CITY OF BEVERLY HILLS
STAFF REPORT

Meeting Date: April 11, 2013

To: Honorable Mayor & City Council

From: Jonathan Lait, AICP, Assistant Director of Community Development

Subject: Request by Mayor Mirisch for a Briefing of the Proposed Gateway Project and Site Visit to Gateway Properties (9900 Santa Monica Boulevard, 9848 Wilshire Boulevard and 9817 Wilshire Boulevard), and to the Kenquest Building (499 North Canon Drive) at 4:30 p.m.

Attachments:
1. Proposed G-PD-C Overlay Zone Objectives
2. Updated Gateway Project Traffic Study

INTRODUCTION

The City Council will conduct a site visit to the subject properties as scheduled on the April 11th study session agenda. It is anticipated that City Councilmembers will identify additional information needed to facilitate an upcoming hearing for the project, and direct questions to staff that will be addressed at the future public hearing. At this time, no public hearing date has been set.

This report provides background information related to the proposed Gateway Project.

BACKGROUND

The Planning Commission completed its review of the subject Gateway Project and forwarded recommendations to the City Council on May 24, 2012.[1] The City Council conducted public hearings on June 19, 2013 and July 24, 2013.[2] While there was

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[1] Planning Commission Staff Reports. November 20, 2008 – May 24, 2012:
http://beverlyhills.granicus.com/MetaViewer.php?view_id=2&clip_id=2745&meta_id=150524
Planning Commission Resolutions. May 24, 2012:
http://beverlyhills.granicus.com/MetaViewer.php?view_id=2&clip_id=2745&meta_id=150523

[2] City Council Agenda Report, dated June 19, 2013:
http://beverlyhills.granicus.com/MetaViewer.php?view_id=2&clip_id=2745&meta_id=150519
City Council Agenda Report, dated July 24, 2013:
http://beverlyhills.granicus.com/MetaViewer.php?view_id=2&clip_id=2805&meta_id=154232

support for redevelopment of the subject T1 zoned parcels, a majority of the City Council also expressed concerns regarding the project, including a need to:

- Explore opportunities that reduce project-related traffic into residential neighborhoods
- Conduct addition traffic analysis on Charleville and Gregory Way
- Include a new objective related to view impacts from sensitive land uses
- Clearly define 'iconic' architecture and specific details on additional 'public benefit'
- Consider additional development standards, including setback, modulation and landscaping requirements
- Reduce (from 60 feet) building height on Parcels 1 and 2.

The City Council / Planning Commission liaisons (Vice Mayor Bosse and Councilmember Brien) met on August 16, 2012 and December 7, 2012. The liaisons directed the preparation of an updated traffic study (Attachment 2) based on revised ingress/egress points for the Gateway Project, including new access from North Santa Monica Boulevard on Parcels 1 and 2. The updated study concludes:

- No new traffic impacts if project additional driveways are located at North Santa Monica Boulevard
- Elimination of one traffic impact at S. Santa Monica Boulevard and Moreno Drive
- At peak hours, the project would yield an additional vehicle every 2-3 minutes on Charleville and one additional vehicle every 6-7 minutes on Gregory Way
- A reduction of 30-40% project traffic on Charleville and Gregory due to the North Santa Monica Boulevard driveways.

The liaison committee also concluded that view studies, while necessary for any future development, were not required for the subject legislative requests. This, in part, is because there is no specific project to review and, the anticipated addition of a new overlay zone objective that would address view impacts from sensitive land uses.

Also, height above 45 feet for any of the parcels was not supported.

DISCUSSION

The proposed Gateway Project is located at the western portion of the City. Applications were filed several years ago; however, conceptually this project has been discussed formally or informally for over a decade.

The project began with a request to consider a development project on a transportation railroad right-of-way parcel, identified as Parcel 2 on the following page. That application is currently on hold and not being reviewed at this time.

Current Project Description

The proposed project is a legislative request for the following:

1. Amend the General Plan to establish a Gateway Commercial/Mixed Use/Transportation Land Use designation for Parcels 1, 2, and 3 depicted below, and the immediately adjacent C3 zoned properties to the south.

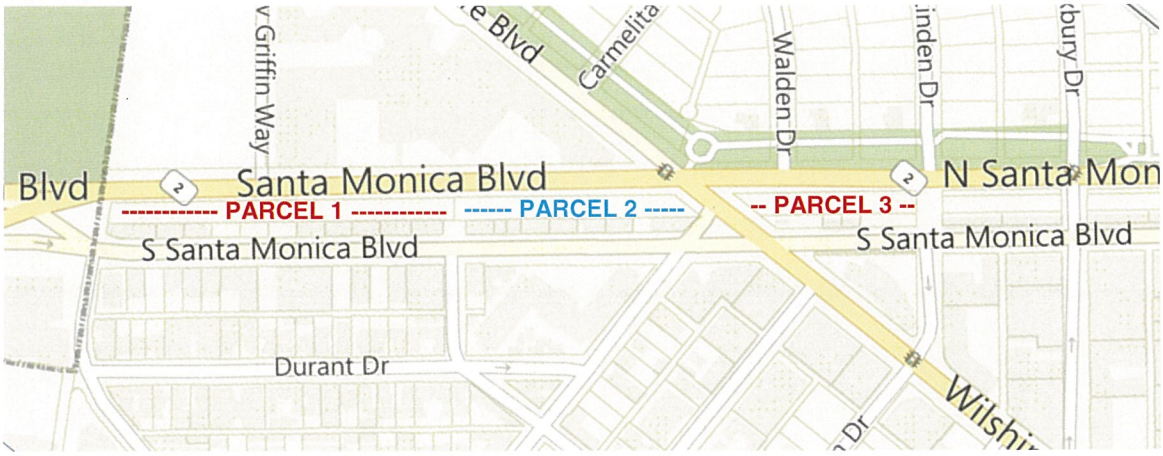
2. Amend the Zoning Code to establish a Commercial Planned Development Gateway Overlay Zone (C-PD-G).

