



AGENDA REPORT

Meeting Date: April 3, 2012

Item Number: H-8

To: Honorable Mayor & City Council

From: Susan Healy Keene, AICP, Director of Community Development

Subject: AMENDMENT NO. 1 TO THE AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND RINCON CONSULTANTS, INC. FOR THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED NEW LEXUS AUTOMOBILE DEALERSHIP BUILDING AT 9230 WILSHIRE BOULEVARD.

Attachments: 1. Amended Agreement

RECOMMENDATION

Staff recommends that the City Council approve Amendment No. 1 to the agreement between the City of Beverly Hills and Rincon Consultants, Inc., including authorization of the requisite purchase order for environmental consulting services associated with the Jim Falk Lexus project located at 9230 Wilshire Boulevard.

BACKGROUND

The City entered into an agreement with Rincon Consultants in 2007 for the preparation of an Environmental Impact Report (EIR) in conjunction with the Jim Falk Lexus project. The project was recently approved by the Planning Commission and City Council, and is currently in the final stages of Architectural Review.

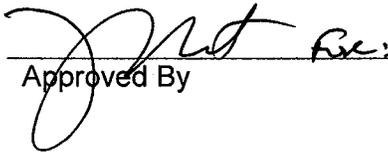
Due to various changes to the project description that occurred over the course of the project's review, the scope of the EIR has required several modifications to accurately assess the project changes. As a result, the EIR budget was modified each time there was a change in scope, and the project applicant subsequently deposited funds with the City to cover the cost of the added environmental analysis (a breakdown of the changes in scope is provided in the attached amendment).

This report transmits a final amendment that increases the amount of the agreement from \$284,418 to \$420,807 and is being requested in order to close out the agreement and make final payment to the City's consultants. This amendment does not result in any added environmental review or project modifications beyond what was previously approved by the City Council, nor does this amendment result in any added environmental costs to the applicant beyond what the applicant has previously deposited with the City and agreed to.

FISCAL IMPACT

This amendment does not result in any fiscal impacts to the City, as all costs are borne by the project applicant.

Susan Healy Keene, AICP
Director of Community Development



Approved By

Attachment 1

AMENDMENT NO. 1 TO THE AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND RINCON CONSULTANTS, INC. FOR THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED NEW LEXUS AUTOMOBILE DEALERSHIP BUILDING AT 9230 WILSHIRE BOULEVARD

NAME OF CONSULTANT: Rincon Consultants, Inc.

RESPONSIBLE PRINCIPAL OF CONSULTANT: Stephen Svete, President

CONSULTANT'S ADDRESS: 180 North Ashwood Avenue
Ventura, CA 93003
Attention: Joe Power, AICP

CITY'S ADDRESS: City of Beverly Hills
455 N. Rexford Drive
Beverly Hills, CA 90210
Attention: Jonathan Lait, AICP

COMMENCEMENT DATE: September 23, 2008

TERMINATION DATE: Upon expiration of the statutory period to challenge the Notice of Determination (CEQA Guidelines Section 15112)

CONSIDERATION: Original Agreement: Fees not to exceed \$258,562.00 as set forth in Exhibit A; Contingency for additional work not to exceed \$25,856.00 as described in Exhibit A

Total not to exceed \$284,418.

Amendment No. 1: Fees not to exceed \$136,389.00 as set forth in Exhibit A-1

Total for Original Agreement and Amendment No. 1 not to exceed \$420,807.00

AMENDMENT NO. 1 TO THE AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND RINCON CONSULTANTS, INC. FOR THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED NEW LEXUS AUTOMOBILE DEALERSHIP BUILDING AT 9230 WILSHIRE BOULEVARD

THIS AMENDMENT NO. 1 is to the Agreement between the City of Beverly Hills (hereinafter called "CITY"), and Rincon Consultants, Inc. (hereinafter called "CONSULTANT") dated September 23, 2008 and identified as Contract No. 403-08.

RECITALS

A. CITY entered into a written agreement with CONSULTANT dated September 28, 2008 for preparation of an environmental impact report related to the proposed Lexus automobile dealership building located at 9230 Wilshire Boulevard.

B. CITY desires to amend the Agreement to increase the scope of services and increase the Compensation for the additional services.

NOW, THEREFORE, the parties agree as follows:

Section 1. The Compensation shall be amended as set forth above.

Section 2. Exhibit A-1, "Additional Scope of Services", shall be added to Exhibit A, as attached hereto and incorporated herein.

Section 3. Except as specifically amended by this Amendment No. 1, the Agreement dated September 28, 2008 shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the _____ day of _____ 2012, at Beverly Hills, California.

CITY OF BEVERLY HILLS
A Municipal Corporation

WILLIAM W. BRIEN, M.D.
Mayor of the City of
Beverly Hills, California

[Signatures continue]

ATTEST:

BYRON POPE
City Clerk

(SEAL)

CONSULTANT:
RINCON CONSULTANTS, INC.

STEPHEN SVETE, AICP
President

DUANE VANDER PLUYM
Corporate Secretary

APPROVED AS TO FORM:

LAURENCE S. WIENER
City Attorney

APPROVED AS TO CONTENT:

JEFFREY KOLIN
City Manager

SUSAN HEALY KEENE
Director of Community Development

KARL KIRKMAN
Risk Manager

EXHIBIT A-1
ADDITIONAL SCOPE OF SERVICES



Received
City of Beverly Hills

FEB 8 2012

PLANNING Division
COMMUNITY DEVELOPMENT

Rincon Consultants, Inc.
180 North Ashwood Avenue
Beverly Hills, California 91603
909 634 4415
344 544 4343
rinco@rinconconsultants.com
www.rinconconsultants.com

February 6, 2012
Job No. 07-61580

Ryan Gohlich, Senior Planner
City of Beverly Hills
Department of Community Development
455 N. Rexford Drive, First Floor
Beverly Hills, California 90210

Re: Beverly Hills Lexus Dealership Project EIR --
Request to Amend Contract to Reflect Updated Scope of Work and Budget

Dear Mr. Gohlich:

As you know, over the last four years City staff has authorized Rincon Consultants to proceed with a number of tasks related to preparation of the Lexus Dealership Project EIR that were beyond the scope of work and cost estimate contained in our existing agreement with the City (#403-08). Per your direction, this letter is a request to amend the existing agreement to reflect our current authorized scope of work and cost. The table below lists each approved scope and cost, and tracks the authorized budget as it has evolved.

