Attachment 6

Planning Commission Staff Reports

(Without Attachments)

City of Beverly Hills
Planning Division
455 N Rexford Drive Beverly Hills, CA 90210
TEL (310) 285-1141 FAX (310) 858-5966

Planning Commission Report

Meeting Date: October 19, 2016

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

Project Applicants: Wanda Beverly Hills Properties, LLC

Recommendation: That the Planning Commission:
1. Review and adopt the attached resolution memorializing the Planning Commission's findings.

REPORT SUMMARY AND RECOMMENDATION

The Planning Commission previously discussed the project at Special Meetings on August 23, 2016, September 19, 2016, September 26, 2016, October 10, 2016, and October 13, 2016 and directed staff to return with a draft resolution memorializing the Planning Commission's findings with respect to the legislative matters relating to the proposed project, which include a Specific Plan Amendment, Development Agreement, and Final Supplemental Environmental Impact Report. As discussed at the October 10, 2016 Planning Commission Special Meeting, the quasi-judicial matters for which the Planning Commission is the reviewing authority, which include the Vesting Tentative Tract Map and Development Plan Review, will be reviewed by the Planning Commission at a later time if and when the legislative matters and certification of the Final SEIR are approved by the City Council and go into effect.

Attachment A. The draft resolution provided in Attachment A to this report includes all the project conditions, as amended by the Planning Commission at its meeting on October 10, 2016, and also refers to the version of the Development Agreement that has been submitted by the Applicant, but has not yet been fully re-negotiated or adopted by the City Council.

This attachment is identical to the version provided in the October 13, 2016 Planning Commission Staff Report, with the following exceptions/updates:

Attachment(s):

A. Draft Resolution
B. Revised Conditions of Approval (Track Changes)
C. Amended and Restated 9900 Wilshire Specific Plan (Track Changes)

Report Author and Contact Information:
Andre Sahakian, Associate Planner
(310) 285-1127
asahakian@beverlyhills.org

- Condition of Approval No. 22 has been updated to also include property owners and residents along Trenton, Walden, Whittier, and portions of Carmelita from Wilshire Blvd. to Sunset Blvd, as well as the Beverly Hills North Homeowners' Association for the one-year review hearing before the Planning Commission.

- The Amended and Restated 9900 Wilshire Specific Plan now includes all revised Figures, and references to Figures in the Specific Plan have also been updated accordingly.

- The draft Development Agreement in this Attachment also includes updated Exhibits identifying the open space easement, the MTA bus turnout easement, the MTA subway portal easement, and the City shuttle access easement.

Attachment B. For reference purposes, Attachment B to this report shows a comparison (in track changes format) between the Approved Project conditions and the updated conditions recommended by the Planning Commission for the Proposed Project.

This attachment is identical to the version provided in the October 13, 2016 Planning Commission Staff Report, with the following exception/update:

- Condition of Approval No. 22 has been updated to also include property owners and residents along Trenton, Walden, Whittier, and portions of Carmelita from Wilshire Blvd. to Sunset Blvd, as well as the Beverly Hills North Homeowners' Association for the one-year review hearing before the Planning Commission.

Attachment C. At the October 13, 2016 Planning Commission meeting, the Planning Commission directed staff to return with a version of the Amended and Restated 9900 Wilshire Specific Plan that shows all proposed amendments made as compared to the approved 9900 Wilshire Specific Plan.

Attachment C to this report is identical to the version provided in the October 13, 2016 Planning Commission Staff Report, with the following exceptions/updates:

- Track changes now reflect all changes between the Specific Plan approved in 2008 and the Proposed Project.

- This attachment now also includes all revised Figures, and references to Figures in the Specific Plan have also been updated accordingly.

Information on the project background, neighborhood setting, project description, environmental assessment, requested entitlements, General Plan considerations, public comments, and analysis of pertinent issues were provided in the October 10, September 26, September 19, and August 23, 2016 Staff Reports.

NEXT STEPS

It is recommended that the Planning Commission consider and adopt the attached resolution recommending City Council approval of a Specific Plan Amendment; recommending City Council certification of the Final SEIR; and finding the Development Agreement to be consistent with the City's General Plan.

Report Reviewed By:

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

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Meeting Date: October 13, 2016

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The draft resolution (Attachment A) includes all the project conditions, as amended by the Planning Commission at its meeting on October 10, 2016, and also refers to the version of the Development Agreement that has been submitted by the Applicant, but has not yet been fully re-negotiated or adopted by the City Council.

Attachment(s):

A. Draft Resolution
B. Revised Conditions of Approval (Track Changes)
C. Amended and Restated 9900 Wilshire Specific Plan (Track Changes)

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Information on the project background, neighborhood setting, project description, environmental assessment, requested entitlements, General Plan considerations, public comments, and analysis of pertinent issues were provided in the October 10, September 26, September 19, and August 23, 2016 Staff Reports.

NEXT STEPS

It is recommended that the Planning Commission consider and adopt the attached resolution recommending City Council approval of a Specific Plan Amendment; recommending City Council certification of the Final SEIR; and finding the Development Agreement to be consistent with the City's General Plan.

Report Reviewed By:

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Planning Commission Report

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

Project Applicants: Wanda Beverly Hills Properties, LLC

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

REPORT SUMMARY

The Planning Commission previously discussed the project at Special Meetings on August 23, 2016, September 19, 2016, and September 26, 2016 and directed staff and the applicant to return with additional information. This report contains updated analysis on those items that were requested by the Planning Commission, and an independent analysis of information submitted by representatives of the Beverly Hilton Hotel. Staff seeks direction from the Planning Commission on the various entitlement requests. Information on the project background, neighborhood setting, project description, environmental assessment, requested entitlements, and General Plan considerations, as well as analysis of other pertinent issues, are contained in the September 26, September 19, and August 23, 2016 Staff Reports, which are included as Attachments C, D, and E, respectively, to this report.

Attachment(s):
A. Required Findings
B. Public Correspondence
C. September 26, 2016 Planning Commission Staff Report (Without Attachments)
D. September 19, 2016 Planning Commission Staff Report (Without Attachments)
E. August 23, 2016 Planning Commission Staff Report (Without Attachments)
F. May 12, 2016 Planning Commission Staff Report (Without Attachments)
G. Revised Loading Dock Access Design (Submitted by Applicant)
H. Supplemental Transportation Data following Sept. 26 Planning Commission Meeting for One Beverly Hills (Fehr & Peers)
I. Response to Comment Letter from Ramboll Environ (Rincon Consultants)
J. Montage Beverly Hills Hotel Loading Dock 12-Hour Count Data
K. L'Ermitage Hotel Loading Dock 7-Day Count Data (updated)
L. Draft Project Conditions (Redlined showing changes to existing conditions)

Report Author and Contact Information:
Andre Sahakian, Associate Planner
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PUBLIC OUTREACH

Public Comment. Correspondence was received from members of the public at previous Planning Commission meetings, and copies of this correspondence was distributed to the Planning Commission as part of prior staff reports.