If these legislative requests are approved, then the owners of Parcels 1, 2, and 3, could submit one or more applications to apply the C-PD-G overlay to their property.[3]

If filed, such requests would include both legislative (amending the code to extend the overlay zone to certain properties) and quasi-judicial components (review of a discretionary Planned Development permit). This process provides the City Council broad discretion and final approval authority of any proposed project on the subject T1 zoned properties.

Further, it is anticipated that any future development would also include a development agreement or similar legal instrument that would memorialize the code-required public benefits to the community.

Any future project will also be subject to additional environmental review as discussed later in this report.



C-PD-G Overlay Zone Objectives

The Planning Commission in its review of the legislative requests favored articulating zone objectives to describe desired development in this area and focused less on specific development standards that may constrain a creative design solution on these long, narrow properties.

Attachment 1 to this report includes the 14 objectives recommended by the Planning Commission. Based on City Council discussion on July 24, 2012, Objective 12, which allowed heights up to 60 feet for Parcels 1 and 2, will be deleted. Also, the objective addressing view impacts from sensitive land uses has not been included at this time.

Other objectives seek to achieve the following:

- Promote the garden quality of the City
- Improve pedestrian, bike and vehicular mobility in and around the project site
- Provide additional public parking beyond code standards
- Encourage lot consolidation

[3] A similar process already exists in the Zoning Code as it relates to the Transportation Overlay Zone for all T1 Zoned parcels (to allow certain, limited, development opportunities); the Medical Overlay Zone was also modeled after this process.

- Iconic and innovative building designs
- Substantial area dedicated to green space, public open space, and pedestrian amenities to promote the appearance of a greenbelt
- Substantial setbacks from Wilshire Boulevard (Parcels 2 and 3) to complement Beverly Gardens Park and the Fountain Plaza.

For a project to be approved, the City Council would need to find that the development conforms to each objective and that the proposed public benefits are sufficient.

C-PD-G Overlay Zone Development Standards

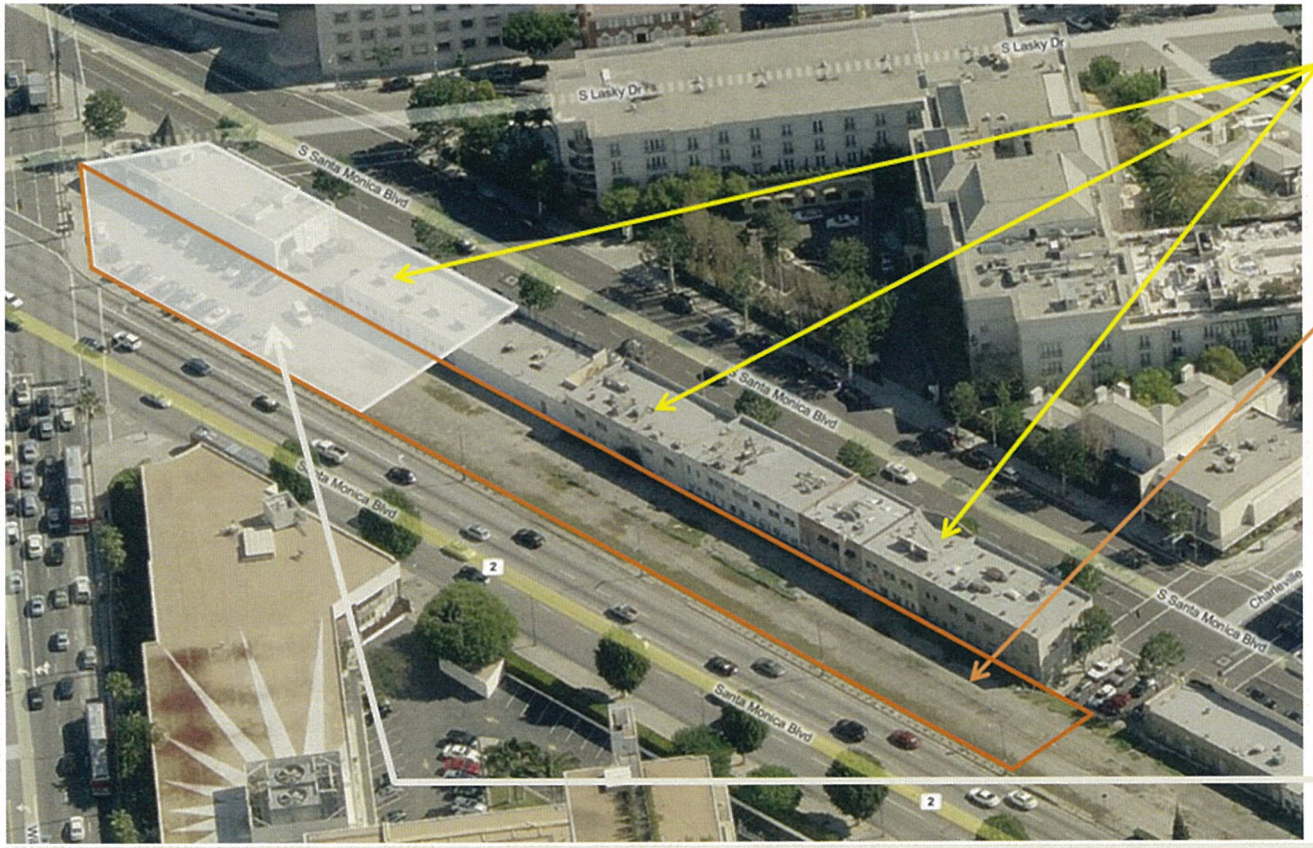
The proposed zoning text amendment does not specify any setback, green space, or land dedication requirements; these standards would be established with the Planned Development permit.