Proposal Date	Date / Method of Authorization	Action	Budget
October 2007	Executed original contract, 9/23/2008	Established original budget for the Lexus Project EIR	\$284,418
March 2009	Email from M. McGrath, 4/29/2009	City approved use of \$19,862 from contingency. No change to overall contract budget	\$284,418
January 2010	Email from G. Millican, 4/15/2010	City authorized \$17,619 amendment to contract budget	\$302,037
August 2010	Email from D. Reyes, 8/12/2010	City authorized \$8,360 amendment to contract budget	\$310,397
October 2010	Email from D. Reyes, 10/8/2010	City authorized \$44,759 amendment to contract budget	\$355,156
June 2011	Email from D. Reyes, 6/17/2011	City authorized \$58,821 amendment to contract budget	\$413,977
November 2011	Email from D. Reyes, 12/19/2011	City authorized \$6,830 amendment to contract budget	\$420,807
		Current Authorized Budget	\$420,807

Environmental Scientists Planners Engineers

We understand that the City's files contain each of the associated proposals for attachment to the contract amendment. We can also provide copies from our records upon request.

Thank you for initiating the process of amending our agreement to reflect the authorized scope of work and budget. We appreciate the opportunity to continue to assist the City of Beverly Hills with environmental analysis and planning services. Please let us know if you have any questions about the proposed scope and cost.

Sincerely,
RINCON CONSULTANTS, INC.



Abe Leider, AICP CEP
Project Manager



Stephen Svete, AICP, LEED AP ND
Principal

Environmental Scientists Planners Engineers



Rincon Consultants, Inc.
 780 East Santa Clara Street
 Ventura, California 93001
 tel 841 1000
 fax 841 1072
 info@rinconconsultants.com
 www.rinconconsultants.com

March 26, 2009
 Job No. 07-61580

Michele McGrath
 City of Beverly Hills, Department of Community Development
 455 N. Rexford Drive, First Floor
 Beverly Hills, California 90210

Re: Beverly Hills Lexus EIR - Proposal to Amend Contract

Dear Ms. McGrath:

As you are aware, it has come to our attention that the Beverly Hills Lexus Dealership Expansion project (City Agreement #403-08) includes three satellite facilities associated with the project that will need to be examined in the EIR. The purpose of the amendment is to authorize additional funds for the traffic analysis to accurately characterize the existing traffic conditions, which are more complex than originally anticipated due to the presence of these three existing off-site satellite facilities.

As originally identified in the scope of services, a parking utilization and trip generation survey would be performed for the Jim Falk Lexus (JFL) site as well as at two comparable new vehicle dealerships. As of now, only one the Beverly Hills Mercedes Benz (BHMB) site will be surveyed in addition to the JFL site. Nevertheless, as revealed at the kickoff meeting and subsequent site visit, there are three additional satellite facilities which house operations or vehicles that are eventually serviced or sold at the JFL site at 9230 Wilshire Boulevard. The existing JFL operation consists of the following locations and their corresponding functions.

Location	Function
• Wilshire Boulevard/Maple Drive	• New vehicle sales, parts and service
• Robertson Boulevard	• Ancillary service-only facility
• Robinsons May Site	• New and used vehicle inventory
• ICM site	• Parking for employees, loaner vehicles, and serviced vehicles awaiting pick-up

In order to accurately identify the existing trip generation rates, all four JFL facilities will require parking utilization, trip generation, and trip distribution surveys in addition to the survey originally proposed at the BHMB site. The level of effort required to complete these surveys exceeds the amount identified in the original scope of work.

According to Fehr and Peers our traffic subconsultant, the collection of parking and trip generation data at the other JFL sites (Robinsons May, Robertson, and ICM) is important to ensure an accurate assessment of project traffic impacts. If only the Maple Drive site is surveyed (as proposed in our original proposal before these satellite facilities were

ENVIRONMENTAL SCIENTISTS DESIGN ENGINEERS

identified), there would be no way to isolate the trips that are currently traveling back and forth between the various Lexus sites and thus would overestimate the trips generated by the dealership once the Robertson Boulevard service and ICM storage facilities are consolidated onto one site. In addition, this information will be important to examine the potential impacts that could be associated with the re-occupation of these facilities with new uses that could have a different trip distribution pattern compared to the current uses (i.e. a pattern that is not centered on trips back and forth to the Maple Drive site).

In order to address these additional components of the project we are suggesting the following work program modification and budget amendment. In total, we are requesting an additional \$19,862 to cover the additional time that will be required to perform the expanded traffic analysis and to incorporate this analysis into the EIR.

Additional Traffic Analysis by Fehr & Peers (see attached work scope)	\$14,980
Expansion of Traffic Section in the EIR to include analysis of multiple existing sites with graphics per increased Traffic Analysis	\$510
Project Management	\$850
Printing cost increase of \$15/copy to cover the costs of printing the expanded traffic appendix	\$1,275
General and Administrative	\$2,247
TOTAL	\$19,862

Authorization of this request would bring our total contract amount from \$284,418 to \$304,280. Fehr & Peers' proposal for the traffic analyses is attached along with a revised cost estimate for the EIR.

Thank you for your consideration of this request. If you have any questions regarding this letter, please contact us at your convenience.

Sincerely,
Rincon Consultants, Inc.


Cori Thomas
Project Manager


Stephen Svete, AICP
Principal

enclosure

CONFIDENTIAL



MEMORANDUM

TO: Michele McGrath, City of Beverly Hills
CC: Cori Thomas, Rincon Consultants
FROM: Tom Gaul and Eugene Tang
DATE: March 12, 2009
SUBJECT: Trip Generation/Parking Survey of Jim Falk Lexus Ref: LA08-2324

This memorandum was prepared to document the methodology to be employed in the parking and trip generation survey of the Jim Falk Beverly Hills Lexus (JFL) sites. The surveys will be completed in support of the traffic impact analysis being prepared for the proposed expansion project's Environmental Impact Report.