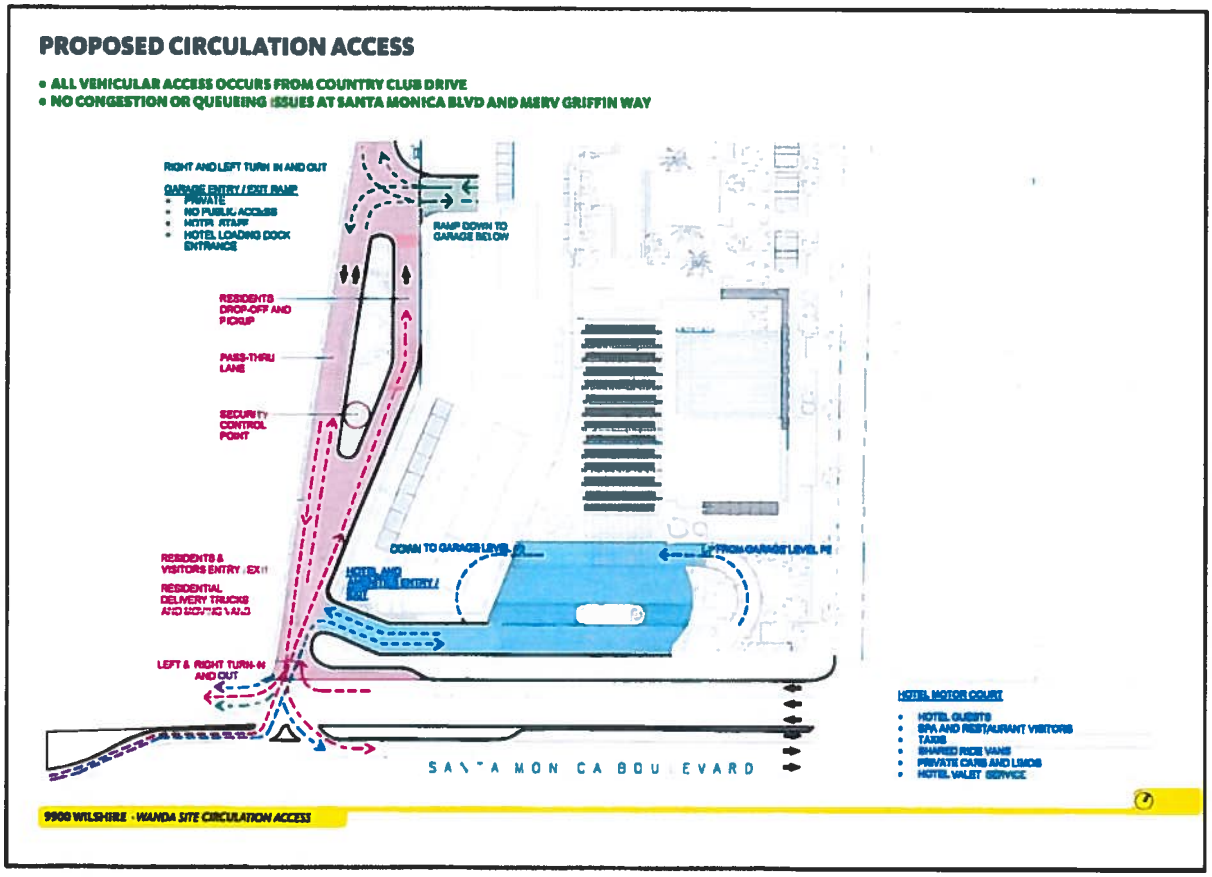
At the September 26, 2016 Planning Commission meeting, representatives of the Beverly Hilton Hotel indicated that they have prepared studies which include additional information and analysis on traffic, construction management, and loading activities for the Planning Commission to consider. The Planning Commission indicated that they would like to review any information that is available, and requested that these materials be submitted to City staff by September 28th so that staff would have adequate time to analyze and prepare an independent analysis of any new or additional information. The majority of these materials were received on September 28th, and two additional studies were submitted on September 29th. All of these materials, with the exception of video files, are included in Attachment B to this report.

ANALYSIS

Staff provided analysis in the September 26, September 19 and August 23, 2016 Planning Commission meeting staff reports (Attachments C, D, and E, respectively) regarding various issues for the Commission's consideration. During the course of the three meetings, the Planning Commission asked numerous questions and requested clarification or further information on certain topics. The prior staff reports contain summaries of the analysis provided at the Planning Commission meetings, and provide additional analysis. This report provides additional analysis of issues raised by representatives of the Beverly Hilton Hotel. Additional technical analysis has also been prepared by the City's independent consultants, and are included in Attachments H and I to this report.

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

Motor Court Access and Circulation. At the September 19, 2016 Planning Commission meeting, representatives of the Beverly Hilton Hotel proposed a new access scenario for the One Beverly Hills hotel motor court, as shown below:



This scenario contains the following design features:

- The Project's western access road that is planned to serve residential uses would also provide access to the Hotel Motor Court and loading dock.
- A single driveway connecting to the West Access Road would serve the Hotel Motor Court (no direct access would be provided from Merv Griffin Way or Santa Monica Boulevard).
- A traffic signal would be installed at the West Access Road & Santa Monica Boulevard intersection allowing left turns in and out of the Project site.
- The existing left-turn pocket at the West Access Road would be utilized by vehicles entering the Project site from eastbound Santa Monica Boulevard. A median would be installed between this left-turn pocket and the adjacent left-turn pocket at Merv Griffin Way.

- The traffic signal could also be utilized during construction to provide truck access to/from the Project site.

The City's independent traffic consultant, Fehr & Peers, has provided the following observations on this proposed motor court configuration (also included in Attachment H):

- The West Access Road & Santa Monica Boulevard intersection would not meet peak hour traffic volume warrants for the installation of a traffic signal. This is due to the number of vehicles utilizing the West Access Road during the peak hours (fewer than 100 vehicles per hour).