This approach may be challenging for developers because it does not provide a specific formula for building design. However, given the uniqueness of the T1 zoned parcels and the uncertainty of how many immediately adjacent C3 properties might be incorporated into a future development, the Planning Commission decided to promote design flexibility and innovation rather than promulgate strict zoning standards. The Planning Commission recommends an approach that relies on the overlay zone objectives as a means to obtain significant setbacks and green space, and meet other development goals.

Notwithstanding the objectives-based approach, the Planning Commission did find it necessary to specify certain standards, including:

- Permitted/Prohibited Uses:
  - allows office, retail, restaurants, hotels, residential above the first floor and similar uses
  - prohibits medical office use, nightclubs or other uses prohibited in the C3 zone.
- Height Limit:
  - T1 Zoned Parcels without Adjacent C3 Parcel: 18' (1 story)
  - T1 Zoned Parcels incorporated with Adjacent C3 Parcel(s): 45' (3 stories)
- Density:
  - T1 Zoned Parcels without Adjacent C3 Parcel: 0.5:1 FAR
  - Portions of T1 Zoned Parcels incorporated with Adjacent C3 Parcel(s): 1.5:1 FAR – (2.0:1 FAR for the underlying C3 zoned parcels)
  - No development, except required landscaping, on portions of the T1 parcel not immediately adjacent to C3 parcel included as part of the overall development.
- Parcel Size:
  - Minimum parcel area of 30,000 square feet to qualify for overlay zone, but includes an exception for Parcel 3, which is less than 30,000 square feet.
  - This provision effectively prohibits subdividing the existing T1 parcels into smaller parcels.
- Parking/Loading:
  - Compliance with City standards, however, overlay zone Objective 5 (Attachment 1) requires additional excess parking on Parcels 1 and 2 to mitigate a neighborhood parking deficiency.

C-PD-G Overlay Zone Development Standards



C3 Only Development
- 45', 3 Stories
- 2.0:1 FAR

T1 Only Development w/C-PD-G Overlay Zone
- 18', 1 Story
- 0.5:1 FAR[1]
- Compliance with Overlay Zone Objectives

[1] Any floor area established under this provision would be applied toward the maximum floor area for any combined T1 and C3 Development (below)

T1 & C3 Development w/C-PD-G Overlay Zone
- 45', 3 Story
- 1.5:1 FAR (T1)[2]
- 2.0:1 FAR (C3)
- Compliance with Overlay Zone Objectives
- Remaining portions of T1 Zone landscaped

[2] When calculating total floor area permitted for the T1 portion with the combined development scenario, only the parcel area immediately adjacent to the incorporated C3 lots may be considered. The remaining (not shaded) T1 portion receives a 0.0:1 FAR. In the illustrated example above, the shaded portion of the T1 parcel is about 1/3 of the total T1 parcel, (1/3 of 35,900 SF = 11,850 SF). To calculate the maximum buildable area in this example, 11,850 would be multiplied by 1.5 FAR resulting in a maximum buildable area on the T1 portion of 17,800 SF.

Environmental Review and Other Studies[4]

An Environmental Impact Report was prepared that analyzes the maximum build out potential of all parcels in the Gateway overlay zone. The study concluded that there are the following unmitigable impacts:

- Air Quality impact if all three T1 zoned parcels are developed at the same time
- Traffic impact at South Santa Monica Boulevard and Wilshire Boulevard.

Any future development on the T1 zoned parcels whether incorporated with the immediately adjacent C3 parcels or not will be subject to additional environmental review, including possibly a new environmental impact report.

