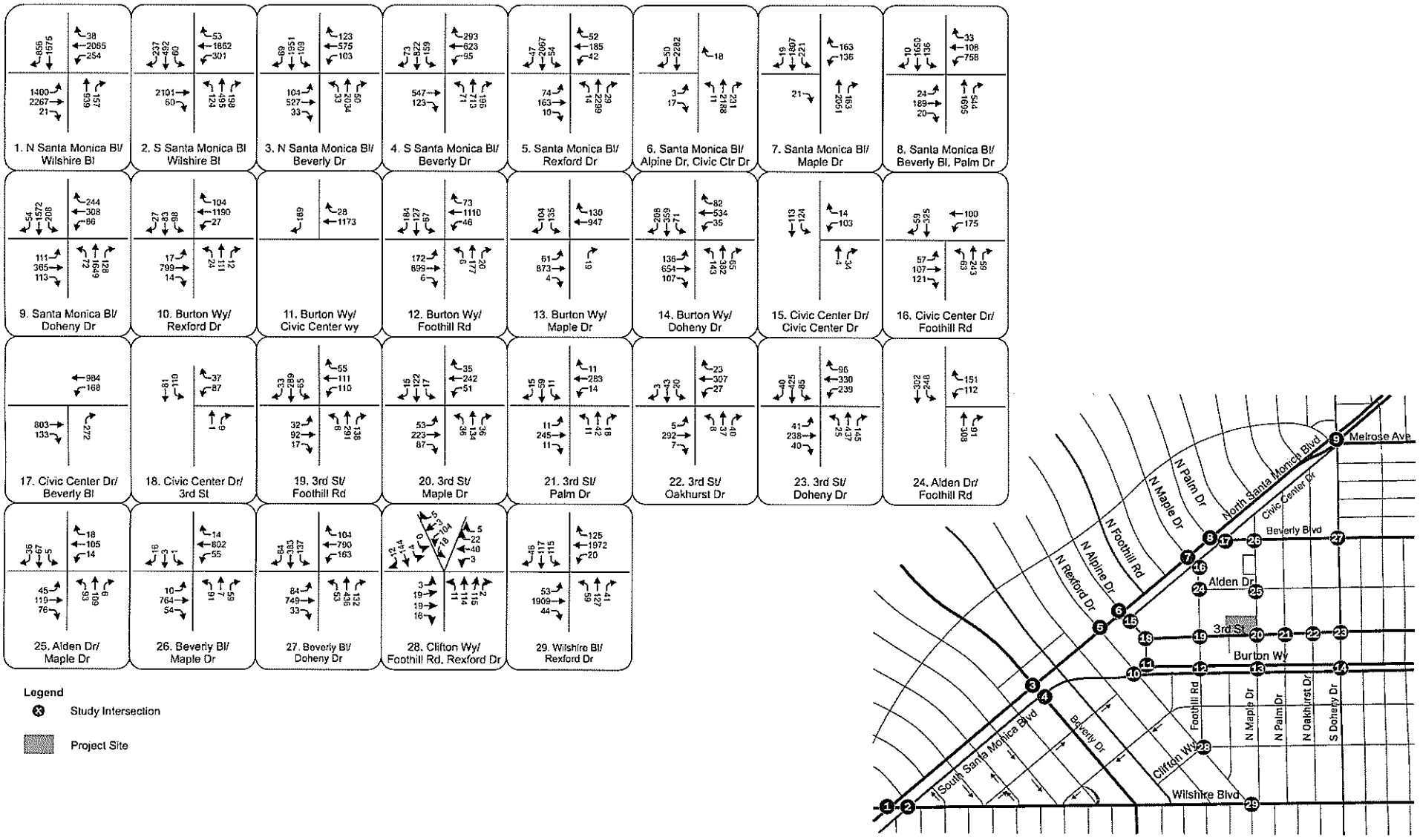

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FIGURE 18
2010 Wilhout Project- With EBD SP Saturday Peak Hour Traffic Volumes

Table 7 2010 Without Project – With EBD SP Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.382	F	1.341	F	1.356	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.337	F	1.352	F	1.032	F
3. Santa Monica Bl. (N) & Beverly Dr.	S	1.062	F	1.201	F	1.102	F
4. Santa Monica Bl. (S) & Beverly Dr.	S	1.138	F	1.341	F	0.914	E
5. Santa Monica Bl. & Rexford Dr.	S	1.034	F	1.264	F	1.056	F
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	601.1	F	OVRFL	F	716.9	F
7. Santa Monica Bl. & Maple Dr.	S	0.819	D	1.031	F	0.900	D
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	1.040	F	1.198	F	1.024	F
9. Santa Monica Bl. & Doheny Dr.	S	1.174	F	1.100	F	1.001	F
10. Burton Wy. & Rexford Dr.	S	0.742	C	0.832	D	0.511	A
11. Burton Wy. & Civic Center Dr.	TWSC	261.8	F	44.8	E	16.3	C
12 Burton Wy. & Foothill Rd.	S	0.988	E	0.881	D	0.733	C
13. Burton Wy. & Maple Dr.	S	0.863	D	0.795	C	0.559	A
14. Burton Wy. & Doheny Dr.	S	0.969	E	1.054	F	0.675	B
15. Civic Center Dr. & Civic Center Dr.	AWSC	13.5	B	9.2	A	8.6	A
16. Civic Center Dr. & Foothill Rd.	S	0.624	B	0.529	A	0.476	A
17. Civic Center Dr. & Beverly Bl.	TWSC	26.3	D	18.0	C	17.9	C
18. Civic Center Dr. & 3rd St.	AWSC	11.4	B	9.9	A	8.4	A
19. 3rd St. & Foothill Rd.	S	0.790	C	0.748	C	0.606	B
20. 3rd St. & Maple Dr.	S	0.703	C	0.732	C	0.499	A
21. 3rd St. & Palm Dr.	AWSC	27.3	D	14.7	B	10.0	B
22. 3rd St. & Oakhurst Dr.	AWSC	36.2	E	22.9	C	10.8	B
23. 3rd St. & Doheny Dr.	S	0.969	E	0.905	E	0.675	B
24. Alden Dr. & Foothill Rd.	TWSC	228.4	F	140.7	F	56.3	F
25. Alden Dr. & Maple Dr.	AWSC	11.2	B	14.7	B	9.6	A
26. Beverly Bl. & Maple Dr.	S	0.713	C	0.729	C	0.489	A
27. Beverly Bl. & Doheny Dr.	S	1.161	F	1.111	F	0.887	D
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	16.0	C	22.6	C	9.8	A
29. Wilshire Bl. & Rexford Dr.	S	0.943	E	0.818	D	0.747	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

5. Santa Monica Bl. & Rexford Dr. (All Peak Hours)
6. Santa Monica Bl. & Alpine Dr. /Civic Center Dr. (All Peak Hours)
7. Santa Monica Bl. & Maple Dr. (PM Only)
8. Santa Monica Bl. & Beverly Bl./Palm Dr. (All Peak Hours)
9. Santa Monica Bl. & Doheny Dr. (All Peak Hours)
11. Burton Wy. & Civic Center Dr. (AM and PM)
12 Burton Wy. & Foothill Rd. (AM Only)
14. Burton Wy. & Doheny Dr. (AM and PM)
22. 3rd St. & Oakhurst Dr. (AM only)
23. 3rd St. & Doheny Dr. (AM and PM)
24. Alden Dr. & Foothill Rd. (All Peak Hours)
27. Beverly Bl. & Doheny Dr. (AM and PM)
29. Wilshire Bl. & Rexford Dr. (AM Only)

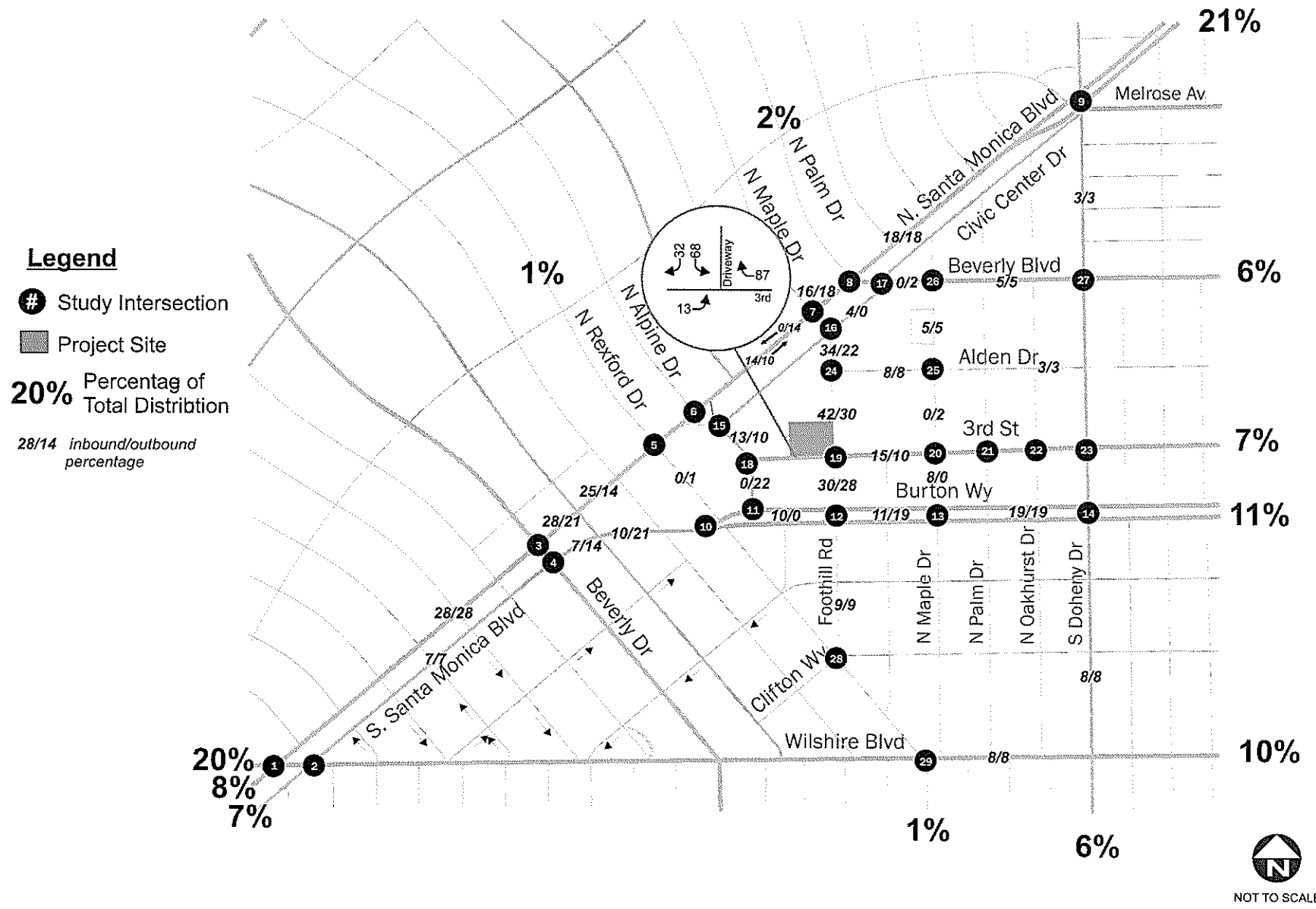
2010 With Project Traffic Analysis – With EBD SP

Because the proposed EBD SP roadway improvements are expected to shift circulation patterns in the study area, a modified project trip distribution pattern for the proposed project was created. The project trip distribution with City-proposed future circulation network improvements is illustrated in Figure 19 for the AM peak hour, and on Figure 20 for PM and Saturday peak hours. The resulting project-only volumes, assuming the future circulation network improvements, are illustrated in Figure 21 and Figure 22 for the weekday and Saturday peak hours, respectively.

The proposed project-only peak hour traffic volumes shown on Figure 21 and Figure 22 were added to the 2010 Without Project- with EBD SP traffic projections shown on Figure 17 and Figure 18. The resulting 2010 With Project – With EBD SP morning and evening peak hour traffic volumes are shown on Figure 23 for AM and PM peak hours, and Saturday midday peak hour traffic volumes are shown on Figure 24.