- The signalized intersection would be in very close proximity to the existing traffic signal at the Santa Monica Boulevard North & South crossover intersection located approximately 200 feet to the west and the planned traffic signal at Merv Griffin Way located approximately 400 feet to the east.

- The median placed between the existing left-turn pocket at the West Access Road and the adjacent left-turn pocket at Merv Griffin Way would reduce the amount of storage for vehicles turning from eastbound Santa Monica Boulevard onto Merv Griffin Way by approximately 100 feet.

- Without the installation of a traffic signal, vehicles could not exit the West Access Road to make a left turn onto eastbound Santa Monica Boulevard. Santa Monica Boulevard will be widened to three lanes in the westbound direction upon completion of the Project's and Beverly Hilton's mitigation measures. No other Project driveways, nor Beverly Hilton driveways, permit a left-turn movement across three lanes of adjacent street traffic.

- A temporary construction signal is not needed. During construction, a flagman would control truck turning movements in and out of the Project site. The flagman can stop vehicles for the minimum amount of time needed to allow a truck to turn in/out of the Project site to minimize delays to vehicles traveling along Santa Monica Boulevard to the extent possible.

Based on these observations, Fehr & Peers does not recommend implementing the proposed new access scenario for the hotel motor court. If the Planning Commission wishes to restrict access to the Hotel Motor Court, the following modifications to the Preferred Access Option are recommended by Fehr & Peers:

- Remove left-turn access directly from eastbound Santa Monica Boulevard to the Hotel Motor Court (or restrict left-turn access during afternoon peak hours, 4:00 to 7:00 PM).

- Restrict outbound access during the morning peak hours (7:00 to 9:00 AM) from the Hotel Motor Court onto Merv Griffin Way and implement "Keep Clear" signage and pavement markings to minimize the potential of southbound vehicles traveling

on Merv Griffin Way being blocked by vehicles exiting the Motor Court, and vice versa.

Noise Impacts. Representatives of the Beverly Hilton Hotel submitted a technical memorandum prepared by Ramboll Environ raising concerns with the noise analysis prepared for the Proposed Project. This memorandum generally raised the following issues:

- Existing sound levels were not appropriately accounted for in the Final SEIR, and additional measurements should have been taken on Wilshire Boulevard and Merv Griffin Way.

- Noise levels reported in the Beverly Hilton Revitalization Plan EIR are lower than the noise levels reported in the One Beverly Hills Final SEIR for similar locations, potentially because of the different times measurements were taken.

- Construction noise impacts are not adequately disclosed in the Final SEIR because impacts were assessed in CNEL rather than Leq.

- The nighttime construction noise impacts are not sufficiently analyzed because impacts should have been assessed based on a 24-hour measurement of existing ambient noise levels, and more stringent operational thresholds should be applied to nighttime construction noise impacts.

- Topical Response K discloses that vibration impacts would be significant and this impact would be more of a concern during nighttime hours.

- A fabric barrier would be unlikely to achieve a sound transmission coefficient (STC) of 30, and no details are provided regarding the sound barrier along Merv Griffin Way, such as height of source or receptors, to substantiate the effectiveness of Mitigation Measure N-1.

- The loading dock operational noise analysis should consider all delivery trips to the Proposed Project, not simply the difference in delivery trips between the Approved Project and the Proposed Project. Noise from trucks utilizing Merv Griffin Way should have been assessed, and noise impacts should not be assessed in CNEL. The loading dock noise should be added to operational noise sources to fully assess the Proposed Project's operational noise impacts.

The City's independent environmental consultant, Rincon, has prepared a technical memorandum specifically responding to each of the issues raised by Ramboll Environ on behalf of the Beverly Hilton Hotel. In summary, Rincon found that none of the issues raised result in any new significant noise impacts beyond what was studied and disclosed in the Final SEIR. The full memorandum prepared by Rincon is included as Attachment I to this report.

Loading. At prior Planning Commission meetings, Staff along with the City's independent environmental consultant Rincon and traffic consultant Fehr & Peers, provided analysis

regarding loading dock operations. The following provides updates to the analysis of issues relating to loading dock operations:

Turning Movements and Access. Staff provided a summary of the design changes made by the applicant in order to improve turning movements for trucks entering and exiting the loading dock area. The Planning Commission requested that staff independently verify that the turning movements depicted by the applicant are accurate. Staff independently reviewed the turning movements presented by the applicant and identified some minor design changes. Based on staff's recommended changes, the applicant has updated the loading dock entrance design to ensure the access point accommodates typical 40-foot articulated trailer trucks as well as 30-foot unarticulated box trucks. The revised loading dock design is provided as Attachment G to this report. While these types of trucks are able to maneuver into and out of the loading dock, it should be noted that the turning movements will require the trucks to use the entire width of the loading dock ramp, and upon exit, will require use of both southbound lanes on Merv Griffin Way in order to make a right turn out of the loading dock. In order to be more conservative, staff also tested the loading dock design for 50' articulated trailer trucks, as well as 40' unarticulated trucks (which are similar in size to typical tour buses), and both vehicle types were also found to be able to maneuver into and out of the loading dock, with the same caveats of requiring the entire width of the loading dock ramp and requiring both southbound lanes on Merv Griffin Way when exiting to the right to travel southbound.

Commissioners also requested information regarding any loading areas located along Merv Griffin Way related to the Beverly Hilton Hotel. Currently, there is a secondary loading dock located at the northern end of the Beverly Hilton property along Merv Griffin Way, adjacent to the existing hotel rooms that front on Merv Griffin Way. Under the Beverly Hilton Revitalization Plan approved in April 2008, site plans show what appears to be a turnout parallel to Merv Griffin Way, adjacent to the New Luxury Residence A building, in a similar location to the existing loading dock. This turnout could potentially be used for loading activities. In the site plans submitted as part of the Measure HH initiative, it appears that this loading turnout would be removed, and all loading areas would be accessed from Santa Monica Boulevard.