Also, when a development is proposed and as appropriate, the City will require massing models, site line studies from the nearby sensitive land uses, economic pro forma reports, and neighborhood parking deficiency studies to ensure the decision-making authorities have all the information needed to make an informed decision regarding the project.

Site Visit

A site visit to the subject properties, including the Kenquest property, is scheduled to occur at 4:30 pm during the Study Session; a shuttle bus will be available to facilitate transportation. Later in the formal agenda, the City Council will have an opportunity to direct questions to staff regarding the project. The following tables provide addition information regarding the subject properties:

Kenquest Building (499 N. Canon Drive)

- 20,000 square feet of building area above grade (approximate and not including buildings along S. Santa Monica Boulevard)
- 4 Stories, plus a penthouse and mechanical room above
- 54 feet to the top of the parapet; 76 to the top of the penthouse/mechanical room (approx.); for reference, the bottom of the Kenquest sign parallel to N. SMB is approximately 45 feet
- Building is set back approximately 20 from the curb face on N. Santa Monica Boulevard; 5 feet of which is city owned property

[4] The city's environmental consultants will not be present at the April 11th meeting, but will attend the subsequent public hearing to answer questions regarding these studies.

Parcels 1 and 2

- Parcel 1 (westernmost parcel) and Parcel 2 (west of Wilshire Blvd)
- Parcel 1 and 2 are 60 feet in depth
- Parcel 1 is approx. 54,000 square feet in area
- Parcel 2 is approx. 35,900 square feet in area
- The City owns 2 feet from the curb face at N. SMB (Parcels 1 and 2)

Parcel 3

- Parcel 3 (east of Wilshire Blvd)
- 60 feet in depth
- approx. 26,100 square feet in area
- The City owns 5 feet from the curb face at N. SMB

NEXT STEPS

This report is intended to provide background information on the Gateway Project to prepare the City Council for the site visit. Staff requests that the City Council indicate additional information that may be needed for a future discussion at a public hearing.

FISCAL IMPACT

There are costs associated with the courtesy notice in the Beverly Hills Courier and Beverly Hills Weekly, approximately $1,500, and costs associated with a shuttle bus for the site visit (approx. $180); however, these expenses are covered in department operating budgets. Accordingly, there is no significant budget or fiscal impacts associated with this report.

RECOMMENDATION

This report is provided for information purposes only.

Susan Healy Keene
Director of Community Development

ATTACHMENT 1

Proposed G-PD-C Overlay Zone Objectives

Proposed G-PD-C Overlay Zone Objectives

1. Development shall be consistent with the purpose and intent of the C-PD-G Overlay Zone and the General Plan.

2. Development within the overlay zone shall promote the garden quality of the City.

3. Lot consolidation and coordinated development of underlying T-I zoned properties and adjacent underlying C-3 properties fronting on South Santa Monica Boulevard is encouraged and shall be required for the reviewing authority's approval of height and density allowances in excess of eighteen feet (18') in height and a one-half to one (0.5:1) Floor Area Ratio.

4. Project design shall provide pedestrian, bicycle, and vehicular access and connectivity within and between C-PD-G Overlay Zone properties, the adjacent C-3 properties, and residential and hotel development built or planned across North Santa Monica Boulevard. Connectivity at or above grade and within underground parking structures shall be achieved to the extent feasible. The reviewing authority shall consider the appropriateness of ingress/egress for proposed projects within the C-PD-G Overlay Zone to ensure that traffic will not adversely impact the adjacent residential areas and the high school area.

5. Parking shall be located below-grade and located on properties within the C-PD-G Overlay Zone; vehicle and pedestrian access to parking shall be convenient. Minimal at-grade parking may be considered by the reviewing authority. Parking in excess of the minimum required parking set forth in Section 10-3-2730 of the zoning code shall be incorporated into any development and be made available to the public. The excess public parking incorporated into any development on Parcel 1 (9900 Santa Monica Boulevard) and Parcel 2 (9848 Wilshire Boulevard) shall, on a collective basis, substantially offset the parking deficiency in the neighborhood along South Santa Monica Boulevard between the intersection with Wilshire Boulevard and the city's western Boundaries.

6. Development shall take advantage of design flexibility incorporated into the C-PD-G Overlay Zone to create iconic architecture that promotes the image of the City and that respects the scale, mass, and character of surrounding development in the immediate vicinity. Building facades visible from public streets shall exhibit innovative design, distinctive architectural merit, or a combination of both.

7. Project design and site planning shall incorporate substantial area dedicated to green space, public open space, and pedestrian amenities. Building height shall be balanced with appropriate setbacks and landscaping adjacent to public streets to promote the appearance of a green belt and minimize the perception of a continuous uninterrupted wall of development as viewed from public streets. Buildings shall be well modulated.

8. Development shall be designed with pedestrian-oriented amenities and uses at the ground floor that encourage pedestrian activity during daytime and nighttime hours such as restaurants, outdoor dining and retail.