BACKGROUND

As originally identified in scope of services, a parking utilization and trip generation survey would be performed at the project site and at two comparable new vehicle dealerships. This survey would help determine the existing parking demand and trip generation characteristics of these new vehicle dealerships. The developed survey methodology was derived from field observations of operations, facility site tours, and conversations with staff at both JFL and Beverly Hills Mercedes Benz (BHMB). During the project kick-off meeting, it was determined that a survey of only the JFL and BHMB dealerships would be sufficient for the purposes of this study.

At the project kick-off meeting and subsequent site tour, however, additional information was revealed about the operating characteristics at JFL and the project goal of consolidating operations onto the Maple site (vehicle sales and service and employee/dealership related parking). At the time of the original proposal, the dealership was incorrectly assumed to operate solely from the Maple site.

The additional information indicated that four separate sites comprise the entire JFL dealership operation:

- new vehicle sales and parts/service at Maple Drive
- an ancillary service-only facility at Robertson Boulevard
- new and used vehicle inventory at the former Robinsons-May site

To: Ms. Michele McGrath
March 12, 2009
Page 2

- parking (for employees, loaner vehicles and serviced vehicles awaiting pick-up) at the ICM building garage

In order to effectively complete the scope of work proposed for this project, all four JFL sites will require parking utilization and trip generation surveys *in addition* to the survey originally proposed at a comparable auto dealership (the BHMB facility). The level of effort required to complete these surveys exceeds the amount identified in the original scope of work. The following details the methodology to complete the surveys at each site.

METHODOLOGY

Survey Sites

During the site tour, it was revealed that a significant amount of interaction occurs between the Maple site and the Robinsons-May and ICM sites. Separately, there is also interaction between the Robertson and ICM sites. This interaction of these four sites adds complexity to the surveys in that activity at the individual locations will need to be discerned for both parking and trip generation purposes. Parking demand at each site will also need to be incorporated.

In order to conduct the trip generation survey at the current JFL dealership, the four individual sites require study. The following sections contain a breakdown of each location and the corresponding requirements for proper analysis.

Jim Falk Lexus – Maple Site: The Maple site is located at South Maple Drive and Wilshire Boulevard; as revealed during the site visit, a significant amount of activity is present at this site. Vehicles are sold and serviced at this site. In addition to the typical shuttling of serviced vehicles between the adjacent parking areas (south of the alley or in the synagogue parking lot), there is also interaction with the Robinsons-May site (for retrieval of new vehicle inventory or parts) and the ICM garage (for serviced vehicle retrieval/storage, employee parking, and loaner vehicle parking).

In order to track the various activities at this site, a simultaneous driveway count and license plate survey would be required. This survey would collect an incoming/outgoing vehicle's direction of approach/departure and note the license plate. The notation of the license plate would be compared against the service records on the day of the survey. This will assist in identifying the interaction of new/loaner/serviced vehicles among the JFL sites. It is estimated that three surveyors would be needed at the Maple site:

- **Surveyor 1** – Placed at the southeast corner of South Rexford Drive and the east/west alley, counting vehicles entering the alley from the north and south while noting both the approach movement and last four digits of each license plate (or whether it is a Jim Falk Lexus new vehicle without plates).
- **Surveyor 2** – Placed at the intersection of the east/west alley and the north/south alley near the exit of the service center. Each vehicle entering or exiting the north/south alley

To: Ms. Michele McGrath
March 12, 2009
Page 3

should be counted, noting both the approach movement and last four digits of each license plate (or whether it is a Jim Falk Lexus new vehicle without plates). Also, vehicles exiting the service center to the alley or adjacent parking should be counted, noting the last four digits of each license plate. This would not include vehicles leaving the alley to Maple Drive, as that would be included in Surveyor 3's count.

- Surveyor 3 – Placed at the intersection of South Maple Drive and the east/west alley near the entrance of the service center. Each vehicle entering the service center should be counted, noting both the direction of approach and last four digits of each license plate (or whether it is a Jim Falk Lexus new vehicle without plates). Additionally, this surveyor would count the vehicles departing the alley to Maple Drive.
- Surveyor 4 – Placed at the intersection of South Maple Drive and Wilshire Boulevard at the front door of the sales center. Customers and employees entering on foot should be counted, noting the direction of approach. This will account for potential walk-in customers of the showroom and employee.
- Parking Utilization – A parking utilization survey would be performed five times throughout the day on a weekday and twice on a Saturday (see survey periods discussion later in this memo). The survey would include the synagogue parking lot, the adjacent alley parking area, on-street parking adjacent to the site, and on-site customer parking.

As identified in the original scope of work, the Maple site was previously assumed to host all operations of JFL. However, the complexities of the interactions among the various JFL sites require the inclusion of the license plate survey to account for these activities properly.

Jim Falk Lexus – Robertson Site. The Robertson service facility is located at Robertson Boulevard and Clifton Way. Information indicates that this site provides vehicle service in addition to the Maple site and interacts with the ICM site on a daily basis. Employees and serviced vehicles awaiting pick-up shuttle between the ICM and Robertson sites, and operational staff move between the Maple and Robertson sites.

Like the Maple site, a license plate survey will supplement the driveway count survey at the Robertson site. Although site access is physically constrained at this location, the surveyors would note the directions of approach/departure, in addition to the driveway count. Two surveyors would be needed to collect the data at this location:

- Surveyor 1 – Placed at the entrance of the Robertson site, inbound vehicles from Robertson Boulevard would be counted, direction of approach noted, and license plate information collected.
- Surveyor 2 – Placed at the exit of Robertson site, outbound vehicles from the facility would be counted, direction of departure noted (east or west on Clifton Way), and license plate information collected.

To: Ms. Michele McGrath
March 12, 2009
Page 4

- **Parking Utilization** – A parking utilization survey would be performed five times throughout the day on a weekday and twice on a Saturday (see survey periods discussion later in this memo). The survey would include vehicles in the facility and note dealership related on-street parking adjacent to the site.

Survey of the Robertson site was not anticipated in the original scope of work. The interactions between the ICM and Maple sites need to be surveyed in order to account for all vehicle trips and parking demand associated with the JFL sites properly.