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

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

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

Source: Wanda Beverly Hills Properties, LLC

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

Staff conducted a 12-hour on-site count of loading truck trips at the Montage Beverly Hills Hotel on Thursday, September 21, 2016 from 6:00am – 6:00pm. The entry access to the Montage Beverly Hills hotel is provided via a one-way alley accessed from Wilshire Boulevard. In addition to the Montage, this alley also provides access to the loading area for the Ervin Cohen and Jessup office building (9401 Wilshire) and the California Bank Building (9441 Wilshire Boulevard). Because it is a one-way alley, all trucks delivering or loading to all three buildings exit from the Montage loading dock exit. In order to ensure that only those loading trips that are associated with the Montage are counted, staff members were positioned inside the loading dock itself, and counted only those vehicles that performed deliveries at the

Montage, and did not count any vehicles that stopped at the other office buildings' loading areas or were passing through without making any stops. Loading vehicle types included box trucks, step vans, FedEx/UPS and other parcel delivery trucks, and garbage trucks. No tractor trailers were observed during this 12-hour period. A summary of these counts is provided in the table below, and the raw data is included as Attachment J of this report.

Montage Beverly Hills Loading Area Counts
September 21, 2016

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

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

Since the last Planning Commission meeting on September 26, 2016, staff reviewed additional video footage of the loading dock area at the L'Ermitage Hotel to obtain a complete

one-week period loading area count, starting on Monday, September 12, 2016 through Sunday, September 18, 2016. Any delivery vehicles that stopped at the loading dock to load or unload materials were counted, and truck types included box trucks, step vans, FedEx/UPS and other parcel delivery trucks, garbage trucks, and tractor trailers. An updated summary of these counts is provided in the table below, and the updated raw data is included as Attachment K of this report.

L'Ermitage Hotel Loading Area Counts
September 12 through 18, 2016

Day	Box Truck/ Step Van	Parcel Delivery Truck	Garbage Truck	Tractor Trailer	Daily Total
Monday (9/12/16)	7	2	1		10
Tuesday (9/13/16)	11	1	1		13
Wednesday (9/14/16)	10	1	1	1	13
Thursday (9/15/16)	24	1	1		26
Friday (9/16/16)	8	1	1		10
Saturday (9/17/16)	4	1	1		6
Sunday (9/18/16)	3				3
Weekly Total	67	7	6	1	**81**

This data has been updated to represent typical operations over a seven-day period at the L'Ermitage Hotel. It should be noted that during this particular week, events were held on the rooftop event venue on Friday 9/16/16 and Saturday 9/17/16 for the Emmy awards. This is the primary cause for the higher number of loading activities occurring on Thursday, 9/15/16, as event setup was taking place and vendors were setting up booths. Similar to the Montage Beverly Hills Hotel, the L'Ermitage has a single loading area located at the rear of the property and accessed via the alley. However, the L'Ermitage Hotel does not include any residences, and thus the number of parcel deliveries would be more in line with what is typical of a hotel-only operation.

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

Concerns were raised by the Planning Commission and representatives of the Beverly Hilton Hotel that the 1,000-guest assumption for an at-capacity scenario at the Beverly Hilton was not sufficient, and that the Beverly Hilton regularly accommodates events with higher

capacities. At the September 19th meeting, staff and the applicant team were directed to re-analyze the simultaneous event scenario taking into account a 2,000-guest assumption. This analysis has been completed, and the following provides a summary of the findings:

- Twice as many vehicle-trips would be generated by the 2,000-guest event when compared to the original study of a 1,000-guest event at the Beverly Hilton. Applying the observed Hilton event rate yields 570 vehicle trips (in comparison to 285 vehicle trips in the original study) for the 2,000-person event at the Hilton)

- Similar to the original study, a special event at One Beverly Hills would generate an additional 80 vehicle trips, consisting of 60 inbound trips and 20 outbound trips, during the peak hour before an event.

- Traffic impact studies examine the increment of change that will occur with the development of a potential project. Therefore, similar to the original event study, the updated study first assigned vehicle-trips generated by the Beverly Hilton event to future baseline conditions to develop "Future plus Beverly Hilton Event" traffic forecasts and Level of Service (LOS) results. Next, the additional vehicle trips generated by One Beverly Hills (typical operations plus special event) were added to generate "Future plus Beverly Hilton & One Beverly Hills Event" traffic forecasts and LOS results.

- Similar to the original study, when comparing traffic operations under Future plus Beverly Hilton & One Beverly Hills Event conditions to conditions with only the event at the Beverly Hilton, the increment of change in the Vehicle to Capacity ratios at the study intersections does not exceed the City's significance thresholds.

In summary, the One Beverly Hills project generates 80 total trips during special events. The Beverly Hilton would generate 235 trips during a 1,000-person event, and 570 trips during a 2,000-person event. The Fehr & Peers' peer review of the applicant's updated simultaneous event study has confirmed that the trips generated by a special event at One Beverly Hills, in addition to a 2,000-person event at the Beverly Hilton, would not exceed the City's adopted significance thresholds at the study intersections under the 2020 Cumulative conditions.

SUMMARY AND RECOMMENDATION

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

NEXT STEPS

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

Report Reviewed By:

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

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Project Applicants: Wanda Beverly Hills Properties, LLC

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

REPORT SUMMARY

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

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

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PUBLIC OUTREACH

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

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

ANALYSIS

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

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

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

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

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

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

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

- The diagonal entrance to the Hotel Motor Court at the Merv Griffin Way & Santa Monica Boulevard intersection could result in driver confusion. Unlike an office or residential building, most people driving to a hotel are visiting from outside the area and not familiar with the site access or surrounding roadway network. Therefore, the diagonal driveway could result in on-going driver confusion for those visiting the hotel.

- The diagonal entrance to the Hotel Motor Court could result in high travel speeds from those entering the hotel from westbound Santa Monica Boulevard. The diagonal entry way does not force vehicles to slow down upon entry. Furthermore, the One Beverly Hills driveway provides a limited distance between the Hotel Motor Court and the entry point (less than 50 feet) in comparison to the design of the Beverly Hills Hotel (over 250 feet between the entry point and the valet/pick-up/drop-off area). The limited distance of 50 feet would provide less time for vehicles to adequately slow down upon entry into the motor court.