9. Development on Parcels 2 (9848 Wilshire Boulevard) and 3 (9817 Wilshire Boulevard) shall provide substantial setbacks from the intersections of Wilshire Boulevard and North and South Santa Monica Boulevard to aesthetically

complement Beverly Gardens Park and fountain plaza, and the planned open space at the northwest corner of Wilshire Boulevard and North Santa Monica Boulevard. The setback area at the intersections shall include pedestrian amenities, green space, significant public art, or other elements determined to be appropriate by the reviewing authority.

10. Development shall incorporate adequate land dedications or easements that may be needed for future roadway and transportation improvements, including bicycle facilities, pedestrian mobility elements, bus shelters, pedestrian bridges, or similar improvements.

11. Development shall not result in detrimental impacts to existing or planned development in the vicinity with regard to traffic levels, traffic safety, pedestrian vehicle conflicts, and pedestrian safety hazards, parking demand, parking design, loading, or manner of operation, unless the reviewing authority finds the development benefits outweigh the detrimental impacts.

~~12. On Parcel 1 (9900 Santa Monica) and Parcel 2 (9848 Wilshire Boulevard) only, structure height in excess of forty-five feet (45'), up to a maximum of sixty feet (60') not including permitted projections, may be granted if the reviewing authority finds that design innovations or other public benefits preclude development of the maximum allowable building floor area within a three-story, forty-five foot (45') high structure.~~

13. Development on the underlying T-1 zoned parcel shall not preclude future development opportunities on adjacent C-3 zoned parcels that are not included in the C-PD-G Overlay Zone.

14. Development shall include additional public benefits that the reviewing authority determines to be appropriate.

ATTACHMENT 2

Updated Gateway Project Traffic Study

FEHR PEERS

MEMORANDUM

Date: January 3, 2013

To: Abe Leider, AICP CEP, Rincon Consultants, Inc.

From: Tamar Fuhrer, AICP & Sarah Brandenberg, PE

Subject: ***Beverly Hills Gateway Supplemental Analysis***

SM12-2201.04

This memorandum presents additional analysis conducted for the Beverly Hills Gateway Project Traffic Study. The Draft Environmental Impact Report (DEIR) for the project was circulated in 2010. Since then, the City has considered updating the locations of project driveways, which would affect project trip distribution at intersections directly adjacent to the Gateway site. This memorandum presents the proposed changes and analysis results in five sections. First, we describe the locations of potential driveways. Next, we discuss how the changes in project driveway access changes local trip distribution at adjacent intersections. We then present the level of service (LOS) analysis results. After this, we present the neighborhood residential roadway impact analysis. Finally, we provide a summary and conclusion of our analysis.

POTENTIAL DRIVEWAY LOCATIONS AND PROJECT ACCESS

The proposed project analyzed in the Beverly Gateway DEIR included four project driveways along South Santa Monica Boulevard. Parcel 3 had one full-access driveway. Parcels 1 and 2 shared a driveway at the signalized intersection of South Santa Monica Boulevard & Charleville Boulevard. Additionally, Parcel 1 had a separate egress-only driveway at the signalized intersection of South Santa Monica Boulevard & South Moreno Drive, and Parcel 2 had an additional unsignalized driveway on South Santa Monica Boulevard between Charleville Boulevard and Lasky Drive.

Concerns about the analyzed DEIR access scenario included the implications of a driveway at Charleville, with regard to project cut-through traffic in the neighborhood south of the project site. Additionally, the intersections along South Santa Monica Boulevard would bear most of the traffic, with some circuitous routes necessary for users to access the site near the Santa Monica Boulevard crossover. Therefore, the City is now considering a new access scenario that includes driveways along North Santa Monica Boulevard in addition to South Santa Monica Boulevard.

The new driveways under consideration were developed in conjunction with City planning and transportation staff. Through discussions with City staff and sensitivity testing of various access options, it was determined that providing access to the project site on both North Santa Monica Boulevard and South Santa Monica Boulevard would allow the most direct access to the project site and disperse project trips more evenly to the various access points instead of oversaturating any particular driveway location. Providing access only along North Santa Monica Boulevard was dismissed for this reason. In addition, peak hour traffic volumes at the project driveways would

require the installation of a right-turn deceleration lane along the frontage of the project site on North Santa Monica Boulevard. This would further constrain the already limited depth of the developable area of the Gateway site. The need for right-turn deceleration lanes could be avoided by providing access along both North and South Santa Monica Boulevards.