Based on the 2010 With Project – With EBD SP traffic forecast shown on Figure 23 and Figure 24, the levels of service at the analyzed intersections were calculated for the morning and evening peak hours. Table 8 summarizes the peak hour levels of service results. Appendix E contains the level of service calculation worksheets. As shown in Table 8, 17 of the 29 study intersections would operate at levels of service E or F under 2010 With Project – With EBD SP conditions. The intersections are:

1. Santa Monica Bl. (N) & Wilshire Bl. (All Peak Hours)
2. Santa Monica Bl. (S) & Wilshire Bl. (All Peak Hours)
3. Santa Monica Bl. (N) & Beverly Dr. (All Peak Hours)
4. Santa Monica Bl. (S) & Beverly Dr. (All Peak Hours
5. Santa Monica Bl. & Rexford Dr. (All Peak Hours)
6. Santa Monica Bl. & Alpine Dr. /Civic Center Dr. (All Peak Hours)
7. Santa Monica Bl. & Maple Dr. (AM and PM)
8. Santa Monica Bl. & Beverly Bl./Palm Dr. (All Peak Hours)
9. Santa Monica Bl. & Doheny Dr. (All Peak Hours)
11. Burton Wy. & Civic Center Dr. (AM and PM)
12 Burton Wy. & Foothill Rd. (AM Only)
14. Burton Wy. & Doheny Dr. (AM and PM)



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City of Beverly Hills

FIGURE 19
AM Peak Hour Project Trip Distribtion with EBD SP

G:\USERS\2006\06-1812 Beverly Hills Industrial Area EIR\GRA\3rdFoothillDistribtion.cdr

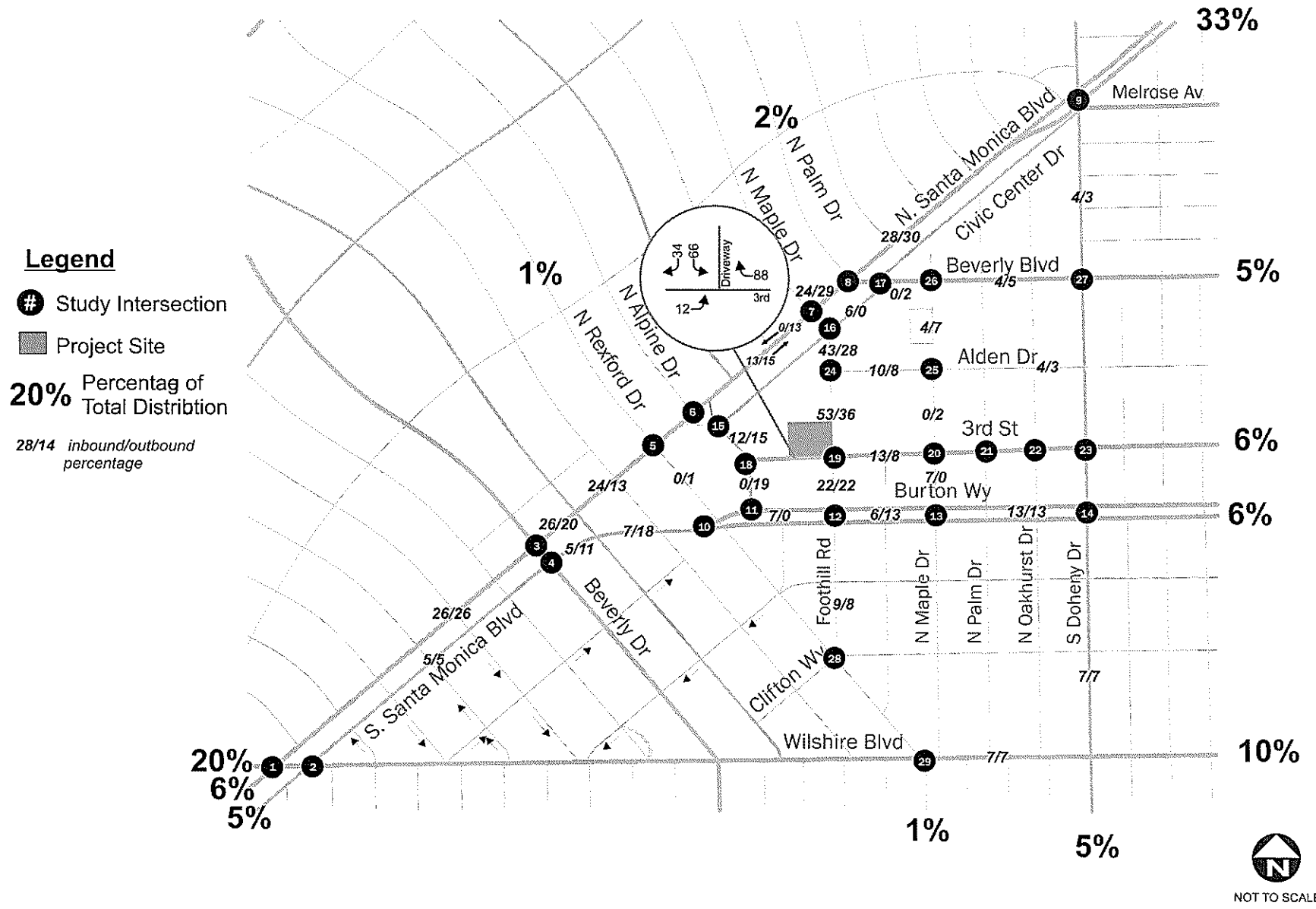

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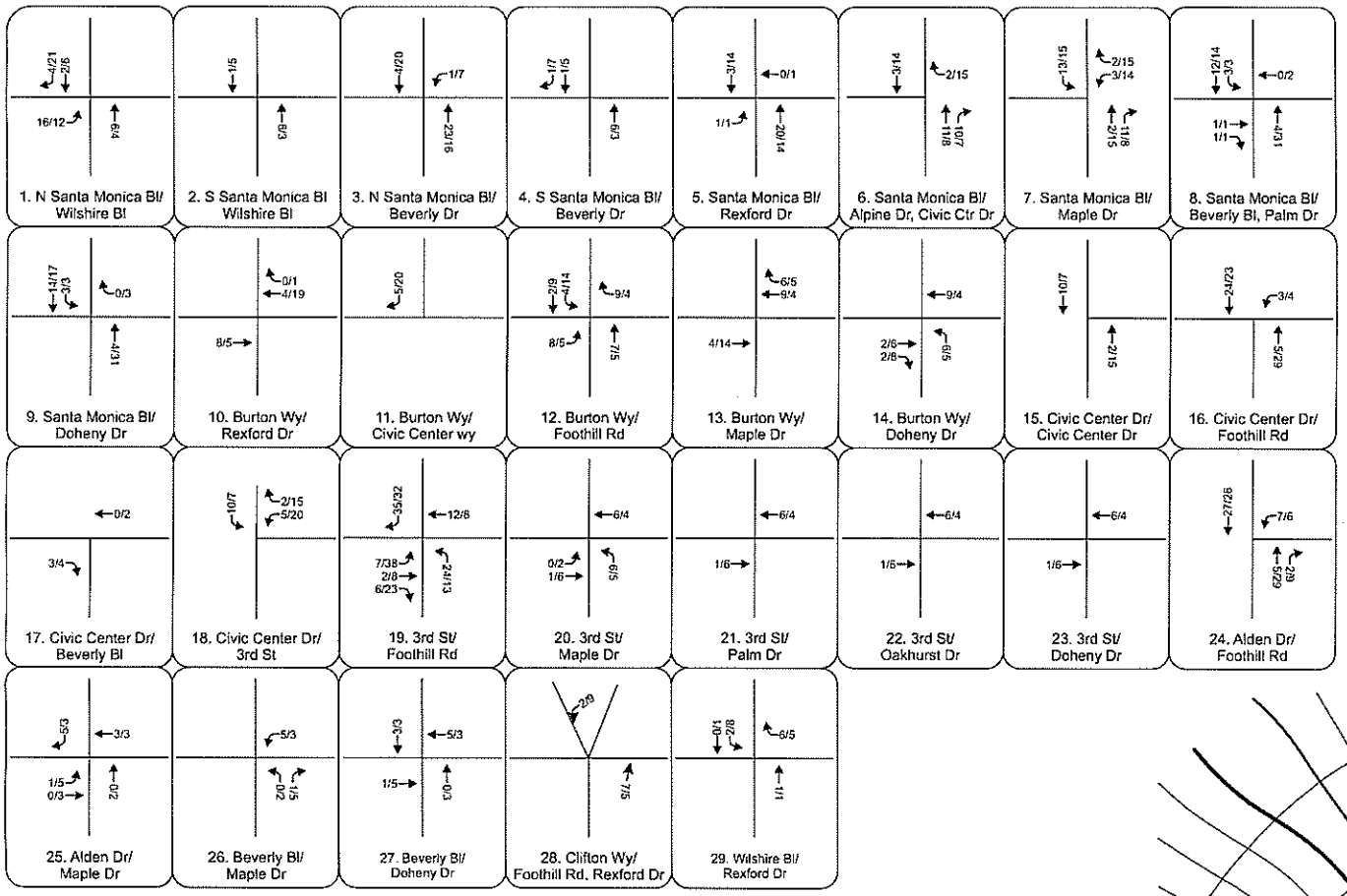
FIGURE 20
PM and SA Peak Hour Project Trip Distribtion with EBD SP

G:\USERS\2006\06-1612 Beverly Hills Industrial Area EIR\GRA\GrcFoothillDistribtion.cdr



Legend

⊗ Study Intersection

XXX/XXX AM/PM Peak Hour Volume

Project Site

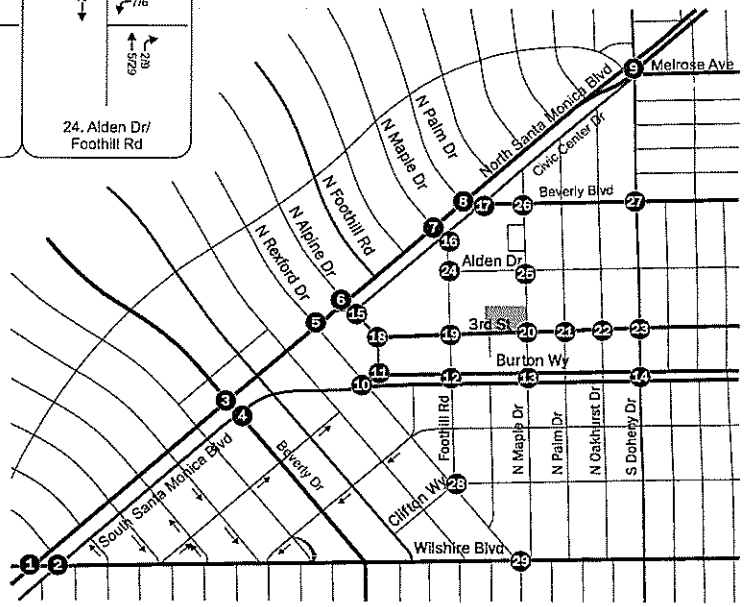


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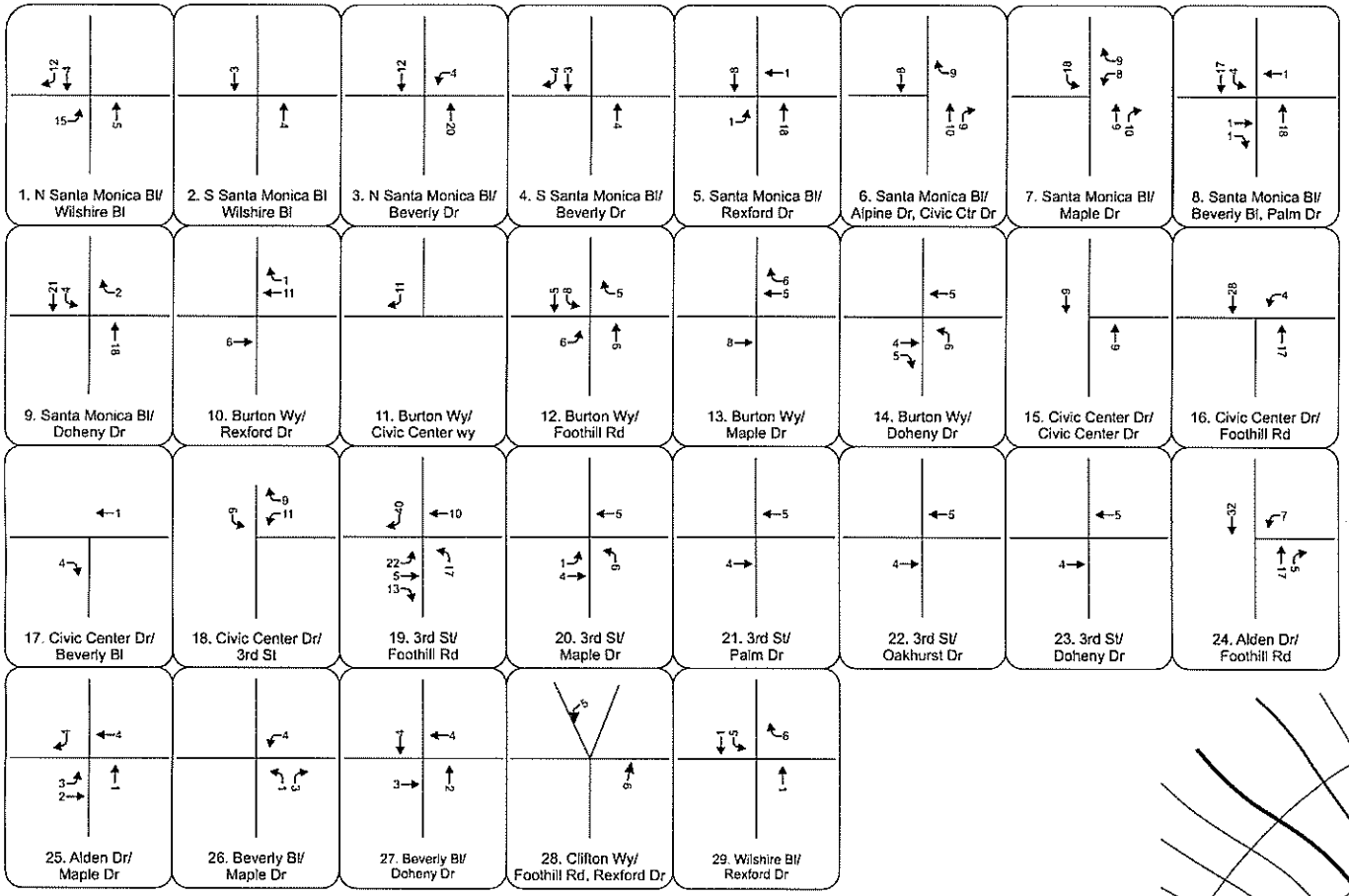
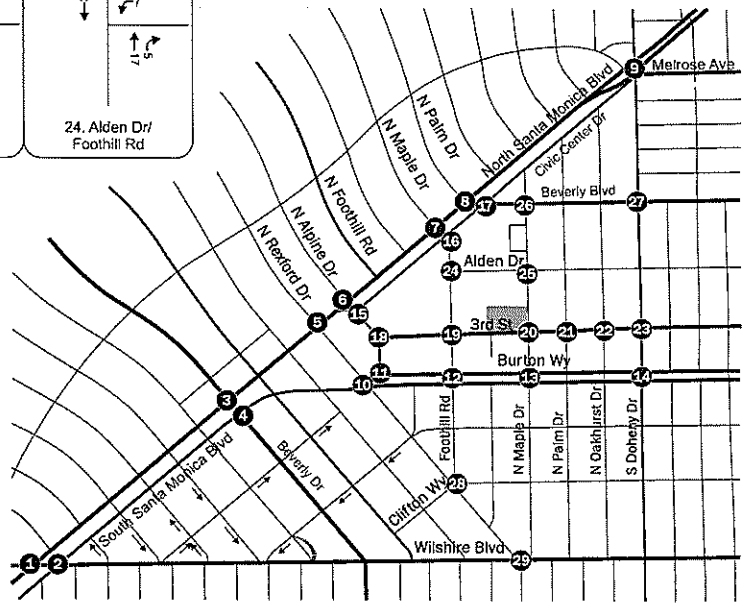
FIGURE 21
AM-PM Peak Hour Project-Only Volumes - With EBD SP