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

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

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

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

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

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

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

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

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

Source: Wanda Beverly Hills Properties, LLC

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

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

Montage Beverly Hills Loading Area Counts
September 16, 2016

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

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

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

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

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

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

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

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

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

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

NEXT STEPS

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

Report Reviewed By:

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Planning Commission Report

Meeting Date: September 19, 2016

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

Project Applicants: Wanda Beverly Hills Properties, LLC

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

REPORT SUMMARY

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

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

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PUBLIC OUTREACH AND NOTIFICATION

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

ANALYSIS

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

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

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

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

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

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

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

Left-Turn Access Options for Hotel Motor Court	Advantages	Constraints
A. Provide left-turn access (as proposed under the preferred access option)	• Disperses project-trips as vehicles have multiple options to enter the site. • Project-trips are relatively low in comparison to background traffic volumes utilizing left-turn pocket (<15 project trips in comparison to 530 vehicles during PM peak hour under Future Year 2020 conditions). • Vehicle queuing study showed maximum queue of 450 feet (18-22 cars) with 500 feet (20-25 cars) of available storage (accounts for all vehicles utilizing turn lane, including residential driveway). • Design is similar to other continuous/shared left-turn pockets in Beverly Hills (see Figure 4).	• Project-trips entering Hotel Motor Court may block vehicles utilizing left-turn pocket to access Merv Griffin Way (on average, a vehicle will enter the Hotel Motor Court every 4 minutes during the PM peak hour). • Vehicles may exit turn pocket to avoid project-trips and then re-enter turn pocket to turn onto Merv Griffin Way (unlikely to occur during PM peak hour due to congestion on Santa Monica Boulevard but could occur during other times of day).

Left-Turn Access Options for Hotel Motor Court	Advantages	Constraints
B. Remove left-turn access	• Vehicles traveling eastbound on Santa Monica Blvd could still access the Hotel Motor Court by making a U-turn at Merv Griffin Way and then turn right into the site. • Would avoid project-trips occasionally blocking vehicles utilizing left-turn pocket to access Merv Griffin Way.	• Vehicle queueing study showed that maximum queue (550 cumulative feet from all three left turn pockets) may extend beyond available storage during PM peak hour. • Vehicles may continue to turn left into Hotel Motor Court; no physical barrier would prevent vehicles from making the left-turn into the project site (right-of-way is not available for raised median).
C. Restrict left-turn access during peak hours (4:00 – 7:00 PM)	• Based on background traffic volumes, would recommend that access restrictions only be considered from 4:00-7:00 PM. • Provides direct access to site and disperses project trips during most hours of the day.	• Difficult to sign peak hour turn restrictions given available right-of-way on Santa Monica Boulevard, and vehicles may not obey signage. • May result in additional delays to vehicles making left-turn from Santa Monica onto Merv Griffin as all left-turn/u-turn vehicles would need to utilize traffic signal.
D. Remove left-turn access and restrict U-turns at Merv Griffin Way	• Maximum capacity for background vehicles utilizing left-turn at Merv Griffin Way. • Accounting for re-routing of vehicles to the Wilshire Boulevard & Merv Griffin Way/Whittier Drive intersection, the LOS would continue to operate acceptably.	• Project-trips utilizing eastbound Santa Monica Blvd would instead access the site by: - Utilizing Wilshire Blvd instead of Santa Monica Blvd and traveling south on Merv Griffin to access the Motor Court - Making a left-turn on Merv Griffin Way and then turning around at the Project Loading Dock or Hilton driveway to

Left-Turn Access Options for Hotel Motor Court	Advantages	Constraints
		travel back to the Motor Court - Continuing eastbound on Santa Monica Blvd and making a left-turn at Linden Drive to travel to Elevado Avenue and then Whittier Drive which turns into Merv Griffin Way and which provides access to the Motor Court • Future traffic signal at Merv Griffin Way provides a new U-turn opportunity; Limited U-turns are available along Santa Monica Blvd within Beverly Hills due to available right-of-way.

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

- The One Beverly Hills driveway provides a limited distance between the Hotel Motor Court and the entry point (less than 50 feet) in comparison to the design of the Beverly Hills Hotel (over 250 feet between the entry point and the valet/pick-up/drop-off area). The limited distance of 50 feet may result in inadequate storage capacity in case vehicles are queued trying to enter the motor court, potentially resulting in vehicle queues backing up into the Merv Griffin Way/Wilshire Boulevard intersection.

- The diagonal entrance to the Hotel Motor Court at the Merv Griffin Way & Santa Monica Boulevard intersection could result in driver confusion. Unlike an office or residential building, most people driving to a hotel are visiting from outside the area and not familiar with the site access or surrounding roadway network. Therefore, the diagonal driveway could result in on-going driver confusion for those visiting the hotel.

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

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

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

Merv Griffin Way Access Options for Hotel Motor Court	Advantages	Constraints
A. Provide two-way access (as proposed under the preferred access option)	• Disperses project-trips as vehicles have multiple options to enter and exit the site. • Allows vehicles to exit the site and utilize the future traffic signal at Merv Griffin Way to travel into the City of Beverly Hills. Otherwise, vehicles would exit the project site onto westbound Santa Monica Boulevard and then make a U-turn at Avenue of the Stars to return to Beverly Hills. • Two-way access was analyzed in the SEIR and	• Vehicles exiting project site and making a left-turn from Merv Griffin Way to eastbound Santa Monica Boulevard may block vehicles traveling southbound on Merv Griffin Way due to available storage (approximately 75 feet, or 3 to 4 cars, between signalized intersection and hotel motor court driveway).

Merv Griffin Way Access Options for Hotel Motor Court	Advantages	Constraints
	does not impact nearby intersections (LOS reported in Tables 8-1 and 8-2).	
B. Provide one-way inbound access only	• Avoids potential blockage of southbound vehicles on Merv Griffin Way. • One-way inbound only access was analyzed in the SEIR and does not impact nearby intersections (LOS reported in Tables 4.5-6 and 4.5-12).	• Increases overall amount of travel along Santa Monica Boulevard; vehicles would exit the project site onto westbound Santa Monica Boulevard and then make a U-turn at Avenue of the Stars to return to Beverly Hills.
C. Restrict outbound access during peak hours (7:00 – 9:00 AM)	• Provides direct access to Merv Griffin Way during the majority of the day. • Avoids potential blockage of southbound vehicles on Merv Griffin Way during the AM peak traffic period. • Based on traffic volumes on Merv Griffin Way, it is recommended that access restrictions only be considered from 7:00-9:00 AM. Southbound AM peak hour traffic volumes are nearly twice as high as PM peak hour volumes. However, the number of vehicles exiting the hotel in the AM peak hour is minimal (11 vehicles expected to exit Motor Court onto Merv Griffin Way).	• Increases overall amount of travel along Santa Monica Boulevard during AM peak period; vehicles would exit the project site onto westbound Santa Monica Boulevard and then make a U-turn at Avenue of the Stars to return to Beverly Hills. However, the number of vehicles that would make this U-turn movement is minimal (approximately 11 vehicles per hour).