Figure 1 illustrates the new access points under consideration, which are comprised of two driveways along North Santa Monica Boulevard and four driveways along South Santa Monica Boulevard. The driveways are described below:

- Driveway 1 – Driveway 1 was analyzed in the DEIR, and is located at the signalized intersection of South Santa Monica Boulevard & Moreno Drive. This driveway would provide outbound access only for Parcel 1. No changes are proposed at this location.
- Driveway 2 – Driveway 2 is a new access point under consideration, and was not analyzed in the DEIR. It is located on South Santa Monica Boulevard between Moreno Drive and Charleville Boulevard, along the frontage of Parcel 1. This driveway would provide right- and left-turn ingress and egress and would be stop-controlled. The approximate location of Driveway 2 is shown in Figure 1. The final driveway location will be dependent on the development design of Parcel 1.
- Driveway 3 – Driveway 3 was analyzed in the DEIR, and is located on South Santa Monica Boulevard between Charleville Boulevard and Lasky Drive. This driveway is along the frontage of Parcel 2 and would serve that parcel exclusively. Right- and left-turn ingress and egress would be permitted along this stop-controlled driveway. No changes are proposed at this location.
- Driveway 4 – Driveway 4 was analyzed in the DEIR, and is located along the frontage of Parcel 3 on South Santa Monica Boulevard, between Wilshire Boulevard and Linden Drive. This driveway would be stop-controlled and provide right- and left-turn ingress and egress. No changes are proposed at this location.
- Driveway 5 – Driveway 5 is a new access point under consideration, and is located at the planned signalized intersection of North Santa Monica Boulevard & Merv Griffin Way. The south leg of the intersection would serve as the project driveway and provide full access to Parcel 1.
- Driveway 6 – Driveway 6 is a new access point under consideration, and is located on North Santa Monica Boulevard between Charleville Boulevard and Wilshire Boulevard. This driveway would provide right-in/right-out access along the frontage of Parcel 2.

The driveway providing access at Charleville Boulevard along South Santa Monica Boulevard that was analyzed in the DEIR is no longer being considered and has been eliminated from the updated analysis.

PROJECT TRIP DISTRIBUTION

The DEIR assumed that all project trips would use South Santa Monica Boulevard to access the project site. By adding two access points along North Santa Monica Boulevard, there are changes to the project trip distribution and resulting peak hour traffic volumes at the intersections immediately adjacent to the project. Based on the regional trip distribution estimates reported in the DEIR and the permitted turning movements at nearby intersections, approximately 40% of Gateway project trips would shift to North Santa Monica Boulevard.

LEVEL OF SERVICE RESULTS

We reanalyzed the study intersections along North and South Santa Monica Boulevards adjacent to the project site to capture the change in peak hour traffic volumes with the implementation of the new driveways under consideration. Table 1 identifies the LOS results for Existing and Existing plus Project Conditions and Table 2 identifies the LOS results for Cumulative and Cumulative plus Project conditions. The analysis parameters and intersection improvements assumed in the analysis were consistent with the DEIR. The only parameters changing with the updated analysis were the localized trip distribution and resulting peak hour traffic volumes based on the assumptions described above.

Summary of Beverly Hills Gateway DEIR Impacts

The Beverly Hills Gateway EIR circulation chapter identified significant impacts at three intersections under cumulative conditions:

- Olympic Boulevard & Spalding Drive – As documented, this impact no longer occurs due to the restriping of Spalding Drive just north of the Olympic Boulevard, and the LOS would not change as a result of the new driveways under consideration.
- South Santa Monica Boulevard & Moreno Drive – This impact could be mitigated by adding separate turn lanes for vehicles exiting the project site.
- South Santa Monica Boulevard & Wilshire Boulevard – This impact was found to be significant and unavoidable.

Summary of Reanalyzed Beverly Hills Gateway Impacts

As shown in Tables 1 and 2, the revised project access would result in significant impacts at South Santa Monica Boulevard & Wilshire Boulevard (Existing PM and Cumulative PM). This impact was already identified in the DEIR, and would remain significant and unavoidable. However, the project would result in a less severe impact than analyzed in the DEIR (e.g., the V/C would increase by 0.031 compared to 0.041 in the DEIR during the PM peak hour and no impact would occur during the AM peak hour under cumulative conditions). The addition of project traffic would add up to 178 trips to this intersection during the peak hour. This equates to

approximately three vehicles every minute, or an increase of 3% of the total traffic volume at the intersection.

The DEIR impact at South Santa Monica Boulevard & Moreno Drive would be less than significant due to the redistribution of project trips to North Santa Monica Boulevard and the mitigation measure identified in the DEIR would no longer be needed.

No new impacts beyond those already identified in the DEIR would occur with the potential project access along North Santa Monica Boulevard.

NEIGHBORHOOD IMPACTS

Roadway segment impacts for Charleville Boulevard between South Santa Monica Boulevard & Robertson Boulevard and Gregory Boulevard between Spalding Drive and Robertson Boulevard were analyzed as requested by Beverly Hills City Council. Tables 3 and 4 identify the residential roadway impacts based on the distribution patterns analyzed in the DEIR and the new access driveways under consideration, respectively. The access option analyzed in the DEIR reflects a worst-case scenario for these roadway segments since all project trips would use South Santa Monica Boulevard to access the project site. As shown in Table 3, no impacts would occur based on City thresholds under the project access assumed in the DEIR along South Santa Monica Boulevard.

With the new potential project access along North Santa Monica Boulevard and corresponding shift in project trips to North Santa Monica Boulevard, a minimum of a 30% to 40% reduction in new vehicle trips is expected on the residential roadway segments of Charleville and Gregory Boulevards, east of the project site. As a worst-case scenario, it was assumed that a majority of trips along these streets would continue on their route through the City to Robertson Boulevard, with only a slight decline in project trips on the segments furthest from the project site. The purpose of this analysis is to show that even under a worst-case scenario, these residential roadway segments are not impacted with the development of the proposed Gateway site.