Robinsons-May Site. The Robinsons-May site is located on the upper level of the former parking lot of the Robinsons-May store at Santa Monica Boulevard and Merv Griffin Way. This site supports the storage of new and used vehicle inventory, as well as limited parts storage. The interaction of the Robinsons-May site is limited to transfer of parts or new/used vehicle inventory with the Maple site. One surveyor would be required to track the activity at this site.

- The surveyor would be placed at the entrance/exit to the upper level of the Robinsons-May parking lot, counting inbound and outbound vehicles while noting the direction of approach/departure (e.g., Santa Monica Boulevard or Wilshire Boulevard). The last four digits of the license plate (or whether it is a new car without plates) would also be noted to track the site interaction.

Survey of the Robinsons-May site was not anticipated in the original scope of work. The interactions between the Robinsons-May and Maple sites need to be surveyed in order to properly account for all vehicle trips and parking demand associated with the JFL sites.

ICM Site. The ICM site is in the parking garage at the ICM Building located at Wilshire Boulevard and South Almont Drive. This site supports the parking needs of employees, dealership vehicles, and serviced vehicles awaiting pick-up. There are 150 parking spaces, spread among four levels, available to JFL on a daily basis. The ICM site interacts with both the Maple and Robertson sites in the aforementioned capacity. Survey of this site would require two surveyors.

- **Surveyor 1** – Placed at the internal parking garage access point where each entering and exiting vehicle would be counted. The last four digits of the license plate would also be noted.
- **Surveyor 2** – Placed within the parking garage at the lowest parking level available to JFL. Each vehicle passing through this point would be counted and the last four digits of the license plate noted.
- **Parking Utilization** – A parking utilization survey would be performed five times throughout the day on a weekday and twice on a Saturday (see survey periods discussion later in this memo). This survey would include all vehicles parked in the designated JFL parking levels.

To: Ms. Michele McGrath
March 12, 2009
Page 5

Survey of the ICM site was not anticipated in the original scope of work. The interactions with both the Maple and Robertson sites need to be surveyed in order to properly account for all vehicle trips and parking demand associated with the JFL sites.

The tracking of the various JFL site interactions will assist the traffic analysis in that traffic generated by all uses proposed for consolidation at the Maple site would be accounted for and removed from the road network. This will help quantify the effects of the proposed project on the adjacent streets.

Survey Periods

The trip generation surveys to be performed at each site would be timed to coincide with the peak hour traffic counts collected at the analyzed intersections. The trip generation surveys would be performed on a weekday: 7:00 to 9:00 AM; 11:30 AM to 1:30 PM; 4:00 to 6:00 PM; and on a Saturday from 11:30 AM to 1:30 PM. These correspond to the weekday AM, midday, PM, and Saturday midday peak traffic analyses.

The weekday parking surveys would be performed five times on the day of the weekday trip generation survey; before and after the AM peak, before and after the midday peak, and before the PM peak. Two parking surveys would be conducted on Saturday, again once before and after the midday trip generation survey.

SCOPE MODIFICATION

As described, the collection of parking and trip generation data at the other JFL sites (Robinsons-May, Robertson, and ICM) is integral to the completion of the traffic impact analysis. If only the Maple site was surveyed, we would not be able to isolate the trips simply traveling back and forth between the various Lexus sites and thus would overestimate the trips generated by the dealership once all of the facilities are consolidated onto one site. Therefore, Fehr & Peers recommends revising the scope of services to include the data collection and analysis required for these the additional JFL sites.

The original budget allocated for these surveys and task is insufficient to accommodate the modified scope of work. However, the decision to survey only two sites allows some of the remaining survey budget to offset the survey cost of the additional JFL sites. We estimate that an additional amount of \$14,980 will be needed to complete the work. This amount consists of \$5,400 for the surveys beyond the original scope and \$9,580 of labor to process and incorporate the survey results into the analysis.

Therefore, we also respectfully request a budget amendment in the amount of \$14,980 to support the aforementioned scope modifications.



Rincon Consultants, Inc.
 776 East Santa Anita Street
 Van Nuys, California, 91411
 Tel: 818 709 1100
 Fax: 818 709 1102
 Website: www.rinconconsultants.com

January 26, 2010
 Job No. 07-61580

David Reyes
 City of Beverly Hills, Department of Community Development
 455 N. Rexford Drive, First Floor
 Beverly Hills, California 90210

Re: Beverly Hills Lexus EIR - Proposal to Amend Contract

Dear Mr. Reyes:

We have prepared the following scope amendment to the Beverly Hills Lexus Dealership Project EIR in response to your request. It is our understanding that Alternative 4 will now become the proposed project. The revised project will include a total of 66 service bays, will encompass about 134,700 square feet, will be 56' (four stories) tall, with rooftop parking and one to two levels of subterranean parking. Vehicular access from Maple Drive and loading operations would remain the same as under the previously proposed project and alley vacation would remain unchanged.

As shown in the attached cost sheet, we estimate the cost to update the EIR to reflect the revised project at \$17,619. Our scope of work assumes that each section of the EIR, including any associated modeling, will be updated. We assume that Fehr & Peers will provide a memorandum documenting how the existing analyses covers the project and what portions of the analysis are different (if any). This memorandum is included in our cost estimate. We assume that the project applicant will provide updated plans (digital) and a preliminary geotechnical report for the revised project. Our proposed scope does not include update of the traffic figures and tables in the traffic section, nor does it include the addition of any alternatives.

Authorization of the requested \$17,619 would bring our total contract amount from \$284,418 to \$302,037.

We appreciate the opportunity to continue to work with the City on this project. If you have any questions regarding this letter, please contact us at your convenience.

Sincerely,
Rincon Consultants, Inc.