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

Topic	Response/Reference
Merv Griffin Way egress and left turn onto eastbound Santa Monica Boulevard	• Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment E, pages 15-18)
Diagonal motor court access feasibility ("Beverly Hills Hotel Option")	• Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment E, pages 14-15) • Final SEIR Section 6.4 Alternatives Considered But Rejected (pages 257-261) • Final SEIR Appendix D – Transportation Impact Analysis, Appendix C: Access Options (pages 3-8)
Three left turns along eastbound Santa Monica Boulevard and storage capacity of these left turn lanes.	• Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment E, pages 1-13) • Final SEIR Section 2.5.2 Site Access and Parking (pages 45-51) • Final SEIR Section 4.5 Transportation and Traffic (pages 208-210) • Final SEIR Appendix D – Transportation Impact Analysis, Appendix C: Access Options (pages 4-16 and the following Memo (pages 1-2: Revised Site Access/Motor Court)) • Final SEIR Topical Response C – Operational Traffic Impacts: Revised Site Access/Motor Court (pages 286-293)
Motor court circulation	• Final SEIR Section 2.5.2 Site Access and Parking (pages 45-51)

Topic	Response/Reference
	• Final SEIR Figure 2-5a Motor Court Option 1 (page 47)

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

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

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

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

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

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

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

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

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

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

Topic	Response/Reference
Trucks crossing two lanes turning into loading dock from Merv Griffin Way	• Revised Loading Dock Entrance Design (Staff Report Attachment F)
Loading hours restrictions	• Final SEIR Topical Response C – Operational Traffic Impacts: Loading Dock Operations (page 312)
Loading frequency and types of loading trips (residential, commercial, garbage, etc.)	• Final SEIR Section 4.5 Transportation and Traffic – Hotel Staff and Delivery Access (page 208) • Final SEIR Section 4.5 Transportation and Traffic – Residential Access (pages 207-208) • Final SEIR Topical Response C – Operational Traffic Impacts: Residential and Hotel Access (page 286) • Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment E, pages 19-20)

Topic	Response/Reference
Noise impacts to neighboring property from loading activities	• Final SEIR Topical Response I – Operational Noise Impacts (pages 356-357) • Final SEIR Section 4.3 Land Use and Planning, Table 4.3-2, Goal N1.2 Noise (page 151) • Memorandum on Loading Dock Operational Noise prepared by Rincon Consultants (Staff Report Attachment D)

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

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

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

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

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

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

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

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

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

Topic	Response/Reference
Excess parking beyond code requirement (consistent with Approved Project)	• Parking Demand Analysis submitted by Applicant (Staff Report Attachment G)
Public parking for gardens at Wilshire and Merv Griffin	• Final SEIR Topical Response B Project Description (page 281) • Final SEIR Response to Comment 5.22 (page 485) • Parking Demand Analysis submitted by Applicant (Staff Report Attachment G, page 4)

Topic	Response/Reference
Self-parking option	• Parking Demand Analysis submitted by applicant (Staff Report Attachment G, page 5) • Valet vs. Self-Parking Survey submitted by applicant (Staff Report Attachment H)

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

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

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

Topic	Response/Reference
Haul route and staging area	• Final SEIR Topical Response D – Construction Schedule/Traffic/Staging (pages 315-316)
Cumulative construction impacts from nearby projects	• Final SEIR Topical Response D – Construction Schedule/Traffic/Staging (pages 317-319)
Construction vehicles turning left from Santa Monica Boulevard into project site	• Memorandum on Supplemental Transportation Data for One Beverly Hills prepared by Fehr & Peers (Staff Report Attachment G, pages 21-22)
Constructability and aesthetic concerns regarding proposed 40' tall sound wall for noise mitigation	• Final SEIR Topical Response K – Construction and Hauling Extended to Nighttime and Saturday (pages 368-369) • Final SEIR Response to Comment 5.15 (page 480) • Final SEIR Response to Comment 6.6 (pages 563-564)

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

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

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

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

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

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

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

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

NEXT STEPS

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

Report Reviewed By:

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

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Planning Division
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Planning Commission Report

Meeting Date: August 23, 2016

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

Project Applicants: Wanda Beverly Hills Properties, LLC

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

REPORT SUMMARY

A request has been made for a Specific Plan Amendment, as well as amendments to a Vesting Tentative Tract Map, Development Plan Review, and Development Agreement to allow amendments to the previously approved 9900 Wilshire Specific Plan. The proposed changes include the introduction of an up to 134 room luxury hotel component in exchange for a reduction of condominium units and commercial/retail space. The project would also include a new motor court along North Santa Monica Boulevard to provide access to the hotel, as well as the inclusion of hotel dining and other ancillary amenities. This report includes information on environmental, land use, and operational components of the project, and seeks direction from the Planning Commission concerning the various entitlement requests.

Attachment(s):
A. Required Findings
B. Public Notice
C. Correspondence Received from the Public
D. May 12, 2016 Planning Commission Staff Report (Without Attachments)
E. Past Planning Commission and City Council Resolutions (Separate Attachment)
F. 2012 Administrative Modification
G. Existing Conditions of Approval
H. Draft Revised Specific Plan (Redline)
I. Beacon Economics - Economic Impact Analysis (Submitted by Applicant)
J. PKF Consulting Fiscal Impact Analysis (Submitted by Applicant)
K. CBRE Hotels Study of Hotel Market (Submitted by Applicant)
L. Proposed Revisions to Development Agreement
M. Final Supplemental Environmental Impact Report (Separate Attachment)
N. Architectural Plans (Separate Attachment)

Report Author and Contact Information:
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BACKGROUND

File Date	6/26/2015
Application Complete	7/25/2015
Subdivision Deadline	Within 50 days after CEQA determination.
CEQA Recommendation	Supplemental Environmental Impact Report
CEQA Deadline	As a guideline, generally 1 year from date application deemed complete
Permit Streamlining	Not Applicable (legislative action)
Applicant(s)	Wanda Beverly Hills Properties, LLC
Owner(s)	Wanda Beverly Hills Properties, LLC
Representative(s)	Athens Group
Prior PC Action	Reso No. 1498 (2/21/08) – Recommending that City Council Certify a Final EIR. (approved) Reso No. 1499 (2/21/08) – Recommending that City Council amend Land Use Element for 9900 Wilshire Specific Plan. (approved) Reso 1500 (2/21/08) – Recommending that City Council adopt 9900 Wilshire Specific Plan. (approved) Reso 1501 (2/21/08) – Recommending that City Council approve a Development Agreement for 9900 Wilshire Specific Plan. (approved) Reso 1502 (12/18/08) – Vesting Tentative Tract Map No. 67884 and a Development Plan Review for a maximum of 235 residential condominium units and 5 commercial condominium units. (approved)
Prior Council Action	Reso 08-R-12497 (4/3/08) – Certifying the Final EIR (approved) Reso 08-R-12498 (4/9/08) – Amending the General Plan (approved) Reso 08-R-12499 (4/9/08) – Adopting 9900 Wilshire Specific

Plan (approved)

Ordinance 08-O-2550 (Adopted 6/3/08, Effective 7/4/08) – Adding the 9900 Wilshire Specific Plan to the Municipal Code and applying to 9900 Wilshire Boulevard.