Legend

- Study Intersection
- Project Site

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FIGURE 22
Saturday Peak Hour Project-Only Volumes - With EBD SP

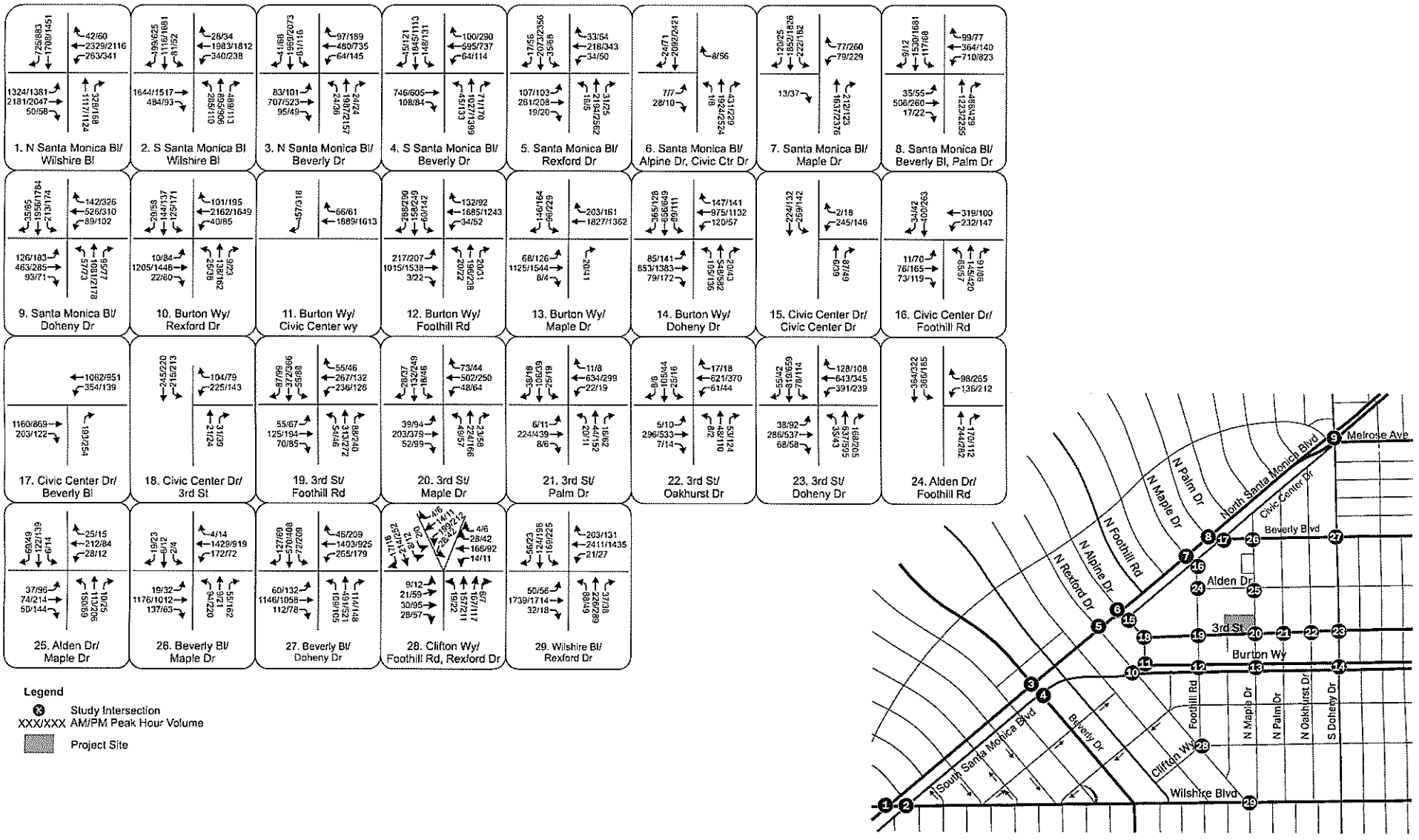

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FIGURE 23
2010 with Project- With EBD SP AM-PM Peak Hour Traffic Volumes

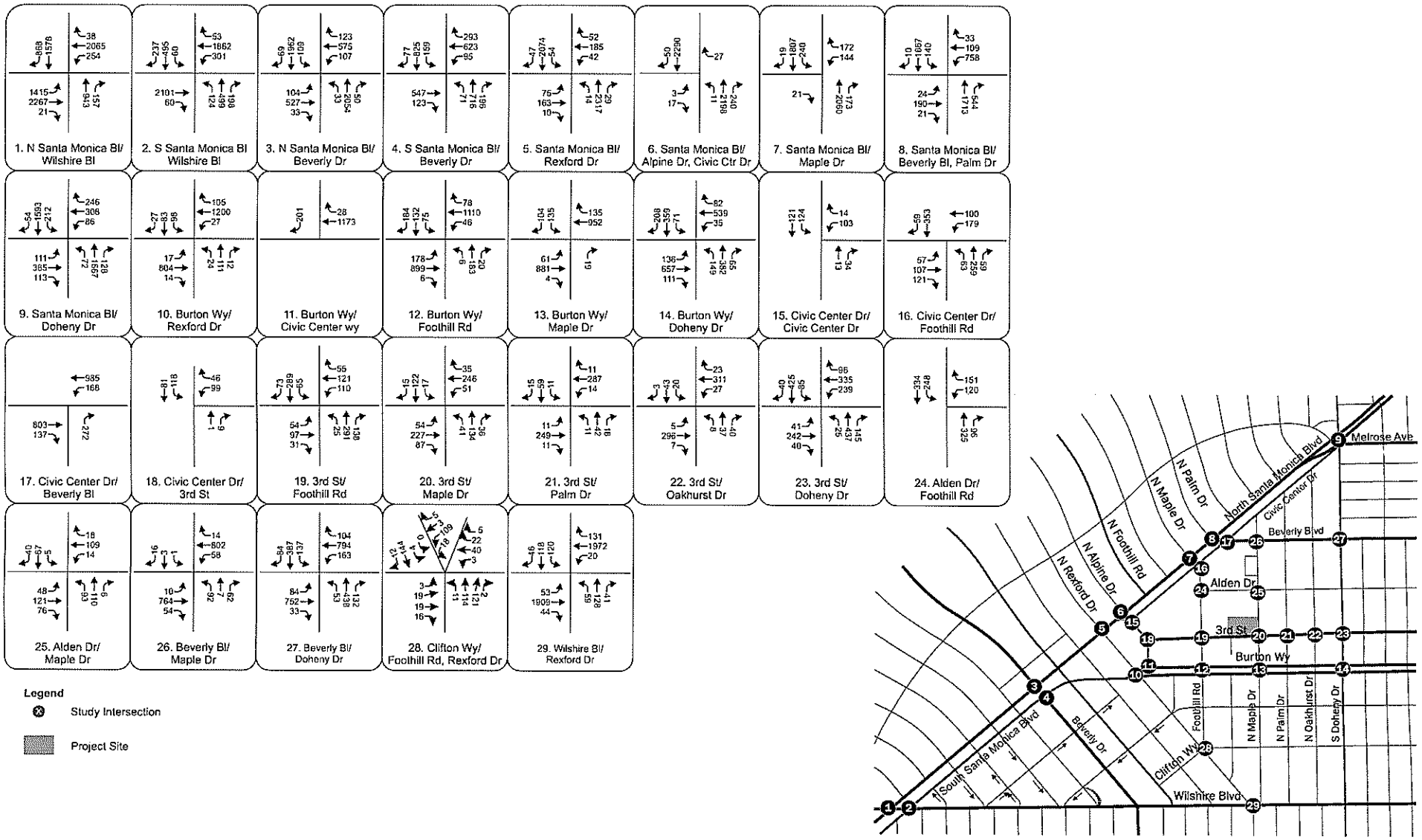

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FIGURE 24
2010 with Project -With EBD SP Saturday Peak Hour Traffic Volumes

Table 8 2010 With Project – With EBD SP Level of Service

Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
		V/C or Delay	LOS	v/c or Delay	LOS	v/c or Delay	LOS
1. Santa Monica Bl. (N) & Wilshire Bl.	S	1.388	F	1.349	F	1.363	F
2. Santa Monica Bl. (S) & Wilshire Bl.	S	1.338	F	1.354	F	1.033	F
3. Santa Monica Bl. (N) & Beverly Dr.	S	1.070	F	1.206	F	1.109	F
4. Santa Monica Bl. (S) & Beverly Dr.	S	1.141	F	1.343	F	0.916	E
5. Santa Monica Bl. & Rexford Dr.	S	1.040	F	1.270	F	1.062	F
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	620.8	F	OVRFL	F	786.7	F
7. Santa Monica Bl. & Maple Dr.	S	0.822	D	1.063	F	0.926	E
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	1.045	F	1.210	F	1.033	F
9. Santa Monica Bl. & Doheny Dr.	S	1.179	F	1.106	F	1.008	F
10. Burton Wy. & Rexford Dr.	S	0.743	C	0.833	D	0.503	A
11. Burton Wy. & Civic Center Dr.	TWSC	268.6	F	52.2	F	16.8	C
12 Burton Wy. & Foothill Rd.	S	0.996	E	0.897	D	0.747	C
13. Burton Wy. & Maple Dr.	S	0.868	D	0.798	C	0.562	A
14. Burton Wy. & Doheny Dr.	S	0.974	E	1.058	F	0.677	B
15. Civic Center Dr. & Civic Center Dr.	AWSC	13.8	B	9.3	A	8.7	A
16. Civic Center Dr. & Foothill Rd.	S	0.641	B	0.553	A	0.498	A
17. Civic Center Dr. & Beverly Bl.	TWSC	26.5	D	18.1	C	18.0	C
18. Civic Center Dr. & 3rd St.	AWSC	11.6	B	10.2	B	8.5	A
19. 3rd St. & Foothill Rd.	S	0.838	D	0.799	C	0.637	B
20. 3rd St. & Maple Dr.	S	0.710	C	0.741	C	0.505	A
21. 3rd St. & Palm Dr.	AWSC	28.3	D	15.0	C	10.1	B
22. 3rd St. & Oakhurst Dr.	AWSC	37.6	E	23.8	C	10.8	B
23. 3rd St. & Doheny Dr.	S	0.972	E	0.907	E	0.676	B
24. Alden Dr. & Foothill Rd.	TWSC	285.5	F	189.8	F	79.7	F
25. Alden Dr. & Maple Dr.	AWSC	11.2	B	15.1	C	9.7	A
26. Beverly Bl. & Maple Dr.	S	0.718	C	0.735	C	0.493	A
27. Beverly Bl. & Doheny Dr.	S	1.162	F	1.115	F	0.889	D
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	16.2	C	23.6	C	9.9	A
29. Wilshire Bl. & Rexford Dr.	S	0.946	E	0.823	D	0.752	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

22. 3rd St. & Oakhurst Dr. (AM only)
23. 3rd St. & Doheny Dr. (AM and PM)
24. Alden Dr. & Foothill Rd. (All Peak Hours)
27. Beverly Bl. & Doheny Dr. (AM and PM)
29. Wilshire Bl. & Rexford Dr. (AM Only)

PROJECT IMPACTS

Whether the proposed project would have a significant traffic impact is determined based the thresholds of significance established by respective agencies. This section describes project impacts on both intersections and residential street segments using the City of Beverly Hills threshold of significance criteria.

Threshold of Significance

The City of Beverly Hills has established guidelines for determining significant impacts at signalized intersections. The guidelines state that a project impact is significant if the addition of project traffic results in the following increases in the ICU (volume-to-capacity ratio) at a signalized intersection:

- For ICU values of 0.91 or greater (LOS E and F) - an ICU increase greater than or equal to 0.02.
- For ICU values of 0.81 to 0.90 (LOS D) – an ICU increase greater than or equal to 0.04.

For unsignalized intersections, the City uses the following thresholds of significance:

All-Way Stop Control: An impact is considered significant if the following increase of average total delay per vehicle results in:

- 3.0 seconds or more average total delay at final LOS E or F
- 4.0 seconds or more average total delay at final LOS D
- 5.0 seconds or more average total delay causing the intersection to operate at LOS D

Two-Way Stop Control: An impact is considered significant if the following occurs:

- A change in any traffic movement to LOS E or F from LOS D or better.