Cori Thomas
 Project Manager

Joe Power, AICP
 Principal

CONFIDENTIAL - SCAPALDO PHASE 1A - BEVERLY HILLS

City of Beverly Hills
 Lexus Dealership Project
 Environmental Impact Report
 Revised Cost Estimate

1/26/2009

Tasks	Cost	Hours	Rincon Consultants		
			Principal \$165/hour	Sr. Assoc. \$135/hour	Graphics \$85/hour
Updated EIR Sections					
Project Description	\$1,475	13	1	6	6
Summary	\$695	5	1	4	
Aesthetics	\$1,305	11	1	6	4
Air Quality	\$1,235	9	1	8	
Geology and Soils	\$1,290	10	2	6	2
Hazards and Hazardous Materials	\$695	5	1	4	
Land Use	\$965	7	1	6	
Noise	\$1,235	9	1	8	
Public Services and Service Systems	\$695	5	1	4	
Traffic/Circulation/Parking	\$1,730	14	2	8	4
Construction Effects	\$1,235	9	1	8	
Growth Inducing Impacts	\$135	1		1	
Alternatives	\$560	4	1	3	
Project Management	\$1,700	12	4	8	
Subtotal Labor	\$14,950	114	18	80	16
Additional Costs					
Subconsultant: Fehr & Peers (traffic)	\$1,025				
Printing:					
Administrative Draft EIR (11 copies)	\$990				
Supplies and Miscellaneous Expenses	\$500				
General & Administrative	\$154				
Subtotal Additional Costs	\$2,669				
TOTAL LABOR + ADDITIONAL COSTS	\$17,619				
EIR Budget Authorized 4.29.09	\$278,424				
EIR contingency	\$5,994				
TOTAL + CONTINGENCY	\$302,037				

From: Cori Thomas [mailto:C.Thomas@Rinconconsultants.com]
Sent: Wednesday, August 18, 2010 3:04 PM
To: David Reyes
Subject: RE: Lexus revised plan chart

Hi David,

A couple of things.

1) Turning Movement Analysis Revisions: Steve conducted the turning movement revisions based on the existing plans for the specification Mitch suggested and came up with a similar scenario, requiring valet coordination for vehicles on the ramp. In order to evaluate the scenario for the new plans he needs those in AutoCAD format. Would it be possible to have the architect upload those files to an FTP site for our pickup? That way Steve could evaluate the turning movements based on the most recent set of plans, unless you think that is not necessary.

2) Cost Estimate: The cost to provide a memo documenting the updated turning movement analysis, provide an updated discussion on parking supply, and provide a sensitivity testing discussion that reveals the maximum number of bays that could be permitted without triggering the impact at Wilshire and Maple is \$2,760. In addition, we are estimating the cost to revise the EIR and update the site plan graphics in response to the new changes at \$5,600. Thus, the total amount of additional funds necessary to cover the cost associated with making the changes you requested is \$8,360. Based on your email below, we are proceeding with the revisions.

Per our discussion earlier in the week, we'll get the document loaded with tracked changes to our FTP site. We will get the revisions to you on or before the morning of August 27th. Any word on the Alley Study yet?

Cori Thomas
Project Manager
Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura, CA 93001



Rincon Consultants, Inc.
120 North Aswood Avenue
Ventura, California 93003
805 644 4455
fax 644 4240
info@rinconconsultants.com
www.rinconconsultants.com

October 8, 2010
Job No. 07-61580

David Reyes
City of Beverly Hills, Department of Community Development
455 N. Rexford Drive, First Floor
Beverly Hills, California 90210

Re: Beverly Hills Lexus EIR - Proposal to Amend Contract

Dear Mr. Reyes:

We have prepared the following amendment to the Beverly Hills Lexus Dealership Project EIR work scope in response to your request. Each of the comments summarized in our Planning Commission comment summary along with the issues raised in emails by Commissioner Corman will be addressed in the Final EIR. Below is a scope of work that outlines the project issues to be addressed in the revisions to the EIR.

Aesthetics. Revise captions on Figure 4.1-1 and replace graphics with new applicant provided simulations that show the setback on the R-4 parcel. Note this does not include update of the shadow analysis as this would require an additional 8 hours of graphics time to replace the shadow graphics.

Alternatives. Revise to clearly show how the alternatives reduce impacts as compared with the project that is currently proposed, including the characterization of subterranean parking, alternative loading, and height reduction on the South Maple Drive parcel. This section will incorporate a qualitative discussion of how a pull through design would operate, but will not include any quantitative analysis of traffic impacts. This estimate does not include update of the visual simulations by RRM Design Group.

Responses to Comments. Prepare written responses to verbal comments given during the Planning Commission meeting on September 16, 2010. Consistent with our existing scope of work, any additional written comments will also be addressed in this section upon close of the public review period. Comments related to traffic and circulation will be addressed in the responses and will have supporting documentation attached. The scope of work to address transportation related comments follows.

Data Collection Effort – Intersections/Street Segments

Fehr & Peers will conduct new intersection turning movement counts at the 14 intersections analyzed in the draft traffic study for the weekday a.m., weekday midday, weekday p.m., and Saturday midday peak periods:

- Crescent Drive & Wilshire Boulevard
- Rexford Drive & Wilshire Boulevard
- North Maple Drive & Wilshire Boulevard

ENVIRONMENTAL SCIENTISTS ENGINEERS



David Reyes
City of Beverly Hills
October 8, 2010

- South Maple Drive & Wilshire Boulevard
- North Palm & Wilshire Boulevard
- South Palm & Wilshire Boulevard
- Doheny Drive & Wilshire Boulevard
- Rexford Drive & Charleville Boulevard
- Maple Drive & Charleville Boulevard
- Palm Drive & Charleville Boulevard
- Rexford Drive & Olympic Boulevard
- Maple Drive & Olympic Boulevard
- Palm Drive & Olympic Boulevard
- Doheny Drive & Olympic Boulevard

Fehr & Peers will collect new, 24-hour counts on the following six additional neighborhood street segments identified by the Beverly Hills Planning Commission (on September 16, 2010) to represent a typical weekday and Saturday:

- 100 South Block of Elm Drive
- 100 South Block of Oakhurst Drive
- Gregory Way between Elm Drive and Rexford Drive
- Gregory Way between Rexford Drive and Maple Drive
- Gregory Way between Maple Drive and Palm Drive
- Gregory Way between Palm Drive and Oakhurst Drive

Intersection Turning Movement Count Comparison

The new intersection turning movement counts will be compared to the previously collected counts. Existing level of service at the study intersections will be developed with the new counts.