Ordinance 08-O-2551 (Adopted 6/3/08, Effective 7/4/08) – Approving a Development Agreement for 9900 Wilshire Boulevard project.

PROPERTY AND NEIGHBORHOOD SETTING

Address	9900 Wilshire Boulevard
Assessor's ID No.	4327-028-002
Zoning District	9900 Wilshire Specific Plan
General Plan	9900 Wilshire Specific Plan
Existing Land Use(s)	Vacant
Lot Dimensions & Area	7.95 acres
Year Built	n/a
Historic Resource	Previous development on the site was a potential historic resource (Robinsons-May Department Store), however demolition of that building was completed following the regulatory framework in place at the time, as well as any relevant mitigation measures identified in the previously certified Final EIR. Thus, there is currently no historic resource on the project site.
Protected Trees/Grove	None

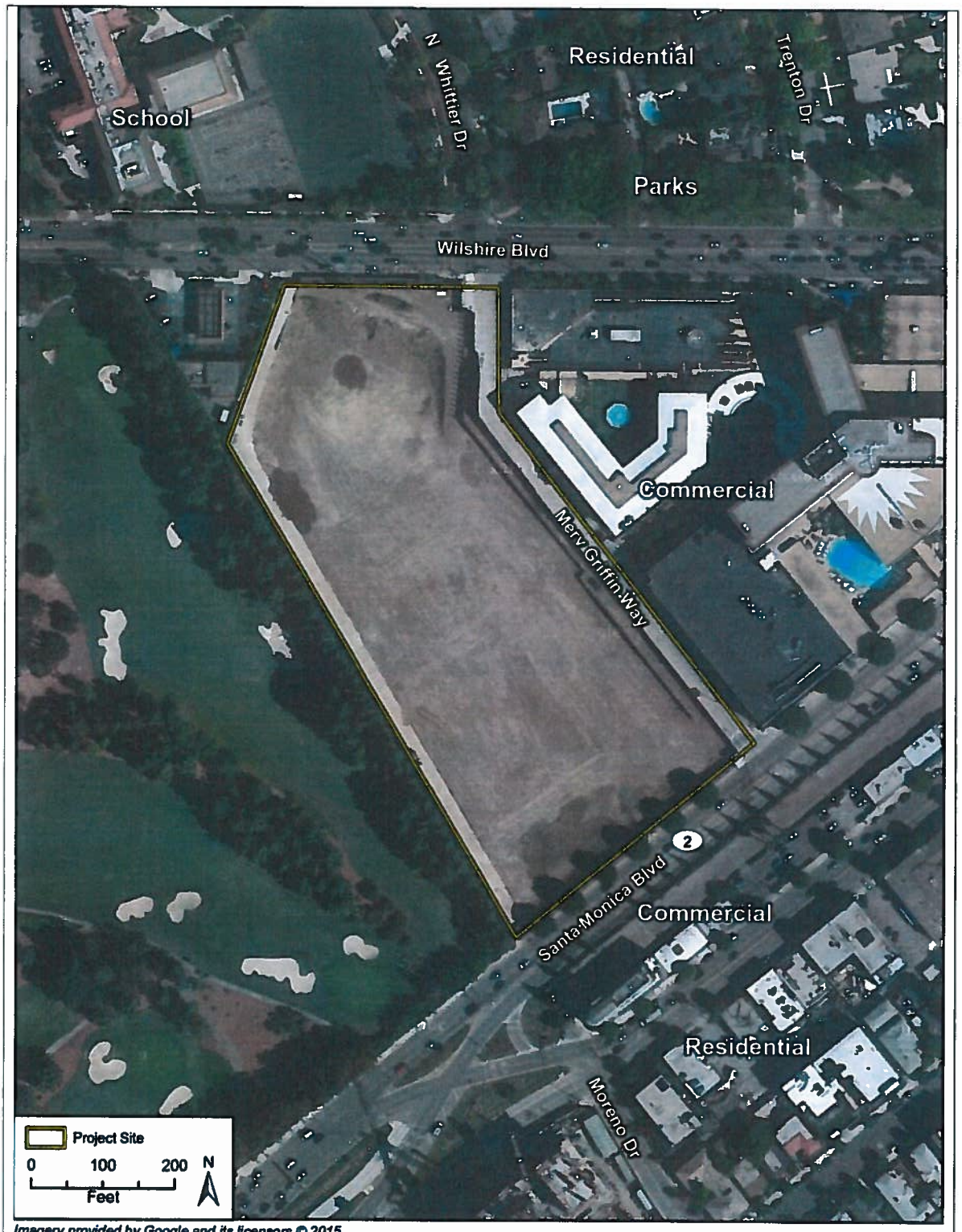
Adjacent Zoning and Land Uses	
North	S – School; Parks; R-1.X Single Family Residential
South	T-O – Transportation Overlay Zone; C-3/C-3A – Commercial Zone
East	Beverly Hilton Specific Plan
West	C-3 – Commercial Zone; City of Los Angeles A1-1XL – Agricultural Zone (Los Angeles Country Club)

Circulation and Parking

Adjacent Street(s)	North Santa Monica Boulevard and Wilshire Boulevard
Traffic Volume	Please refer to Section 4.5 (Transportation and Traffic) of the Final SEIR, as well as Appendix D – Transportation Impact Analysis for more detailed information regarding traffic volumes.
Adjacent Alleys	None
Parkways & Sidewalks	North Santa Monica Blvd – 63' street width with 20' North parkway and 2' South parkway. Wilshire Blvd – 70' street width with 15' North and South parkways.
Parking Restrictions	Merv Griffin Way – No Parking Anytime (red curb)
Nearest Intersection	Wilshire Boulevard and Merv Griffin Way/Whittier Drive; North Santa Monica Boulevard and Merv Griffin Way; North Santa Monica Boulevard and Wilshire Boulevard
Circulation Element	Wilshire Blvd. – Regional Traffic Corridor/Truck Route N. Santa Monica Blvd. – Regional Traffic Corridor/Truck Route