The City of Beverly Hills utilizes the change in traffic volumes to determine potential project-related significant impacts on residential streets. The City's criteria are as follows:

Daily Traffic Volume	Project Contribution to Peak Hour Traffic Volume	Project Contribution to Daily Traffic Volume
3,750 or Less	25% or More	25% or More
>3,750 to 6,750	12.5% or More	12.5% or More
>6,750	6.25% or More	6.25% or More

Intersection Traffic Impact Analysis

Existing Plus Project Scenario

The intersection volume-to-capacity ratios and corresponding levels of service for the Existing Plus Project conditions were calculated and the results summarized in Table 4 for each of the 29 analyzed locations. The resultant change in V/C ratio comparing the Existing Plus Project to the Existing are presented in Table 9.

Based on the City of Beverly Hills' significance thresholds, in the Existing Plus Project scenario the proposed project would not have a significant traffic impact at any of the 29 analyzed intersections.

2010 With Project Scenario

The intersection volume-to-capacity ratios and corresponding levels of service for the 2010 With Project conditions were calculated and the results summarized in Table 6 for each of the 29 analyzed locations. The resultant change in V/C ratio comparing the 2010 With Project to the 2010 Without Project are presented in Table 10. Based on the City of Beverly Hills' significance thresholds, in the 2010 With Project scenario the proposed project would not have a significant traffic impact at any of the 29 analyzed intersections.

2010 With Project Scenario – With EBD SP

The intersection volume-to-capacity ratios and corresponding levels of service for the 2010 With Project-With EBD SP conditions were calculated and the results summarized in Table 8 for each of the 29 analyzed locations. The resultant change in V/C ratio comparing the 2010 With Project to the 2010 Without Project are presented in the Table 11.

Based on the City of Beverly Hills' significance thresholds in the 2010 With Project-With EBD SP scenario the proposed project would result in a significant traffic impact at one of the 29 analyzed intersections: 3rd Street & Foothill Road, during the AM and PM peak hours.

Table 9 Existing + Project Intersection Impacts

Intersection	Control	Peak Hour	Existing Conditions		Existing plus Project		Change in V/C Ratio	Significant Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
1. Santa Monica Bl. (N) & Wilshire Bl.	S	AM	1.15	F	1.161	F	0.011	No
		PM	1.072	F	1.073	F	0.001	No
		SA	1.162	F	1.168	F	0.006	No
2. Santa Monica Bl. (S) & Wilshire Bl.	S	AM	1.057	F	1.057	F	0.000	No
		PM	1.424	F	1.426	F	0.002	No
		SA	0.814	D	0.815	D	0.001	No
3. Santa Monica Bl. (N) & Beverly Dr.	S	AM	0.854	D	0.857	D	0.003	No
		PM	0.917	E	0.922	E	0.005	No
		SA	0.833	D	0.839	D	0.006	No
4. Santa Monica Bl. (S) & Beverly Dr.	S	AM	0.85	D	0.851	D	0.001	No
		PM	1.152	F	1.154	F	0.002	No
		SA	0.745	C	0.748	C	0.003	No
5. Santa Monica Bl. & Rexford Dr.	S	AM	0.827	D	0.828	D	0.001	No
		PM	1.006	F	1.010	F	0.004	No
		SA	0.776	C	0.780	C	0.004	No
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr.	TWSC	AM	49	E	49	E	0.0	No
		PM	127.9	F	127.9	F	0.0	No
		SA	39.4	E	39.4	E	0.0	No
7. Santa Monica Bl. & Maple Dr.	TWSC	AM	37.4	E	37.4	E	0.0	No
		PM	47.3	E	47.3	E	0.0	No
		SA	98.6	F	98.6	F	0.0	No
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	AM	0.708	C	0.708	C	0.000	No
		PM	0.895	D	0.903	E	0.008	No
		SA	0.739	C	0.749	C	0.010	No
9. Santa Monica Bl. & Doheny Dr.	S	AM	0.817	D	0.821	D	0.004	No
		PM	0.815	D	0.819	D	0.004	No
		SA	0.737	C	0.742	C	0.005	No
10. Burton Wy. & Rexford Dr.	S	AM	0.658	B	0.659	B	0.001	No
		PM	0.752	C	0.756	C	0.004	No
		SA	0.439	A	0.443	A	0.004	No
11. Burton Wy. & Civic Center Dr.	TWSC	AM	84.5	F	90.3	F	5.8	No
		PM	18.3	C	20	C	1.7	No
		SA	12.2	B	12.5	B	0.3	No
12 Burton Wy. & Foothill Rd.	S	AM	0.7	B	0.713	C	0.013	No
		PM	0.653	B	0.665	B	0.012	No
		SA	0.466	A	0.485	A	0.019	No
13. Burton Wy. & Maple Dr.	S	AM	0.701	C	0.705	C	0.004	No
		PM	0.642	B	0.645	B	0.003	No
		SA	0.433	A	0.437	A	0.004	No
14. Burton Wy. & Doheny Dr.	S	AM	0.724	C	0.728	C	0.004	No
		PM	0.875	D	0.877	D	0.002	No
		SA	0.554	A	0.555	A	0.001	No
15. Civic Center Dr. & Civic Center Dr.	AWSC	AM	10.5	B	10.7	B	0.2	No
		PM	8.2	A	8.3	A	0.1	No
		SA	7.7	A	7.8	A	0.1	No
16. Civic Center Dr. & Foothill Rd.	S	AM	10.3	B	10.4	B	0.100	No
		PM	9.6	A	9.7	A	0.100	No
		SA	9.1	A	9.1	A	0.000	No
17. Civic Center Dr. & Beverly Bl.	TWSC	AM	12.9	B	13	B	0.1	No
		PM	13.4	B	13.6	B	0.2	No
		SA	13.1	B	13.3	B	0.2	No
18. Civic Center Dr. & 3rd St.	AWSC	AM	10.2	B	10.3	B	0.1	No
		PM	8.9	A	9.2	A	0.3	No
		SA	7.8	A	8	A	0.2	No
19. 3rd St. & Foothill Rd.	AWSC	AM	12.2	B	13.3	B	1.1	No
		PM	9.8	A	10.9	B	1.1	No
		SA	8.1	A	8.5	A	0.4	No
20. 3rd St. & Maple Dr.	AWSC	AM	12.6	B	12.9	B	0.3	No
		PM	11.6	B	11.8	B	0.2	No
		SA	8.8	A	8.8	A	0.0	No
21. 3rd St. & Palm Dr.	AWSC	AM	13.6	B	13.8	B	0.2	No
		PM	10.1	B	10.2	B	0.1	No
		SA	8.3	A	8.4	A	0.1	No
22. 3rd St. & Oakhurst Dr.	AWSC	AM	15.4	C	15.7	C	0.3	No
		PM	12.2	B	12.3	B	0.1	No
		SA	8.7	A	8.8	A	0.1	No
23. 3rd St. & Doheny Dr.	S	AM	0.767	C	0.771	C	0.004	No
		PM	0.778	C	0.78	C	0.002	No
		SA	0.579	A	0.58	A	0.001	No
24. Alden Dr. & Foothill Rd.	TWSC	AM	10.1	B	10.3	B	0.2	No
		PM	9.8	A	10.2	B	0.4	No
		SA	9.3	A	9.5	A	0.2	No
25. Alden Dr. & Maple Dr.	AWSC	AM	7.9	A	8.0	A	0.1	No
		PM	8.3	A	8.5	A	0.2	No
		SA	7.5	A	7.6	A	0.1	No
26. Beverly Bl. & Maple Dr.	S	AM	0.509	A	0.513	A	0.004	No
		PM	0.558	A	0.585	A	0.027	No
		SA	0.375	A	0.392	A	0.017	No
27. Beverly Bl. & Doheny Dr.	S	AM	0.868	D	0.872	D	0.004	No
		PM	0.873	D	0.874	D	0.001	No
		SA	0.754	C	0.755	C	0.001	No
28. Clifton Wy./Foothill Rd. & Rexford Dr.	AWSC	AM	12.5	B	12.6	B	0.1	No
		PM	12.9	B	13.2	B	0.3	No
		SA	8.6	A	8.7	A	0.1	No
29. Wilshire Bl. & Rexford Dr.	S	AM	0.716	C	0.719	C	0.003	No
		PM	0.63	B	0.636	B	0.006	No
		SA	0.515	A	0.517	A	0.002	No

Notes:
S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Table 10 2010 With Project Intersection Impacts

Intersection	Control	Peak Hour	Existing Conditions		Future without Project		Future with Project		Change in V/C Ratio	Significant Impact?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1. Santa Monica Bl. (N) & Wilshire Bl.	S	AM	1.150	F	1.274	F	1.28	F	0.006	No
		PM	1.072	F	1.270	F	1.275	F	0.005	No
		SA	1.162	F	1.259	F	1.266	F	0.007	No
2. Santa Monica Bl. (S) & Wilshire Bl	S	AM	1.057	F	1.328	F	1.328	F	0.000	No
		PM	1.424	F	1.325	F	1.327	F	0.002	No
		SA	0.814	D	1.018	F	1.019	F	0.001	No
3. Santa Monica Bl. (N) & Beverly Dr	S	AM	0.854	D	0.994	E	0.997	E	0.003	No
		PM	0.917	E	1.143	F	1.148	F	0.005	No
		SA	0.833	D	1.019	F	1.025	F	0.006	No
4. Santa Monica Bl. (S) & Beverly Dr	S	AM	0.850	D	1.051	F	1.054	F	0.003	No
		PM	1.152	F	1.309	F	1.311	F	0.002	No
		SA	0.745	C	0.871	D	0.874	D	0.003	No
5. Santa Monica Bl. & Rexford Dr	S	AM	0.827	D	0.96	E	0.961	E	0.001	No
		PM	1.006	F	1.205	F	1.209	F	0.004	No
		SA	0.776	C	0.972	E	0.976	E	0.004	No
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr	TWSC	AM	49.0	E	162.1	F	162.1	F	0.0	No
		PM	127.9	F	859.9	F	859.9	F	0.0	No
		SA	39.4	E	164.6	F	164.6	F	0.0	No
7. Santa Monica Bl. & Maple Dr	TWSC	AM	37.4	E	72.5	F	72.5	F	0.0	No
		PM	47.3	E	78.8	F	78.8	F	0.0	No
		SA	98.6	F	201.4	F	201.4	F	0.0	No
8. Santa Monica Bl. & Beverly Bl./Palm Dr	S	AM	0.708	C	0.967	E	0.970	E	0.003	No
		PM	0.895	D	1.075	F	1.084	F	0.009	No
		SA	0.739	C	0.925	E	0.936	E	0.011	No
9. Santa Monica Bl. & Doheny Dr	S	AM	0.817	D	1.087	F	1.09	F	0.003	No
		PM	0.815	D	0.997	E	1.001	F	0.004	No
		SA	0.737	C	0.901	E	0.906	E	0.005	No
10. Burton Wy. & Rexford Dr	S	AM	0.658	B	0.730	C	0.731	C	0.001	No
		PM	0.752	C	0.822	D	0.825	D	0.003	No
		SA	0.439	A	0.485	A	0.489	A	0.004	No
11. Burton Wy. & Civic Center Dr	TWSC	AM	84.5	F	206.4	F	216.4	F	10.0	No
		PM	18.3	C	23.2	C	26.5	D	3.3	No
		SA	12.2	B	14.2	B	14.6	B	0.4	No
12. Burton Wy. & Foothill Rd.	S	AM	0.700	B	0.83	D	0.843	D	0.013	No
		PM	0.653	B	0.722	C	0.742	C	0.020	No
		SA	0.486	A	0.568	A	0.578	A	0.010	No
13. Burton Wy. & Maple Dr	TWSC	AM	0.701	A	0.788	C	0.792	C	0.004	No
		PM	0.6	A	0.712	C	0.715	C	0.003	No
		SA	0.433	A	0.492	A	0.496	A	0.004	No
14. Burton Wy. & Doheny Dr	S	AM	0.724	C	0.882	D	0.887	D	0.005	No
		PM	0.875	D	0.965	E	0.967	E	0.002	No
		SA	0.554	A	0.637	B	0.639	B	0.002	No
15. Civic Center Dr. & Civic Center Dr	AWSC	AM	10.5	B	10.9	B	11.1	B	0.2	No
		PM	8.2	A	8.4	A	8.4	A	0.0	No
		SA	7.7	A	7.8	A	7.9	A	0.1	No
16. Civic Center Dr. & Foothill Rd	TWSC	AM	10.3	B	10.1	B	10.2	B	0.1	No
		PM	9.6	A	10	B	10.1	B	0.1	No
		SA	9.1	A	9.4	A	9.5	A	0.1	No
17. Civic Center Dr. & Beverly Bl	TWSC	AM	12.9	B	19.3	C	19.6	C	0.3	No
		PM	13.4	B	15.7	C	15.9	C	0.2	No
		SA	13.1	B	15.4	C	15.7	C	0.3	No
18. Civic Center Dr. & 3rd St.	AWSC	AM	10.2	B	10.6	B	10.7	B	0.1	No
		PM	8.9	A	9.1	A	9.4	A	0.3	No
		SA	7.8	A	7.9	A	8.1	A	0.2	No
19. 3rd St. & Foothill Rd.	AWSC	AM	12.2	B	15.9	C	18.2	C	2.3	No
		PM	9.8	A	10.6	B	12	B	1.4	No
		SA	8.1	A	9.2	A	9.8	A	0.6	No
20. 3rd St. & Maple Dr	AWSC	AM	12.6	B	15.3	C	15.8	C	0.5	No
		PM	11.6	B	12.9	B	13.2	B	0.3	No
		SA	8.8	A	9.6	A	9.7	A	0.1	No
21. 3rd St. & Palm Dr	AWSC	AM	13.6	B	16.6	C	17.0	C	0.4	No
		PM	10.1	B	10.9	B	11	B	0.1	No
		SA	8.3	A	9	A	9.1	A	0.1	No
22. 3rd St. & Oakhurst Dr	AWSC	AM	15.4	C	19.9	C	20.4	C	0.5	No
		PM	12.2	B	13.7	B	14	B	0.3	No
		SA	8.7	A	9.5	A	9.6	A	0.1	No
23. 3rd St. & Doheny Dr	S	AM	0.767	C	0.873	D	0.877	D	0.004	No
		PM	0.776	C	0.82	D	0.822	D	0.002	No
		SA	0.579	A	0.623	B	0.624	B	0.001	No
24. Alden Dr. & Foothill Rd	TWSC	AM	10.1	B	11.2	B	11.5	B	0.3	No
		PM	9.8	A	10.1	B	10.5	B	0.4	No
		SA	9.3	A	10.3	B	10.7	B	0.4	No
25. Alden Dr. & Maple Dr	AWSC	AM	7.9	A	8	A	8.1	A	0.1	No
		PM	8.3	A	8.4	A	8.6	A	0.2	No
		SA	7.5	A	7.5	A	7.6	A	0.1	No
26. Beverly Bl. & Maple Dr	S	AM	0.509	A	0.633	B	0.640	B	0.007	No
		PM	0.558	A	0.608	B	0.635	B	0.027	No
		SA	0.375	A	0.42	A	0.438	A	0.018	No
27. Beverly Bl. & Doheny Dr	S	AM	0.868	D	1.086	F	1.09	F	0.004	No
		PM	0.873	D	0.992	E	0.994	E	0.002	No
		SA	0.764	C	0.823	D	0.824	D	0.001	No
28. Clifton Wy./Foothill Rd. & Rexford Dr	AWSC	AM	12.5	B	13.3	B	13.5	B	0.2	No
		PM	12.9	B	14	B	14.3	B	0.3	No
		SA	8.6	A	8.8	A	8.8	A	0.0	No
29. Wilshire Bl. & Rexford Dr	S	AM	0.716	C	0.898	D	0.901	E	0.003	No
		PM	0.630	B	0.748	C	0.754	C	0.006	No
		SA	0.515	A	0.681	B	0.683	B	0.002	No