Deliverable: A memorandum documenting the comparison of traffic volumes at 14 study intersections over two separate study days, including any differences in LOS. Count sheets will be included as an attachment.

Traffic Impact Assessment and Mitigation – Intersections/Street Segments

For the additional street segments, traffic volume changes on the study roadway segments will be reported on an average daily and peak hour basis under no project and plus project conditions. Traffic volume changes will be presented in the number of new vehicle-trips and percent increase in daily volumes due to the development of the proposed project.

If necessary, appropriate mitigation measures will be developed to alleviate negative traffic impacts thus identified.

Deliverable: The data collection effort, impact analysis, and mitigation (if necessary) will be documented in a technical memorandum.

EXHIBIT A-1



David Reyes
City of Beverly Hills
October 8, 2010

Revised Traffic Evaluation of Alley Closure

Fehr & Peers will meet with City staff to discuss parishioner utilization of the east-west and north-south alleys located within the block bounded by Wilshire Boulevard, S. Maple Drive, Charleville Boulevard, and Rexford Drive during normal and peak demand days. Operational issues will be identified. Anticipated traffic circulation resulting from a possible new school to be opened at the synagogue will be evaluated.

Based on a dates approved by City staff, Fehr & Peers will observe traffic conditions during a typical weekday and weekend event before and after service at the Synagogue. We will observe the vehicular traffic and pedestrian flows and document the number of vehicles using the east-west and north-south alleys to travel to/from the Synagogue.

The results of the observations will be used to describe and assess impacts resulting from east-west alley closure between the north-south alley and S. Maple Drive during typical activity. Fehr & Peers will also evaluate one alternative to the alley closure where the alley is realigned south of the existing roadway and east-west through movement (vehicular and pedestrian traffic) is maintained. Based on the realignment plan, any deficient turning radii will be identified and improvements will be recommended.

Deliverable: The data collection effort, results, impacts, and recommendations will be documented in a technical memorandum. The memorandum will include figures illustrating typical Synagogue activity on a weekday and weekend and the results of the alternative evaluation. We will attend one meeting with the City to discuss the results of the study.

South Maple Drive Traffic Calming

Understanding the neighborhood resident's desire to keep Lexus-affiliated traffic out of the surrounding neighborhood, Fehr & Peers will perform a qualitative assessment implementing traffic calming on South Maple Drive between Wilshire Boulevard and Charleville Boulevard. The recommended traffic calming measure would consist of a partial road closure to prevent southbound through traffic from traveling past the Lexus dealership. Northbound through traffic from Charleville Boulevard to Wilshire Boulevard would still be allowed. Strengths and weaknesses of the traffic calming measure would be evaluated and design guidelines would be provided.

Deliverable: The traffic calming assessment will be documented in a brief technical memorandum.

Cost

As shown in the attached cost sheet, we estimate the cost to update the EIR to address Planning Commission concerns at \$44,759. We assume that the project applicant will provide information about relocating sensitive receptors or provide documentation from an engineer stipulating that the necessary vibration reductions can be achieved in order to fully mitigate the impact. We also assume that the applicant will provide the updated visual simulations that were distributed at the Planning Commission meeting. Authorization of the requested \$44,759 would bring our total contract amount from \$302,037 to \$355,156, including the \$8,360 previously authorized via email on 8/18/2010.

ENVIRONMENTAL SCIENTISTS PLANNERS ENGINEERS



David Reyes
City of Beverly Hills
October 8, 2010

We appreciate the opportunity to continue to work with the City on this project. If you have any questions regarding this letter, please contact us at your convenience.

Sincerely,
Rincon Consultants, Inc.

Morgan Wazlaw
Environmental Planner

Joe Power
Principal

Environmental Systems Planning Engineers

**City of Beverly Hills
Lexus Dealership Project
Environmental Impact Report**

Revised Cost Estimate

10/1/2010

Tasks	Cost	Hours	Rincon Consultants		
			Principal \$155/hour	Sr. Assoc. \$136/hour	Graphics \$85/hour
Updated EIR Sections					
<i>Aesthetics</i>	\$255	3			3
<i>Construction Effects</i>	\$810	6		6	
<i>Alternatives</i>	\$810	6		6	
<i>Responses to Comments</i>	\$6,640	48	8	40	
Project Management	\$3,400	24	8	16	
Subtotal Labor	\$11,915	87	16	68	3
Additional Costs					
Subconsultant: Fehr & Peers (traffic)	\$28,125				
Supplies and Miscellaneous Expenses	\$500				
General & Administrative	\$4,219				
Subtotal Additional Costs	\$32,844				
TOTAL LABOR + ADDITIONAL COSTS	\$44,759				
EIR Contract	\$302,037				
EIR Amendment Authorized 8.18.10	\$8,360				
TOTAL	\$355,156				



Rincon Consultants, Inc.
140 North Hollywood Avenue
Van Nuys, California 91411
Tel: 818 444 4146
Fax: 818 444 4280
info@rinconconsultants.com
www.rinconconsultants.com

June 16, 2011
Job No. 07-61580

David Reyes, Principal Planner
City of Beverly Hills
Department of Community Development
455 N. Rexford Drive, First Floor
Beverly Hills, California 90210

Re: Beverly Hills Lexus Project Dealership EIR – Fourth Request to Add Services

Dear Mr. Reyes:

This letter constitutes the Rincon Consultants revised fourth request to add services to our existing scope of work for the *Beverly Hills Lexus Dealership Project EIR*. This request responds to your direction of May 31, 2011 that we revise the request that we submitted in January 2011. We subsequently discussed the revised proposal on June 9, 2011.

The proposed additional services addresses the revised project submitted to the City in May, 2011, the Planning Commission comments collected at the December 16, 2010 hearing, staff and consultant discussions subsequent to the hearing, and the need to address ramifications of the 6th District Court of Appeal published decision on the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* case, published December 16, 2010. The result of the revised and supplemental analysis will be a revised Draft EIR. Please note that the scope of work presented in this letter does not reflect additional costs that would be associated with recirculation, if required.