Table 4 reflects the forecasted project and daily traffic volumes on the residential roadways with the new driveways under consideration on North Santa Monica Boulevard. As shown in this table, no impacts would occur based on City thresholds. The project would add a maximum of up to 228 daily trips on Charleville Boulevard and 92 daily trips on Gregory Way. Peak hour traffic generally accounts for 10% of total daily traffic, meaning that 23 trips on Charleville Boulevard and nine trips on Gregory Way would be added during the peak hour. This ultimately yields one additional vehicle every 2-3 minutes on Charleville Boulevard and one additional vehicle every 6-7 minutes on Gregory Way during the peak hour on the segments experiencing the greatest increase of project trips. The roadway segments further from the project site would have fewer new project trips added on a daily basis and during the peak hours.

SUMMARY AND CONCLUSIONS

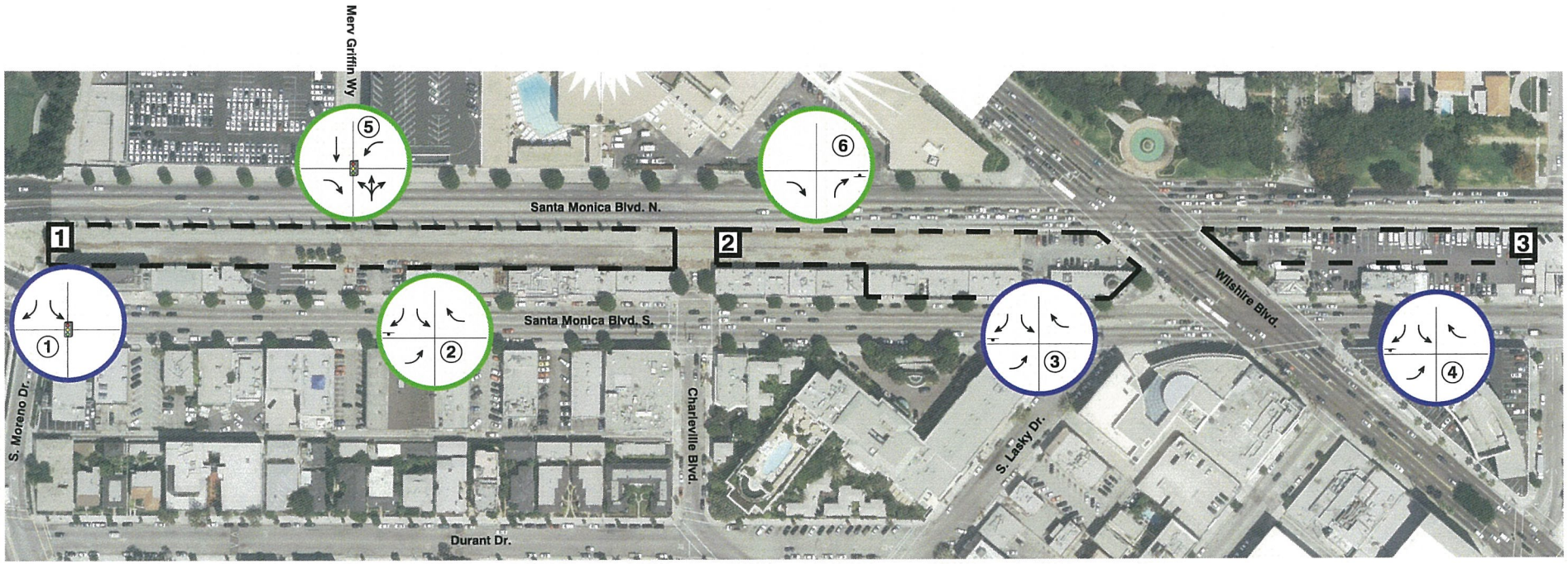
We updated our intersection and roadway segment analysis for the Beverly Gateway project to account for the changes to the project access locations under consideration. The DEIR analysis limited project access to driveways along South Santa Monica Boulevard. The project is now considering adding two driveways along North Santa Monica Boulevard. We reanalyzed the EIR study intersections along North and South Santa Monica Boulevards to account for the change in trip distribution resulting from the new site access.

With the new access along North Santa Monica Boulevard, no new intersection LOS impacts would occur. In addition, the residential roadway segments would experience fewer project trips and no impacts would occur based on the City's thresholds of significance.

There are several benefits to including driveway access points along North Santa Monica Boulevard:

- Providing project driveways on North Santa Monica would allow for more direct access for many travelers, reducing the amount of local circulation adjacent to the project and, ultimately, the vehicular volumes on the adjacent roadways.
- The new access options would not result in new significant impacts beyond those already identified in the DEIR.
- There would no longer be a significant impact at South Santa Monica Boulevard & Moreno Drive, which had a significant impact in the DEIR.
- Providing access along North Santa Monica Boulevard would reduce project traffic on residential streets by at least 30% to 40%.