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Table 11 2010 With Project – With EBD SP Intersection Impacts

Intersection	Control	Peak Hour	Existing Conditions		Future without Project		Future with Project		Change in V/C Ratio	Significant Impact?
			V/C or Delay	LOS	v/c or Delay	LOS	V/C or Delay	LOS		
1. Santa Monica Bl. (N) & Wilshire Bl	S	AM	1.15	F	1.382	F	1.388	F	0.006	No
		PM	1.072	F	1.341	F	1.349	F	0.008	No
		SA	1.162	F	1.356	F	1.363	F	0.007	No
2. Santa Monica Bl. (S) & Wilshire Bl.	S	AM	1.057	F	1.337	F	1.338	F	0.001	No
		PM	1.424	F	1.352	F	1.354	F	0.002	No
		SA	0.814	D	1.032	F	1.033	F	0.001	No
3. Santa Monica Bl. (N) & Beverly Dr.	S	AM	0.854	D	1.062	F	1.070	F	0.008	No
		PM	0.917	E	1.201	F	1.206	F	0.005	No
		SA	0.833	D	1.102	F	1.109	F	0.007	No
4. Santa Monica Bl. (S) & Beverly Dr.	S	AM	0.85	D	1.138	F	1.141	F	0.003	No
		PM	1.152	F	1.341	F	1.343	F	0.002	No
		SA	0.745	C	0.914	E	0.916	E	0.002	No
5. Santa Monica Bl. & Rexford Dr.	S	AM	0.827	D	1.034	F	1.04	F	0.006	No
		PM	1.006	F	1.264	F	1.270	F	0.006	No
		SA	0.776	C	1.056	F	1.062	F	0.006	No
6. Santa Monica Bl. & Alpine Dr./Civic Center Dr	TWSC	AM	49	E	601.1	F	620.8	F	19.7	No
		PM	127.9	F	OVRFL	F	OVRFL	F	-	No
		SA	39.4	E	716.9	F	786.7	F	69.8	No
7. Santa Monica Bl. & Maple Dr	S	AM	37.4	E	0.819	D	0.822	D	0.0	No
		PM	47.3	E	1.031	F	1.063	F	0.0	No
		SA	98.6	F	0.900	D	0.926	E	0.0	No
8. Santa Monica Bl. & Beverly Bl./Palm Dr.	S	AM	0.708	C	1.04	F	1.045	F	0.005	No
		PM	0.895	D	1.198	F	1.21	F	0.012	No
		SA	0.739	C	1.024	F	1.033	F	0.009	No
9. Santa Monica Bl. & Doheny Dr.	S	AM	0.817	D	1.174	F	1.179	F	0.005	No
		PM	0.815	D	1.1	F	1.106	F	0.006	No
		SA	0.737	C	1.001	F	1.008	F	0.007	No
10. Burton Wy. & Rexford Dr	S	AM	0.658	B	0.742	C	0.743	C	0.001	No
		PM	0.752	C	0.832	D	0.833	D	0.001	No
		SA	0.439	A	0.511	A	0.503	A	-0.008	No
11. Burton Wy. & Civic Center Dr.	TWSC	AM	84.5	F	261.8	F	268.6	F	6.8	No
		PM	18.3	C	44.8	E	52.2	F	7.4	No
		SA	12.2	B	16.3	C	16.8	C	0.5	No
12. Burton Wy. & Foothill Rd.	S	AM	0.7	B	0.988	E	0.996	E	0.008	No
		PM	0.653	B	0.881	D	0.897	D	0.016	No
		SA	0.466	A	0.733	C	0.747	C	0.014	No
13. Burton Wy. & Maple Dr	S	AM	0.701	A	0.863	D	0.868	D	0.005	No
		PM	0.6	A	0.795	C	0.798	C	0.003	No
		SA	0.433	A	0.559	A	0.562	A	0.003	No
14. Burton Wy. & Doheny Dr.	S	AM	0.724	C	0.969	E	0.974	E	0.005	No
		PM	0.875	D	1.054	F	1.058	F	0.004	No
		SA	0.554	A	0.675	B	0.677	B	0.002	No
15. Civic Center Dr. & Civic Center Dr.	AWSC	AM	10.5	B	13.5	B	13.8	B	0.3	No
		PM	8.2	A	9.2	A	9.3	A	0.1	No
		SA	7.7	A	8.6	A	8.7	A	0.1	No
16. Civic Center Dr. & Foothill Rd.	S	AM	10.3	B	0.624	A	0.641	A	0.017	No
		PM	9.6	A	0.529	A	0.553	A	0.024	No
		SA	9.1	A	0.476	A	0.498	A	0.022	No
17. Civic Center Dr. & Beverly Bl.	TWSC	AM	12.9	B	26.3	D	26.5	D	0.2	No
		PM	13.4	B	18	C	18.1	C	0.1	No
		SA	13.1	B	17.9	C	18	C	0.1	No
18. Civic Center Dr. & 3rd St	AWSC	AM	10.2	B	11.4	B	11.6	B	0.2	No
		PM	8.9	A	9.9	A	10.2	B	0.3	No
		SA	7.8	A	8.4	A	8.5	A	0.1	No
19. 3rd St. & Foothill Rd	S	AM	12.2	B	0.790	C	0.838	D	0.048	Yes
		PM	9.8	A	0.748	C	0.799	C	0.051	Yes
		SA	8.1	A	0.606	B	0.637	B	0.031	No
20. 3rd St. & Maple Dr.	S	AM	12.6	B	0.703	C	0.71	C	0.007	No
		PM	11.6	B	0.732	C	0.741	C	0.009	No
		SA	8.8	A	0.499	A	0.505	A	0.006	No
21. 3rd St. & Palm Dr.	AWSC	AM	13.6	B	27.3	D	28.3	D	1.0	No
		PM	10.1	B	14.7	B	15	C	0.3	No
		SA	8.3	A	10	B	10.1	B	0.1	No
22. 3rd St. & Oakhurst Dr	AWSC	AM	15.4	C	36.2	E	37.6	E	1.4	No
		PM	12.2	B	22.9	C	23.8	C	0.9	No
		SA	8.7	A	10.8	B	10.8	B	0.0	No
23. 3rd St. & Doheny Dr.	S	AM	0.787	C	0.969	E	0.972	E	0.003	No
		PM	0.778	C	0.905	E	0.907	E	0.002	No
		SA	0.579	A	0.675	B	0.676	B	0.001	No
24. Alden Dr. & Foothill Rd.	TWSC	AM	10.1	B	228.4	F	285.5	F	57.1	No
		PM	9.8	A	140.7	F	189.8	F	49.1	No
		SA	9.3	A	56.3	F	79.7	F	23.4	No
25. Alden Dr. & Maple Dr.	AWSC	AM	7.9	A	11.2	B	11.2	B	0.0	No
		PM	8.3	A	14.7	B	15.1	C	0.4	No
		SA	7.5	A	9.6	A	9.7	A	0.1	No
26. Beverly Bl. & Maple Dr	S	AM	0.509	A	0.713	C	0.718	C	0.005	No
		PM	0.558	A	0.729	C	0.735	C	0.006	No
		SA	0.375	A	0.489	A	0.493	A	0.004	No
27. Beverly Bl. & Doheny Dr.	S	AM	0.868	D	1.161	F	1.162	F	0.001	No
		PM	0.873	D	1.111	F	1.115	F	0.004	No
		SA	0.754	C	0.887	D	0.889	D	0.002	No
28. Clifton Wy./Foothill Rd. & Rexford Dr	AWSC	AM	12.5	B	16	C	16.2	C	0.2	No
		PM	12.9	B	22.6	C	23.6	C	1.0	No
		SA	8.6	A	9.8	A	9.9	A	0.1	No
29. Wilshire Bl. & Rexford Dr	S	AM	0.716	C	0.943	E	0.946	E	0.003	No
		PM	0.63	B	0.818	D	0.823	D	0.005	No
		SA	0.515	A	0.747	C	0.752	C	0.005	No

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Neighborhood Residential Street Impacts

In addition to the intersection analysis, a residential street impact analysis was conducted for the following nine residential street segments in the vicinity of the project:

A. Rexford Dr. between Santa Monica Bl. & Carmelita Av.
B. Palm Dr. between Santa Monica Bl. & Carmelita Av.
C. Maple Dr. between Civic Center Dr. & Beverly Bl.
D. Maple Dr. between Beverly Bl. & Alden Dr.
E. Maple Dr. between Alden Dr. & 3rd St.
F. Maple Dr. between 3rd St. & Burton Wy.
G. Alden Dr. between Maple Dr. & Palm Dr.
H. 3rd St. between Maple Dr. & Palm Dr.
I. Foothill Rd. between Burton Wy. & Dayton Wy.

Existing Plus Project Scenario

Project-generated segment volumes were added to existing counts to obtain Existing Plus Project volumes. Based on the City of Beverly Hills' significance thresholds, the Existing Plus Project forecasts demonstrate that the proposed project would not result in a significant traffic impact at any of the 9 analyzed segments, as shown on Table 12.

2010 With Project Scenario

Project-generated segment volumes were added to 2010 Without Project volumes to obtain 2010 With Project volumes. Based on the City of Beverly Hills' and City of Los Angeles' thresholds of significance, the Existing Plus Project forecasts demonstrate that the proposed project would not result in a significant traffic impact at any of the 9 analyzed segments, as shown on Table 13.

2010 With Project Scenario – With EBD SP

Project-generated segment volumes were added to 2010 Without Project - with EBD SP volumes to obtain 2010 With Project – with EBD SP volumes. Based on the City of Beverly Hills' and City of Los Angeles' thresholds of significance, the Existing Plus Project forecasts demonstrate that the proposed project would not result in a significant traffic impact at any of the 9 analyzed segments, as shown on Table 14.