Analysis of a revised project in addition to the other changes to the analysis will require revisions to nearly every section of the Draft EIR, to various extents. The discussions that will require the most revisions include the Project Description, transportation/ traffic, technical sections related to the traffic data (Air Quality, Greenhouse Gases, and Noise), and Alternatives. A detailed work scope for the transportation/traffic study is provided below.

Traffic Study

Fehr & Peers will revise the *Traffic and Parking Study for the Beverly Hills Lexus Expansion Project* (May, 2010) to be consistent with the revised Lexus project which includes:

- Traffic signal at S. Maple Drive and Wilshire Boulevard and a prohibition of outbound right turns onto southbound S. Maple Drive
- Physical Barrier in center of road (not more than 6-feet long, 18" high) to prevent north bound left-turns to project site (consistent with assumptions in traffic study)
- 352 on-site parking spaces

E N V I R O N M E N T A L S E T T I N G P L A N N I N G E N G I N E E R S

- Subterranean service with 37 service bays on the 1st basement level and 33 service bays on the second basement level
- Loading and loading access on Wilshire Boulevard

The traffic impact assessment will concentrate on impacts at the study intersections and street segments identified in the original traffic study, DEIR and through succeeding analysis.

Intersections

1. Crescent Drive & Wilshire Boulevard
2. Rexford Drive & Wilshire Boulevard
3. North Maple Drive & Wilshire Boulevard
4. South Maple Drive & Wilshire Boulevard
5. North Palm & Wilshire Boulevard
6. South Palm & Wilshire Boulevard
7. Doherty Drive & Wilshire Boulevard
8. Rexford Drive & Charleville Boulevard
9. Maple Drive & Charleville Boulevard
10. Palm Drive & Charleville Boulevard
11. Rexford Drive & Olympic Boulevard
12. Maple Drive & Olympic Boulevard
13. Palm Drive & Olympic Boulevard
14. Doherty Drive & Olympic Boulevard

Street Segments

1. 100 North Block of Rexford Drive
2. 100 South Block of Rexford Drive
3. 200 South Block of Rexford Drive
4. 300 South Block of Rexford Drive
5. 100 South Block of Maple Drive
6. 200 South Block of Maple Drive
7. 300 South Block of Maple Drive
8. South Palm Drive between East/West Alley and Charleville Boulevard
9. South Palm Drive between Charleville Boulevard and Gregory Way
10. Charleville Boulevard east of South Palm Drive
11. Charleville Boulevard west of South Maple Drive
12. Alley immediately south of Wilshire between South Rexford Drive and North/South Alley
13. North/South Alley immediately south of Wilshire between East/West Alley and Charleville Boulevard
14. 100 South Block of Elm Drive
15. 100 South Block of Oakhurst Drive
16. Gregory Way between Elm Drive and Rexford Drive
17. Gregory Way between Rexford Drive and Maple Drive
18. Gregory Way between Maple Drive and Palm Drive
19. Gregory Way between Palm Drive and Oakhurst Drive

E N V I R O N M E N T A L I M P A C T S E C O N O M I C I M P A C T S P I C T O R I A L I M P A C T S E A S T H O R P S

1. Forecast Traffic Conditions – A series of traffic projections will be developed, as follows:

Existing No Project Conditions

Existing no Project conditions from the DEIR will be used as the existing baseline. No new analysis will be conducted. No new traffic counts will be conducted.

Existing Plus Project Conditions

This subtask will develop Existing plus Project conditions which include development of the revised project. Project trip generation will be estimated using the same methodology developed for the DEIR but adjusted for service bays and on-site employee trips. The project trip distribution pattern will be revised to reflect the project access improvements, traffic calming measures, and consolidation of satellite activities. The final distribution pattern will be approved by the City prior to conducting the traffic impact analysis.

Future No Project Conditions

Future no Project conditions will be updated to incorporate a new project completion year and the current related projects list (obtained from the City of Beverly Hills). No new traffic counts will be conducted.

Future Plus Project Conditions

This subtask will develop Future plus Project conditions which include development of the revised project. Project trip generation and distribution will be identical to the Existing plus Project subtask.

2. Traffic Impact Assessment – An assessment will be made of projected operating conditions under Existing plus Project and Future plus Project conditions. Potential traffic impacts will be identified for the Existing plus Project scenario (evaluating project impacts in the project's expected approval year) and for the Future plus Project scenario (evaluating project impacts in Year 2020). The assessment of traffic impacts will concentrate on impacts at the study intersections and street segments identified in Task 1 and will be based on the City of Beverly Hills.
3. Mitigation Analysis – If necessary, appropriate mitigation measures will be developed to alleviate negative traffic impacts thus identified. Mitigation measures could potentially be physical or operational in nature. Potential mitigations will be examined to determine their physical feasibility and effectiveness, and a recommended mitigation program will be developed. Recommended physical improvements will be evaluated from a conceptual planning perspective only (preliminary engineering drawings are not included as part of this work scope).
4. CMP/Regional Analysis – The original project did not trigger CMP traffic or transit thresholds; therefore, with similar trip generation between the original and revised project no new CMP analysis will be required.

EXHIBIT A-1, page 21

5. Project Land Use Alternatives – The project alternatives identified and analyzed in the DEIR are adequate and will be carried over into the revised traffic study. No new analysis will be required.
6. Parking Analysis - The parking plan for the revised project will be evaluated. Future demand will be projected by user group and a supply versus demand comparison will be made. If necessary, mitigation measures will be recommended.
7. Site Access & Internal Circulation Analysis - The site access and internal circulation plan proposed as part of the revised project will be evaluated to ensure that it is adequate to accommodate anticipated traffic flows from a physical standpoint and based on the expected trip generation.

Evaluation of the revised site circulation system will include an assessment of parking access and internal vehicle movement, service/delivery access, passenger loading/unloading, and pedestrian access. The potential for impacts at the proposed site access points will be evaluated, including level of service analysis, potential queuing conflicts, and assessment of the potential need for traffic controls or turn lanes. Both truck and passenger vehicle turning radii and maneuvers into/out of and through the site will be evaluated using AutoTurn turning templates. An analysis of the internal circulation pattern from the roof deck parking level to the basement will be documented. If necessary, appropriate mitigation measures for site access and internal circulation will be investigated and recommended.