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



LEGEND

- Approximate Gateway Parcel Areas
- Allowable Access
- Signal
- Stop Sign
- EIR + New Access Point
- New Access Point
- Driveway Number

N

NOT TO SCALE

FEHR & PEERS

Nov 28, 2012
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POTENTIAL ACCESS POINTS

FIGURE 1

TABLE 1
BEVERLY GATEWAY TRAFFIC ASSESSMENT
EXISTING CONDITIONS
UPDATED LOS RESULTS: WITH NEW ACCESS ON N. SANTA MONICA BLVD.

Intersection	AM						PM					
	Existing		E+P				Existing		E+P			
	V/C	LOS	V/C	LOS	ΔV/C	Impact?	V/C	LOS	V/C	LOS	ΔV/C	Impact?
Santa Monica Blvd Crossover	0.635	B	0.637	B	0.002	No	0.554	A	0.57	A	0.016	No
Moreno Dr/S. Santa Monica Blvd	0.532	A	0.535	A	0.003	No	0.648	B	0.672	B	0.024	No
Charleville Blvd/S Santa Monica Blvd	0.536	A	0.553	A	0.017	No	0.585	A	0.629	B	0.044	No
Wilshire Blvd/N. Santa Monica Blvd	1.042	F	1.054	F	0.012	No	0.844	D	0.856	D	0.012	No
Wilshire Blvd/S. Santa Monica Blvd	0.813	D	0.837	D	0.024	No	0.773	C	0.813	D	0.040	**YES**

TABLE 2
BEVERLY GATEWAY TRAFFIC ASSESSMENT
CUMULATIVE CONDITIONS
UPDATED LOS RESULTS: WITH NEW ACCESS ON N. SANTA MONICA BLVD.

	AM						PM					
	Cumulative		C+P				Cumulative		C+P			
Intersection	V/C	LOS	V/C	LOS	ΔV/C	Impact?	V/C	LOS	V/C	LOS	ΔV/C	Impact?
Santa Monica Blvd Crossover	0.747	C	0.747	C	0	No	0.698	B	0.711	C	0.013	No
Moreno Dr/S. Santa Monica Blvd	0.583	A	0.586	A	0.003	No	0.739	C	0.764	C	0.025	No
Charleville Blvd/S Santa Monica Blvd	0.751	C	0.779	C	0.028	No	0.67	B	0.715	C	0.045	No
Wilshire Blvd/N. Santa Monica Blvd	1.034	F	1.043	F	0.009	No	0.957	E	0.976	F	0.019	No
Wilshire Blvd/S. Santa Monica Blvd	0.898	D	0.921	E	0.023	No	0.879	D	0.91	E	0.031	**YES**

TABLE 3

RESIDENTIAL ROADWAY IMPACTS: WITH EIR PROJECT ACCESS

Roadway Segment	Daily Traffic Volume			% Change	Threshold	Impact?
	No Project	With Project	Project Only			
Charleville Blvd: Between S. Santa Monica Blvd. & Lasky Dr.	4,000	4,350	350	9%	12.5%	NO
Charleville Blvd: Between Lasky Dr. & Bedford Dr.	5,200	5,480	280	5%	12.5%	NO
Charleville Blvd: Between Bedford Dr. & Beverly Dr.	6,560	6,805	245	4%	12.5%	NO
Charleville Blvd: Between Beverly Dr. & Maple Dr.	5,668	5,889	221	4%	12.5%	NO
Charleville Blvd: Between Maple Dr. & Robertson Blvd.	5,485	5,684	199	4%	12.5%	NO
Gregory Way: Between Spalding Dr. & Crescent Dr.	5,040	5,215	175	3%	12.5%	NO
Gregory Way: Between Crescent Dr. & Robertson Blvd.	3,784	3,942	158	4%	12.5%	NO

TABLE 4

RESIDENTIAL ROADWAY IMPACTS: WITH NEW ACCESS ON N. SANTA MONICA BLVD.

Roadway Segment	Daily Traffic Volume			% Change	Threshold	Impact?
	No Project	With Project	Project Only			
Charleville Blvd: Between S. Santa Monica Blvd. & Lasky Dr.	4,000	4,228	228	6%	12.5%	NO
Charleville Blvd: Between Lasky Dr. & Bedford Dr.	5,200	5,385	185	4%	12.5%	NO
Charleville Blvd: Between Bedford Dr. & Beverly Dr.	6,560	6,732	172	3%	12.5%	NO
Charleville Blvd: Between Beverly Dr. & Maple Dr.	5,668	5,822	154	3%	12.5%	NO
Charleville Blvd: Between Maple Dr. & Robertson Blvd.	5,485	5,624	139	3%	12.5%	NO
Gregory Way: Between Spalding Dr. & Crescent Dr.	5,040	5,132	92	2%	12.5%	NO
Gregory Way: Between Crescent Dr. & Robertson Blvd.	3,784	3,867	83	2%	12.5%	NO

Note: Project trips reflect a minimum of a 30% to 40% reduction in daily volumes for the above roadway segments.