Table 12 Existing + Project Residential Street Segment Analysis

AM Peak Hour

Segment	Existing	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	605	1%	103	1	606	0%	No
B Palm St. between Santa Monica Blvd.and Carmelita Ave.	466	2%	103	2	468	0%	No
C Maple Dr. between Civic Center and Beverly Bl.	60	0%	103	0	60	0%	No
D Maple Dr. between Beverly Bl and Alden Dr.	322	11%	103	11	333	3%	No
E Maple Dr. between Alden Dr.and 3rd St.	354	0%	103	0	354	0%	No
F Maple Dr. between 3rd St.and Burton Wy.	433	6%	103	6	439	1%	No
G Alden Dr. between Maple Dr.and Palm Dr.	171	6%	103	6	177	4%	No
H 3rd between Maple Dr.and Palm Dr.	680	7%	103	7	687	1%	No
I Foothill Rd. between Burton Wy.and Dayton Wy.	262	9%	103	9	271	3%	No

PM Peak Hour

Segment	Existing	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	666	1%	165	2	668	0%	No
B Palm St. between Santa Monica Blvd.and Carmelita Ave.	513	2%	165	3	516	1%	No
C Maple Dr. between Civic Center and Beverly Bl.	106	0%	165	0	106	0%	No
D Maple Dr. between Beverly Bl and Alden Dr.	435	27%	165	45	480	10%	No
E Maple Dr. between Alden Dr.and 3rd St.	423	1%	165	2	425	0%	No
F Maple Dr. between 3rd St.and Burton Wy.	485	3%	165	5	490	1%	No
G Alden Dr. between Maple Dr.and Palm Dr.	145	4%	165	7	152	5%	No
H 3rd between Maple Dr.and Palm Dr.	569	6%	165	10	579	2%	No
I Foothill Rd. between Burton Wy.and Dayton Wy.	284	9%	165	14	298	5%	No

Saturday Peak Hour

Segment	Existing	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	368	1%	135	2	370	1%	No
B Palm St. between Santa Monica Blvd.and Carmelita Ave.	281	2%	135	3	284	1%	No
C Maple Dr. between Civic Center and Beverly Bl.	61	0%	135	0	61	0%	No
D Maple Dr. between Beverly Bl and Alden Dr.	167	21%	135	28	195	17%	No
E Maple Dr. between Alden Dr.and 3rd St.	437	1%	135	1	438	0%	No
F Maple Dr. between 3rd St.and Burton Wy.	217	4%	135	6	223	3%	No
G Alden Dr. between Maple Dr.and Palm Dr.	68	7%	135	9	77	13%	No
H 3rd between Maple Dr.and Palm Dr.	271	7%	135	9	280	3%	No
I Foothill Rd. between Burton Wy.and Dayton Wy.	190	8%	135	11	201	6%	No

Weekday ADT

Segment	Existing	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	7,677	1%	1,557	19	7,696	0%	No
B Palm St. between Santa Monica Blvd.and Carmelita Ave.	5,499	2%	1,557	28	5,527	1%	No
C Maple Dr. between Civic Center and Beverly Bl.	1,028	0%	1,557	0	1,028	0%	No
D Maple Dr. between Beverly Bl and Alden Dr.	4,508	27%	1,557	425	4,933	9%	No
E Maple Dr. between Alden Dr.and 3rd St.	4,756	1%	1,557	19	4,775	0%	No
F Maple Dr. between 3rd St.and Burton Wy.	5,444	3%	1,557	47	5,491	1%	No
G Alden Dr. between Maple Dr.and Palm Dr.	1,738	4%	1,557	66	1,804	4%	No
H 3rd between Maple Dr.and Palm Dr.	6,910	6%	1,557	95	7,004	1%	No
I Foothill Rd. between Burton Wy.and Dayton Wy.	3,065	9%	1,557	132	3,197	4%	No

Saturday ADT

Segment	Existing	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	3,624	1%	1,198	18	3,642	0%	No
B Palm St. between Santa Monica Blvd.and Carmelita Ave.	2,075	2%	1,198	27	2,101	1%	No
C Maple Dr. between Civic Center and Beverly Bl.	542	0%	1,198	0	542	0%	No
D Maple Dr. between Beverly Bl and Alden Dr.	1,311	21%	1,198	249	1,559	19%	No
E Maple Dr. between Alden Dr.and 3rd St.	1,125	1%	1,198	9	1,134	1%	No
F Maple Dr. between 3rd St.and Burton Wy.	1,453	4%	1,198	53	1,506	4%	No
G Alden Dr. between Maple Dr.and Palm Dr.	579	7%	1,198	80	658	14%	No
H 3rd betweenMaple Dr.and Palm Dr.	2,391	7%	1,198	80	2,470	3%	No
I Foothill Rd. between Burton Wy.and Dayton Wy.	1,803	8%	1,198	98	1,901	5%	No

Table 13 2010 With Project Residential Street Segment Analysis

AM Peak Hour

	Segment	Existing	Existing + Ablant Growth	Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	605	629	11	640	1%	103	1	641	0.2%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	466	485	567	1,052	2%	103	2	1,054	0.2%	No
C	Maple Dr. between Civic Center and Beverly Bl.	60	62	0	62	0%	103	0	62	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	322	335	6	341	11%	103	11	352	3.2%	No
E	Maple Dr. between Alden Dr.and 3rd St.	354	368	121	488	0%	103	0	488	0.0%	No
F	Maple Dr. between 3rd St.and Burton Wy.	433	450	78	528	0%	103	0	528	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	171	177	10	187	6%	103	6	193	3.2%	No
H	3rd between Maple Dr.and Palm Dr.	680	707	77	783	7%	103	7	790	0.9%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	262	272	0	272	9%	103	9	281	3.3%	No

PM Peak Hour

	Segment	Existing	Existing + Ablant Growth	Other Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	666	692	6	698	1%	165	2	700	0.3%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	513	534	858	1,392	2%	165	3	1,395	0.2%	No
C	Maple Dr. between Civic Center and Beverly Bl.	106	110	0	110	0%	165	0	110	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	435	452	0	452	27%	165	45	497	9.9%	No
E	Maple Dr. between Alden Dr.and 3rd St.	423	439	19	459	1%	165	2	461	0.4%	No
F	Maple Dr. between 3rd St.and Burton Wy.	485	504	10	514	0%	165	0	514	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	145	151	0	151	4%	165	7	158	4.6%	No
H	3rd between Maple Dr.and Palm Dr.	569	592	54	646	6%	165	10	656	1.5%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	284	295	0	295	9%	165	14	309	4.7%	No

Saturday Peak Hour

	Segment	Existing	Existing + Ablant Growth	Other Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	368	383	8	391	1%	135	2	393	0.5%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	281	293	862	1,154	2%	135	3	1,157	0.3%	No
C	Maple Dr. between Civic Center and Beverly Bl.	61	63	0	63	0%	135	0	63	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	167	174	0	174	21%	135	28	202	16.1%	No
E	Maple Dr. between Alden Dr.and 3rd St.	437	455	143	597	1%	135	1	598	0.2%	No
F	Maple Dr. between 3rd St.and Burton Wy.	217	226	92	318	0%	135	0	318	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	68	71	0	71	7%	135	9	80	12.7%	No
H	3rd between Maple Dr.and Palm Dr.	271	282	108	390	7%	135	9	399	2.3%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	190	197	8	205	8%	135	11	216	5.4%	No

Weekday ADT

	Segment	Existing	Existing + Ablant Growth	Other Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	7,677	7,984	60	8,044	1%	1,557	19	8,063	0.2%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	5,499	5,718	8,580	14,299	2%	1,557	28	14,327	0.2%	No
C	Maple Dr. between Civic Center and Beverly Bl.	1,028	1,069	0	1,069	0%	1,557	0	1,069	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	4,508	4,688	0	4,688	27%	1,557	425	5,114	9.1%	No
E	Maple Dr. between Alden Dr.and 3rd St.	4,756	4,946	192	5,138	1%	1,557	19	5,157	0.4%	No
F	Maple Dr. between 3rd St.and Burton Wy.	5,444	5,661	98	5,760	0%	1,557	0	5,760	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	1,738	1,808	0	1,808	4%	1,557	66	1,874	3.7%	No
H	3rd between Maple Dr.and Palm Dr.	6,910	7,186	541	7,727	6%	1,557	95	7,822	1.2%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	3,065	3,188	0	3,188	9%	1,557	132	3,320	4.2%	No

Saturday ADT

	Segment	Existing	Existing + Ablant Growth	Other Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	3,624	3,769	80	3,849	1%	1,198	18	3,867	0.5%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	2,075	2,157	8,619	10,777	2%	1,198	27	10,803	0.2%	No
C	Maple Dr. between Civic Center and Beverly Bl.	542	564	0	564	0%	1,198	0	564	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	1,311	1,363	0	1,363	21%	1,198	249	1,611	18.2%	No
E	Maple Dr. between Alden Dr.and 3rd St.	1,125	1,170	1,428	2,598	1%	1,198	9	2,606	0.3%	No
F	Maple Dr. between 3rd St.and Burton Wy.	1,453	1,511	921	2,432	0%	1,198	0	2,432	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	579	602	0	602	7%	1,198	80	682	13.3%	No
H	3rd between Maple Dr.and Palm Dr.	2,391	2,486	1,081	3,567	7%	1,198	80	3,647	2.2%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	1,803	1,875	80	1,955	8%	1,198	98	2,053	5.0%	No

Table 14 2010 With Project – With EBD SP Residential Street Segment Analysis

AM Peak Hour

	Segment	Existing	Existing + Ablant Growth	% of Traffic from EBD Specific Plan Projects	Total EBD Specific Plan Project Traffic	EBD Specific Plan Traffic on Segment	Other Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	605	629	2.20%	1,948	43	11	682	1%	103	1	683	0.1%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	466	485	3.69%	1,948	72	567	1,124	2%	103	2	1,126	0.2%	No
C	Maple Dr. between Civic Center and Beverly Bl.	60	62	0.00%	1,948	0	0	62	0%	103	0	62	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	322	335	11.69%	1,948	228	6	569	6%	103	6	575	1.1%	No
E	Maple Dr. between Alden Dr.and 3rd St.	354	368	17.10%	1,948	333	121	821	0%	103	0	821	0.0%	No
F	Maple Dr. between 3rd St.and Burton Wy.	433	450	4.00%	1,948	78	78	606	0%	103	0	606	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	171	177	17.10%	1,948	333	10	520	3%	103	3	523	0.6%	No
H	3rd between Maple Dr.and Palm Dr.	680	707	11.06%	1,948	215	77	999	7%	103	7	1,006	0.7%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	262	272	10.59%	1,948	206	0	479	9%	103	9	488	1.9%	No

PM Peak Hour

	Segment	Existing	Existing + Ablant Growth	% of Traffic from EBD Specific Plan Projects	Total EBD Specific Plan Project Traffic	EBD Specific Plan Traffic on Segment	Other Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	666	692	3.03%	2,490	75	6	773	1%	165	2	775	0.3%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	513	534	4.34%	2,490	108	858	1,500	2%	165	4	1,504	0.3%	No
C	Maple Dr. between Civic Center and Beverly Bl.	106	110	0.00%	2,490	0	0	110	0%	165	0	110	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	435	452	7.02%	2,490	175	0	627	6%	165	10	637	1.6%	No
E	Maple Dr. between Alden Dr.and 3rd St.	423	439	13.82%	2,490	344	19	803	1%	165	2	805	0.2%	No
F	Maple Dr. between 3rd St.and Burton Wy.	485	504	8.62%	2,490	215	10	729	0%	165	0	729	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	145	151	14.67%	2,490	365	0	516	4%	165	6	522	1.2%	No
H	3rd between Maple Dr.and Palm Dr.	569	592	12.90%	2,490	321	54	967	6%	165	10	977	1.0%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	284	295	11.36%	2,490	283	0	578	9%	165	14	592	2.4%	No

Saturday Peak Hour

	Segment	Existing	Existing + Ablant Growth	% of Traffic from EBD Specific Plan Projects	Total EBD Specific Plan Project Traffic	EBD Specific Plan Traffic on Segment	Other Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	368	383	2.40%	2,014	48	8	439	1%	135	2	441	0.5%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	281	293	3.42%	2,014	69	862	1,223	2%	135	3	1,226	0.2%	No
C	Maple Dr. between Civic Center and Beverly Bl.	61	63	0.00%	2,014	0	0	63	0%	135	0	63	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	167	174	5.64%	2,014	114	0	288	6%	135	8	296	2.8%	No
E	Maple Dr. between Alden Dr.and 3rd St.	437	455	11.04%	2,014	222	143	820	1%	135	1	821	0.1%	No
F	Maple Dr. between 3rd St.and Burton Wy.	217	226	5.10%	2,014	103	92	421	0%	135	0	421	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	68	71	12.00%	2,014	242	0	313	4%	135	6	319	1.9%	No
H	3rd between Maple Dr.and Palm Dr.	271	282	8.10%	2,014	163	108	553	7%	135	9	562	1.6%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	190	197	10.02%	2,014	202	8	407	8%	135	11	418	2.7%	No

Weekday ADT

	Segment	Existing	Existing + Ablant Growth	% of Traffic from EBD Specific Plan Projects	Total EBD Specific Plan Project Traffic	EBD Specific Plan Traffic on Segment	Other Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	7,677	7,984	3.03%	26,441	800	60	8,844	1%	1,557	19	8,863	0.2%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	5,499	5,718	4.34%	26,441	1,147	8,580	15,446	2%	1,557	38	15,484	0.2%	No
C	Maple Dr. between Civic Center and Beverly Bl.	1,028	1,069	0.00%	26,441	0	0	1,069	0%	1,557	0	1,069	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	4,508	4,688	7.02%	26,441	1,857	0	6,545	6%	1,557	95	6,640	1.4%	No
E	Maple Dr. between Alden Dr.and 3rd St.	4,756	4,946	13.82%	26,441	3,653	192	8,791	1%	1,557	19	8,810	0.2%	No
F	Maple Dr. between 3rd St.and Burton Wy.	5,444	5,661	8.62%	26,441	2,280	98	8,039	0%	1,557	0	8,039	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	1,738	1,808	14.67%	26,441	3,880	0	5,687	4%	1,557	57	5,744	1.0%	No
H	3rd between Maple Dr.and Palm Dr.	6,910	7,186	12.90%	26,441	3,412	541	11,139	6%	1,557	95	11,234	0.8%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	3,065	3,188	11.36%	26,441	3,004	0	6,192	9%	1,557	132	6,324	2.1%	No

Saturday ADT

	Segment	Existing	Existing + Ablant Growth	% of Traffic from EBD Specific Plan Projects	Total EBD Specific Plan Project Traffic	EBD Specific Plan Traffic on Segment	Other Related Projects	Future No Project	% of Project Trips on Segment	Total Project Trips	Total Project Trips on Segment	Future with Project	Change	Impact?
A	Rexford Dr. between Santa Monica Blvd.and Carmelita Ave.	3,624	3,769	2.40%	23,016	553	80	4,402	1%	1,198	18	4,419	0.4%	No
B	Palm St. between Santa Monica Blvd.and Carmelita Ave.	2,075	2,157	3.42%	23,016	787	8,619	11,564	2%	1,198	27	11,591	0.2%	No
C	Maple Dr. between Civic Center and Beverly Bl.	542	564	0.00%	23,016	0	0	564	0%	1,198	0	564	0.0%	No
D	Maple Dr. between Beverly Bl and Alden Dr.	1,311	1,363	5.64%	23,016	1,299	0	2,661	6%	1,198	71	2,732	2.7%	No
E	Maple Dr. between Alden Dr.and 3rd St.	1,125	1,170	11.04%	23,016	2,542	1,428	5,139	1%	1,198	9	5,148	0.2%	No
F	Maple Dr. between 3rd St.and Burton Wy.	1,453	1,511	5.10%	23,016	1,174	921	3,606	0%	1,198	0	3,606	0.0%	No
G	Alden Dr. between Maple Dr.and Palm Dr.	579	602	12.00%	23,016	2,763	0	3,364	4%	1,198	53	3,418	1.6%	No
H	3rd between Maple Dr.and Palm Dr.	2,391	2,488	8.10%	23,016	1,865	1,081	5,432	7%	1,198	80	5,512	1.5%	No
I	Foothill Rd. between Burton Wy.and Dayton Wy.	1,803	1,875	10.02%	23,016	2,307	80	4,262	8%	1,198	98	4,360	2.3%	No

Congestion Management Program

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. The CMP establishes that a traffic impacts analysis should be conducted if the proposed project will add 50 or more trips during either the AM or PM peak hour to a CMP intersection. The intersection of N. Santa Monica Boulevard and Wilshire Boulevard is the only CMP intersection in the Study Area. The project is expected to add more than 50 trips to this intersection only during the PM Peak Hour (50 trips) and the Saturday peak hour (52 trips). According to the CMP, a significant impact occurs on the CMP system as a result of project-generated increase of 2% or more in V/C ratio. As seen on Tables 9 through 11, the proposed project will not have a significant impact on the only CMP intersection in the Study Area.