8. Documentation – The results of the revised traffic and parking study for the revised project and project alternatives will be documented in a draft technical report, which will supersede *and Parking Study for the Beverly Hills Lexus Expansion Project* (May, 2010) and be suitable for use as an appendix to the revised EIR. The draft technical report will be submitted for review and comment. Following receipt of comments, a final report will be submitted.
9. Meetings - Fehr & Peers will attend up to three meetings (potentially consisting of any combination of public scoping meeting, Planning Commission meetings, City Council meetings, community workshops, project team meetings, etc).

Revised EIR

The EIR will be updated to reflect the revised project description. This will include the following tasks:

- The Project Description will be revised to reflect the new project. Figures and graphics will be updated to show the revised plans.
- Each environmental impact section will be updated to ensure that the features and impacts of the revised project are accurately reflected. The Traffic, Air Quality, Greenhouse Gas,

ENVIRONMENTAL SCIENCE & DESIGN PROJECTS ENGINEERS

Noise, and other related EIR Sections will be revised to reflect the revised project and the revisions in data from the supplemental traffic analyses. This will include updates to the noise and emissions models as well as revisions to the discussion and impact analyses.

- The Executive Summary will be updated to reflect changes throughout the Draft EIR.

Responses to Comments

We will prepare written responses to verbal comments given during the Planning Commission meeting on December 16, 2010. Comments related to traffic and circulation will be addressed in the responses and will have supporting documentation attached.

Cost and Schedule

As shown in the attached cost sheet, we estimate the cost to update the EIR at \$58,821. An authorization would bring our total contract amount from \$355,156, as amended, to \$413,977. As noted above, this estimate does not reflect additional costs that would be associated with recirculation of the Draft EIR, if required. The scope of work could be completed within approximately seven to nine weeks from authorization to proceed and receipt of all necessary project information.

We appreciate the opportunity to continue to work with the City on this project. If you have any questions regarding this letter, please contact us at your convenience.

Sincerely,
RINCON CONSULTANTS, INC.


Abe Leider, AICP
Project Manager


Stephen Svete, AICP LEED AP ND
Principal

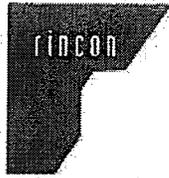
DISSEMINATION OF SCIENTIFIC PLANNING INFORMATION

City of Beverly Hills
 Lexus Dealership Project EIR
 Fourth Amendment Cost Estimate

REVISED 6/15/2011

Tasks	Cost	Hours	Rincon Consultants				
			Principal \$155/hour	Sr. Assoc. \$135/hour	Assoc. \$105/hour	Graphics \$85/hour	Admin \$55/hour
Revised EIR Sections:							
Project Description	\$1,200	12		2	4	6	
Executive Summary	\$405	3		3			
Air Quality	\$2,615	23	2	4	16	1	
Greenhouse Gas Analysis	\$2,815	23	2	4	16	1	
Noise	\$2,530	22	2	4	16		
All other sections, inc. Alternatives	\$3,370	30	2	4	24		
Traffic	\$3,310	30	2	6	16	6	
Responses to Comments	\$3,670	26	8	18			
Project Management	\$4,610	34	12	18	2		2
Subtotal Labor	\$24,325	203	30	63	94	14	2
Additional Costs							
Subconsultant: Fehr & Peers (traffic)	\$30,400						
Supplies and Miscellaneous Expenses	\$961						
General & Administrative	\$3,136						
Subtotal Additional Costs	\$34,496						
TOTAL LABOR + ADDITIONAL COSTS	\$58,821						
EIR Contract (as amended 10/1/2010)	\$355,156						
TOTAL	\$413,977						

E A V I L K M H D F A L S C I P H I T T P P I A D H R I S E N G I N K R K I E



Rincon Consultants, Inc.
 131 North Ashland Avenue
 Marina del Rey, California 90292
 Tel: 310 440-4400
 Tel: 310 440-4700
 info@rinconconsultants.com
 www.rinconconsultants.com

November 17, 2011
 Job No. 07-61580

David Reyes, Principal Planner
 City of Beverly Hills
 Department of Community Development
 455 N. Rexford Drive, First Floor
 Beverly Hills, California 90210

Re: Beverly Hills Lexus Project Dealership EIR – Fifth Request to Add Services

Dear Mr. Reyes:

This letter constitutes the Rincon Consultants fifth request to add services to our existing scope of work for the Beverly Hills Lexus Dealership Project EIR. This request responds to your request that the Rincon team attend two additional project hearings before the City Council.

The Rincon Consultants Lexus EIR Project Manager and Fehr & Peers' Project Manager and Principal-In-Charge will attend up to two City Council hearings on the proposed Lexus project for an additional cost of \$6,830. This would bring our authorized budget from \$413,977, as amended, to \$420,807.

Thanks you for your consideration of this request to add services. Please let us know if you have any questions about the proposed scope and cost.

Sincerely,
RINCON CONSULTANTS, INC.

Abe Leider, AICP CEP
 Project Manager

Stephen Svete, AICP, LEED AP ND
 Principal

C A V E R T O R I A L S E C U R I T Y P R O T O C O L E N G I N E E R E D

City of Beverly Hills
Lexus Dealership Project EIR
 Fifth Amendment Cost Estimate

11/17/2011

Tasks	Cost	Hours	Rincon Consultants				
			Principal \$155/hour	Sr. Assoc. \$135/hour	Assoc. \$105/hour	Graphics \$85/hour	Admin. \$55/hour
Attendance and Preparation - 2 Hearings	\$1,830	14	1	12			1
Subtotal Labor	\$1,830	14	1	12			1
Additional Costs							
Subconsultant: Fehr & Peers (traffic)	\$4,140						
Supplies and Miscellaneous Expenses	\$209						
General & Administrative	\$652						
Subtotal Additional Costs	\$5,000						
TOTAL LABOR + ADDITIONAL COSTS	\$6,830						
<i>EIR Contract (as amended in June 2011)</i>	<i>\$413,977</i>						
TOTAL	\$420,807						

ENVIRONMENTAL SCIENTISTS Planners Engineers