CMP Transit Impacts

The CMP for Los Angeles County requires that the transit impact of individual development projects of potential regional significance be analyzed. Per the CMP, because the proposed project is being processed as a Mitigated Negative Declaration, it is therefore exempt from a CMP Transit analysis (CMP 5.2.3).

Construction Traffic Impacts

It is anticipated that the construction of the proposed project would occur over an approximately 24 month period. During the construction phase of the project there would be traffic associated with the construction activities. However, it is not anticipated that road closures or lane closures would be required as part of the construction of the proposed project. In addition, the potential impacts associated with construction traffic would be temporary in nature and would be eliminated after the construction is completed.

PROJECT IMPACT MITIGATIONS

One intersection is expected to be significantly impacted during the AM and PM peak hours under 2010 conditions with the project when cumulative traffic from the EBD SP is considered. This cumulative impact is the result of the increase in traffic from the development of projects that are part of the EBD SP. As such, the mitigation of this cumulative impact will only be required if the EBD Specific Plan projects are developed. The 331 Foothill Road Office/Commercial Building project will be subject to a fair share contribution for cost of the mitigations prior to issuance of the certificate of occupancy, if the EBD SP is approved.

Fair Share Contribution

In order to determine the proposed project's fair share contribution towards the mitigation of the project cumulative impact, project traffic at the impacted intersection was compared to the total cumulative traffic. The proposed project's contribution to the identified impact and associated mitigation measures is based on the proportion of project peak hour traffic contributed to the specific intersection relative to the total growth in peak hour traffic volume. Table 15 summarizes the proposed project's fair share contribution.

Table 15 Project's Fair Share Contribution

	AM	PM	SA
Related Projects	157	63	196
EBD Specific Plan Projects	572	699	545
331 Foothill Rd Traffic	86	122	107
Total Cumulative Traffic	815	884	848
Project Percentage	11%	14%	13%

As shown on Table 15, the proposed project's maximum fair share contribution would be 14 percent, during the PM peak hour.

Mitigation Measures

3rd St. & Foothill Rd. (a) – The project shall be responsible for its fair share towards the installation of the signal at the intersection of 3rd Street and Foothill Road included in the EBD project, should the EBD project be approved prior to the issuance of construction permits for the 331 Foothill Road project.

3rd St. & Foothill Rd. (b) – Following signalization of the intersection under the EBD SP, the City shall re-stripe the northbound and southbound approaches from one shared left-through-right turn lane to provide one left-turn lane and one shared through-right turn lane at each approach. With the implementation of this mitigation measure, the intersection would operate at LOS D (V/C 0.804) during the AM peak hour and LOS C (V/C 0.770) during the PM peak hour.

Temporary Construction Traffic Impacts - In order to minimize the potential effects of the construction-related traffic, the applicant would submit a construction monitoring plan to the City of Beverly Hills, which would be reviewed and approved by the City. This plan would include measures to minimize the construction impacts and could include: limited hours for construction activities (i.e., avoid the peak hours of street traffic); identifying truck haul routes; if on-site staging and parking is not available, identifying off-site locations for construction parking; and providing a shuttle for construction workers between the site and off-site parking area.

SUMMARY AND CONCLUSIONS

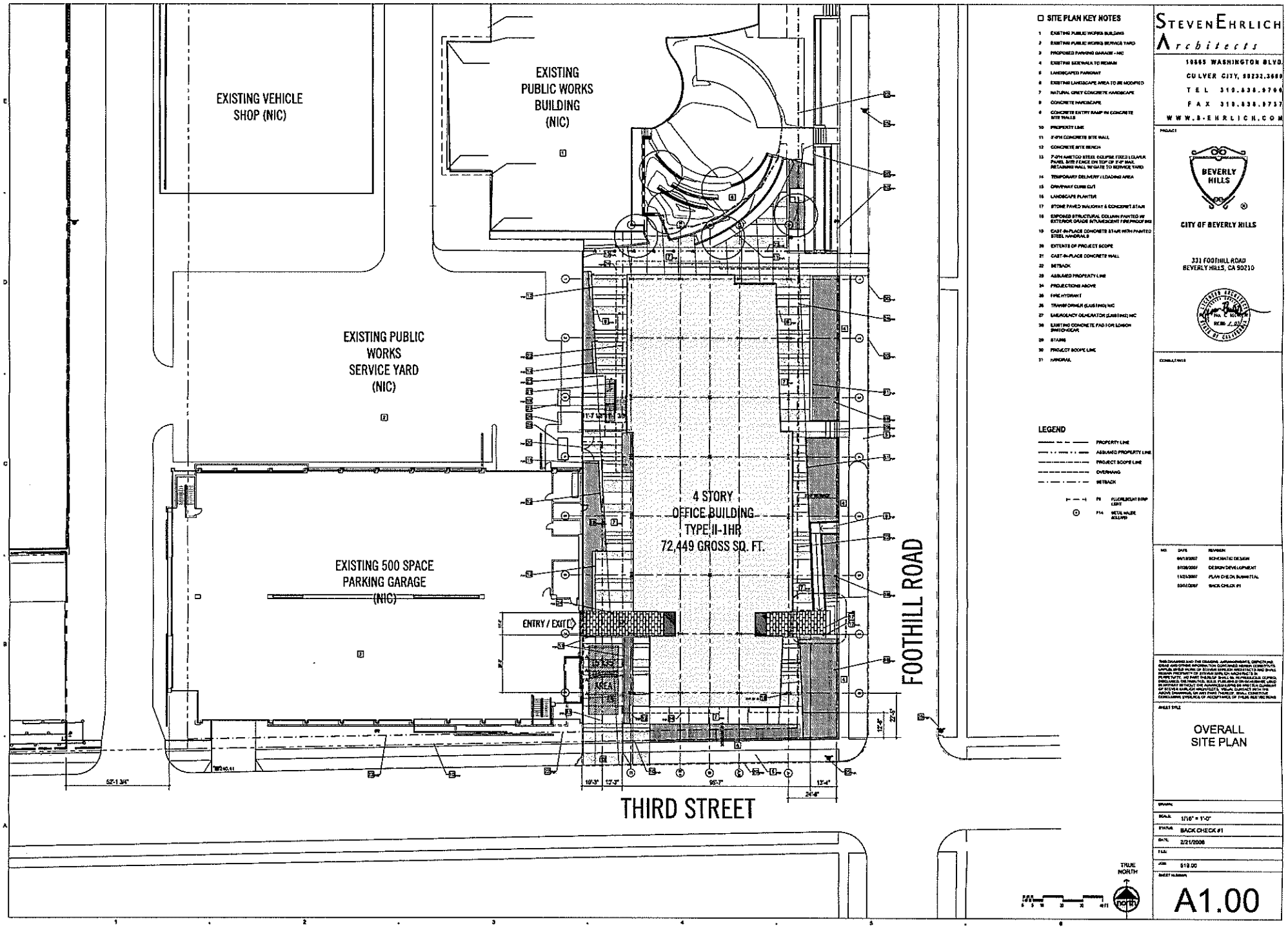
The proposed project is an office/commercial building including approximately 51,648 square feet of office space, a 16-employee Cable TV Office, a 5,667 square-foot restaurant, and approximately 10,649 square feet of retail space. The proposed project is expected to generate approximately 1,557 weekday daily trips of which about 103 would occur during the morning peak hour, and 165 during the evening peak hour. The project is expected to generate approximately 1,198 Saturday daily trips, with 135 occurring during the midday peak hour.

Based on City of Beverly Hills traffic impact significance criteria, the proposed project's impact on traffic conditions at 29 study intersections and 9 residential street segments was evaluated under several scenarios. Under existing conditions, the proposed project will not cause any significant impacts at the study intersections and street segments. Under 2010 traffic conditions, the proposed project will not cause any significant impacts at the study intersections or street segments. However, when traffic from the Entertainment Business District Specific Plan (EBD SP) projects is added (proposed to be completed by 2015) the proposed project will contribute to the cumulative impacts at one study intersections - 3rd St. & Foothill Rd. Assuming this intersection is signalized as contemplated by the EBD SP, the project proposes to re-stripe the northbound and southbound approaches of the intersection to provide a left-turn lane and a shared through-right lane to mitigate this cumulative project impact.

The cumulative project impact is the result of the increase in traffic from the adoption of the EBD SP. As such, the mitigation of these impacts will only be required if the EBD SP projects are constructed. The 3rd/Foothill Office/Commercial Building project will be subject to a fair share contribution for cost of the mitigations prior to issuance of the certificate of occupancy, if the EBD SP is approved. It was calculated that the proposed project's fair share contribution would be 14 percent.

ATTACHMENT 3

PROJECT PLANS



SITE PLAN KEY NOTES

1 EXISTING PUBLIC WORKS BUILDING
2 EXISTING PUBLIC WORKS SERVICE YARD
3 PROPOSED PARKING GARAGE - NIC
4 EXISTING SIDEWALK TO REMAIN
5 LANDSCAPED PARKWAY
6 EXISTING LANDSCAPE AREA TO BE MODIFIED
7 NATURAL GRAY CONCRETE HARDSCAPE
8 CONCRETE HARDSCAPE
9 CONCRETE ENTRY RAMP W/ CONCRETE SITE WALLS
10 PROPERTY LINE
11 3'-0"H CONCRETE SITE WALL
12 CONCRETE SITE BENCH
13 7'-0"H MIRO CO STEEL SCULPTURE (TYP.) LEAVER PANEL SITE FENCE ON TOP OF 3'-0" MAX. RETAINING WALL W/ GATE TO SERVICE YARD
14 TEMPORARY DELIVERY / LOADING AREA
15 DRIVEWAY CURB CUT
16 LANDSCAPE PLANTER
17 STONE PAVED WALKWAY & CONCRETE STAIR
18 EXPOSED STRUCTURAL COLUMN PAINTED W/ EXTERIOR GRADE INTUMESCENT FIREPROOFING
19 CAST-IN-PLACE CONCRETE STAIR WITH PAINTED STEEL HANDRAILS
20 EXTENTS OF PROJECT SCOPE
21 CAST-IN-PLACE CONCRETE WALL
22 SETBACK
23 ASSUMED PROPERTY LINE
24 PROJECTIONS ABOVE
25 FIRE HYDRANT
26 TRANSFORMER (EXISTING) NIC
27 EMERGENCY GENERATOR (EXISTING) NIC
28 EXISTING CONCRETE PAD FOR EDISON SWITCHGEAR
29 STAIRS
30 PROJECT SCOPE LINE
31 HANDRAIL

LEGEND

PROPERTY LINE
ASSUMED PROPERTY LINE
PROJECT SCOPE LINE
OVERHANG
SETBACK
FL FLUORESCENT STRIP LIGHT
FH4 METAL HALIDE BOLLARD

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PROJECT

CITY OF BEVERLY HILLS

331 FOOTHILL ROAD
BEVERLY HILLS, CA 90210

CONSULTANTS

NO.	DATE	REVISION
	04/13/2007	SCHEMATIC DESIGN
	07/26/2007	DESIGN DEVELOPMENT
	11/21/2007	PLAN CHECK SUBMITTAL
	03/07/2008	BACK CHECK #1

SHEET TITLE

OVERALL SITE PLAN

DRAWN
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STATUS BACK CHECK #1
DATE 3/21/2008
FILE
JOB 619.00
SHEET NUMBER

A1.00

TRUE NORTH
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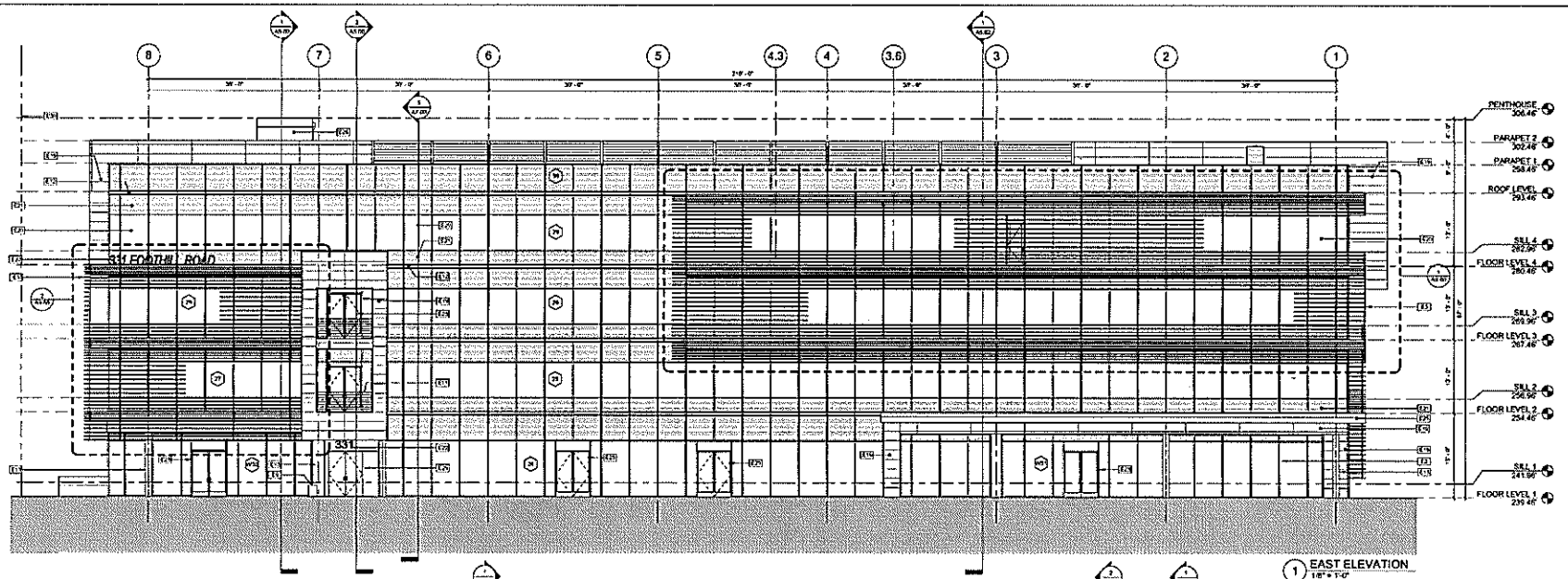
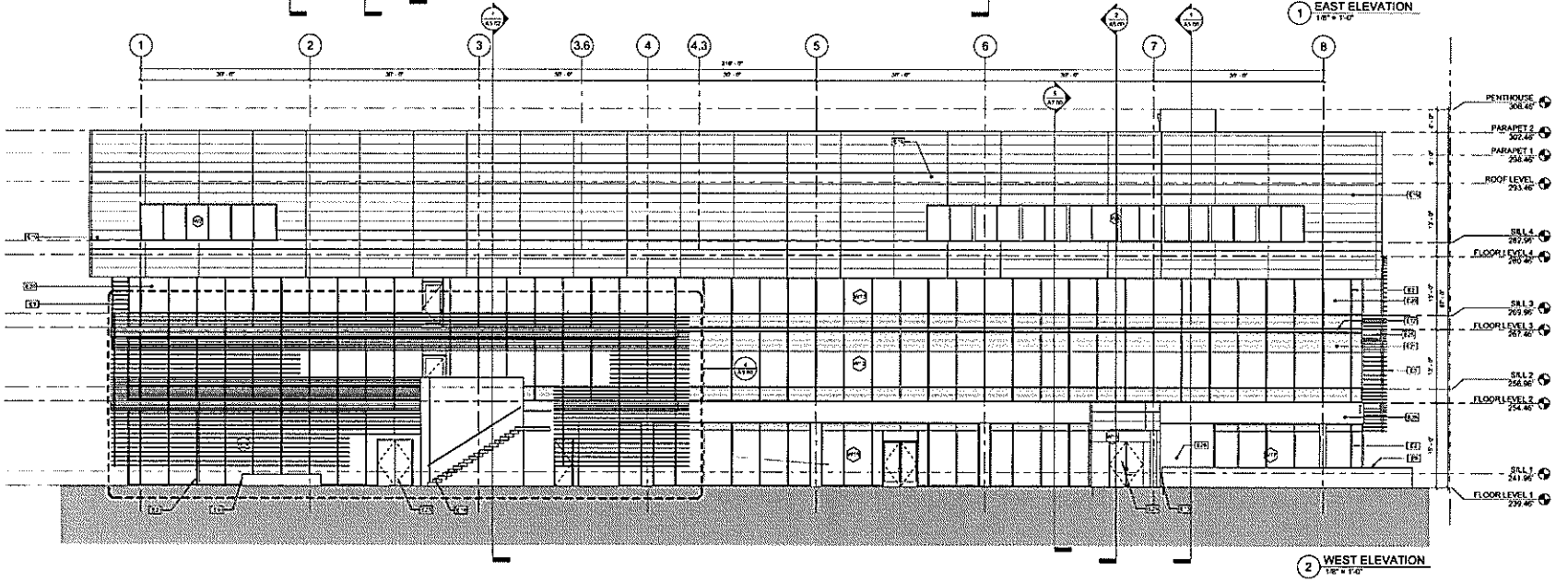


1 EAST ELEVATION
1/8" = 1'-0"



2 WEST ELEVATION
1/8" = 1'-0"

KEYNOTES

E2 PAINTED ALUMINUM STOREFRONT SYSTEM

E3 HORIZONTAL LOUVER SUNSCREEN SYSTEM

E9 CAST IN PLACE CONCRETE SITE BENCH WITH INTEGRATED PLANTER AND CLEAR SEALER

E11 PAINTED STAINLESS STEEL DOWNSPOUTS

E12 .125 ALUMINUM BRAKE METAL FINISH TO MATCH WINDOW SYSTEM

E13 STEEL CEILING WITH INTUMESCENT PAINT, SEE STRUCT. DWG

E18 CAST IN PLACE CONCRETE WALL

E19 VENTILATED EXTERIOR CEMENTITIOUS BOARD WALL CLADDING

E20 1" INSULATED GLASS UNIT - LOW E VISION GLASS

E21 1" INSULATED GLASS UNIT - LOW E SPANDREL GLASS

E22 STAINLESS STEEL ADDRESS SIGNAGE

E23 PAINTED ALUMINUM STOREFRONT DOOR

E25 CONCEALED FASTENER METAL PANEL SOFFIT

E26 EXTERIOR PLASTER, PAINTED SMOOTH TROWEL FINISH

E29 TEMPERED GLASS DOORS W/ STRUCTURAL TEMPERED GLASS SIDELIGHTS AND FLOATING TRANSOM

E31 WROUGHT IRON

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CITY OF BEVERLY HILLS

331 FOOTHILL ROAD
BEVERLY HILLS, CA 90210

NO.	DATE	REVISION
	06/12/2007	SCHEMATIC DESIGN
	8/29/2007	DESIGN DEVELOPMENT
	11/21/2007	PLAN CHECK SUBMITTAL
	02/07/2008	BACKCHECK #1

SHEET TITLE

BUILDING ELEVATIONS

DRAWN

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STATUS DESIGN DEVELOPMENT

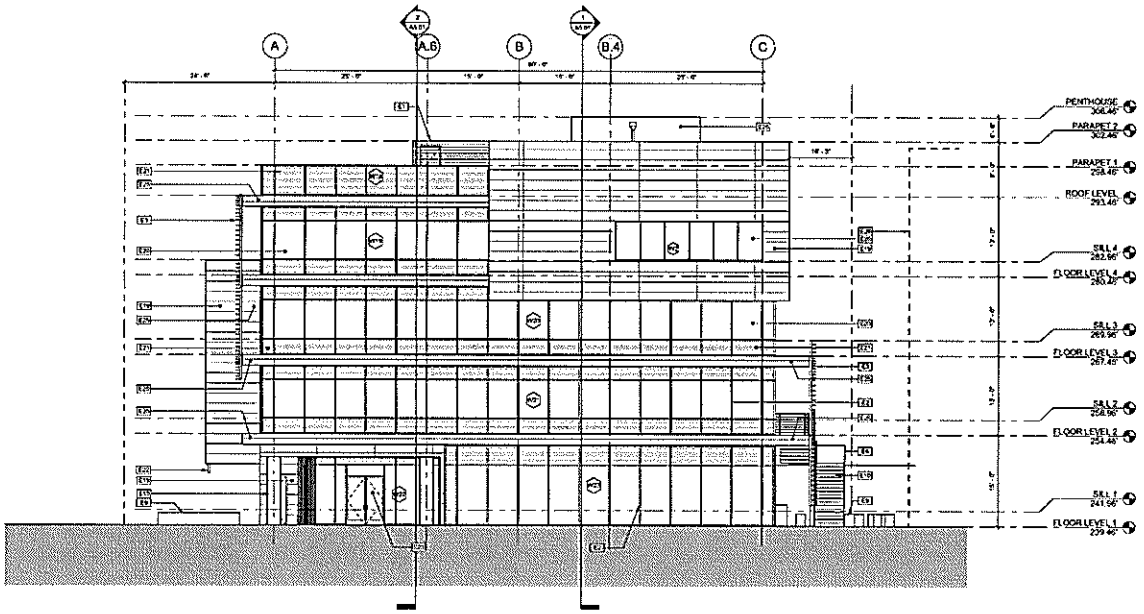
DATE 2/27/2008 10:34:12 AM

FILE

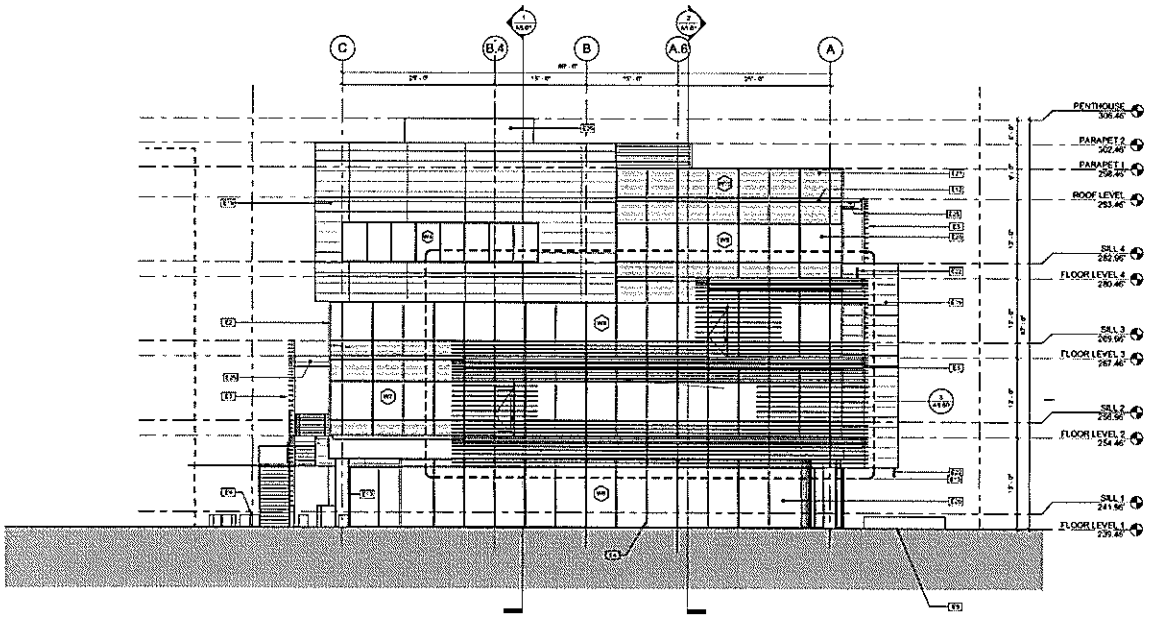
JOB 519.00

SHEET NUMBER

A4.01



1 NORTH ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"

KEYNOTES

- E1 ALUMINUM LOUVER FENCE
- E2 PAINTED ALUMINUM STOREFRONT SYSTEM
- E3 HORIZONTAL LOUVER SUNSCREEN SYSTEM
- E4 PAINTED ALUMINUM STOREFRONT WINDOW
- E6 PAINTED STAINLESS STEEL HANDRAILS
- E9 CAST IN PLACE CONCRETE SITE BENCH WHERE MIRTAN FINISH AND CLEAR SEALER
- E10 CAST IN PLACE CONCRETE STAIR
- E12 12in ALUMINUM FRAME METAL FINISH TO MATCH WINDOW SYSTEM
- E13 STEEL COLUMN W/ INTUMESCENT PAINT, SEE STRUCT. DWG
- E15 VENTILATED EXTERIOR CEMENT FIBER BOARD WALL CLADDING
- E20 1" INSULATED GLASS UNIT - LOW E VISION GLASS
- E21 1" INSULATED GLASS UNIT - LOW E SPANDREL GLASS
- E22 STAINLESS STEEL ADDRESS SIGNAGE
- E25 PAINTED ALUMINUM STOREFRONT DOOR
- E26 CONCEALED FASTENER METAL PANEL BOX 7/8
- E28 EXTERIOR PLASTER, PAINTED SMOOTH TROWEL FINISH
- E29 DASH LINE OF PARKING STRUCTURE

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PROJECT

BEVERLY HILLS

CITY OF BEVERLY HILLS

331 FOOTHILL ROAD
BEVERLY HILLS, CA 90210

CONSULTANTS

NO	DATE	REVISION
	04/12/2007	SCHEMATIC DESIGN
	07/06/2007	DESIGN DEVELOPMENT
	11/21/2007	PLAN CHECK SUBMITTAL
	02/07/2008	BACKCHECK #1

SHEET TITLE

BUILDING ELEVATIONS

DRAWN

SCALE 1/8" = 1'-0"

STATUS DESIGN DEVELOPMENT

DATE 2/27/2008 10:33:51 AM

FILE

JOB 519.00

SHEET NUMBER

A4.00