Neighborhood Character

The nearly 8-acre project site is located at the western edge of the City of Beverly Hills. It is bound by the Los Angeles Country Club and a gas station to the west; the Beverly Hilton and Waldorf Astoria to the east; El Rodeo School and single-family residential neighborhoods to the north; and a low-rise retail/commercial corridor along S. Santa Monica Boulevard to the south. A row of narrow lots designated as the Transportation Overlay Zone are located along the south side of North Santa Monica Boulevard. Some of these lots are currently being used for temporary construction parking, while the remaining lots are associated with commercial businesses that front on South Santa Monica Boulevard. The project site is accessed from N. Santa Monica Boulevard from the south and Wilshire Boulevard from the north, both of which are regional traffic thoroughfares for commuters traveling east into Beverly Hills, and west into Century City. The project site is separated from the Beverly Hilton by Merv Griffin Way, which allows north/south travel and connects Santa Monica Boulevard to Wilshire Boulevard and Whittier Drive further north. Further to the west in Century City, numerous high-density condominiums and office buildings are already developed or under construction, as well as the Westfield Century City, which is a major regional retail destination.



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Project Location

Proposed Site Plan

PROJECT DESCRIPTION

The proposed One Beverly Hills Project (Proposed Project) consists of modifications to the approved 9900 Wilshire Specific Plan. The City adopted the 9900 Wilshire Specific Plan in April 2008 and subsequently approved an Administrative Modification to the Specific Plan in December 2012 (Approved Project). The Approved Project includes 235 residential units, 15,856 sf of commercial building area, and 876 subterranean parking spaces. A two-story commercial building is allowed along the north side of Santa Monica Boulevard, continuing north along Merv Griffin Way.

The Proposed Project involves the development of 901,514 sf of floor area, matching the floor area total of the Approved Project. The Proposed Project includes up to 193 condominiums and a luxury hotel with up to 134 rooms (keys) located in two buildings ("North Building" and "South Building"). The Proposed Project also includes development of a smaller building located to the east of the South Building. The smaller building was identified as a "spa pavilion" in the Approved Project. In the Proposed Project the smaller building will be shifted to the north and used as an ancillary structure for the hotel lobby and associated uses. In the Proposed Project, the maximum height of the South Building is 185 feet and the maximum height of North Building is 161 feet. The Approved Project allows a maximum height of 185 feet for the South Building and 161 feet for the North Building. Thus, the Proposed Project will not increase the building heights already approved for the site.

The Proposed Project includes minor changes to the footprint of the North and South Buildings. The width of the South Building and North Building would increase by five feet along the eastern sides. However, there would be reductions of approximately 10 feet on both the east and west sides of the South building on floors two, three, four, and five. The total floor area of the Proposed Project is identical to the Approved Project, resulting in no net change.

The North Building would contain 102 condominium residences and amenities, such as a rooftop pool, that would be available only to residents. The South Building would contain 91 condominium residences. The 134-room hotel would be located solely in the South Building along with all of the hotel-related facilities other than the meeting space, which would be located in an adjacent building to the east of the South Building. The hotel's guestrooms would be located on levels two, three, four, and a portion of level five of the South Building.

The proposed hotel includes a main ballroom and three meeting rooms totaling 7,942 square feet, along with pre-function space and ancillary facilities. Food and beverage facilities would include a VIP Function Room, an all-day dining restaurant, a fine dining restaurant, and a rooftop bar, resulting in a cumulative total of approximately 16,057 square feet. In addition, there would be 1,600 square feet of outdoor dining space and a 1,907 square foot lobby lounge. Other hotel uses would include a 14,435 square foot spa and fitness facility and a 2,484 square foot hotel boutique shop. Table 2–3 on page 9 of this report compares the Approved Project to the Proposed Project.

<u>Site Access and Parking</u>

Vehicle access to the site is designed to separate residential traffic from hotel traffic. A motor court accessible from North Santa Monica Boulevard would provide vehicular access to the hotel located within the South Building. This motor court would replace the Approved Project's

public, self-parking garage access on North Santa Monica Boulevard. All hotel guests, including guests utilizing the restaurants or the meeting space, would be required to valet park their cars unless they are being dropped off in the motor court. Residents and their guests would access their residences via a private, secured drive at the west property line that is accessible from both Wilshire Boulevard and Santa Monica Boulevard, and runs parallel to the western property line shared with the Los Angeles Country Club. Multiple small-scale building lobbies have been incorporated into both the North and South Buildings to provide private elevator access to residences.

All parking (other than motor court parking) would be located below grade, with hotel parking separated from residential parking. The total depth of the parking garage would be approximately 42 feet in order to accommodate three levels of parking. A total of approximately 1,140 parking spaces would be provided. This takes into account Beverly Hills Municipal Code (BHMC) permitted reductions and/or other means to provide legally adequate parking for One Beverly Hills. Similar to the Approved Project, loading docks and staff parking would be below grade and accessible from Merv Griffin Way.

The Proposed Project originally included two options for site access. These two options addressed access to: the private drive for residences; the hotel motor court (for hotel guests, spa and restaurant visitors, taxis, shared ride vans, private cars/limos, and the hotel valet service); and access to Merv Griffin Way. After receiving comments during the circulation period for the Draft SEIR, including comments from the Planning Commission hearing held on May 12, 2016, a revised version of Option 2 is being proposed as the preferred motor court access option. This preferred option would allow two-way access from Santa Monica Boulevard with a left turn lane, as well as a two-way access from Merv Griffin Way. This option would maintain the same private drive for residential access along the project's western boundary as well as the loading access from Merv Griffin Way. Further analysis of site access and circulation is provided in the Analysis section of this report. All considered motor court options are also described and illustrated in the Final SEIR (also provided as Attachment M to this report), and the potential effects of each option on local traffic levels of service are discussed in Section 4.5 of the Final SEIR, *Transportation and Traffic* (under Impact T-3).

Table 2–3: Comparison of the Approved Project and Proposed Project

Use	Approved Project	Proposed Project	Change
Residential			
Efficiencies	0	0	0
1 Bedroom	35	41	+6
2 Bedrooms	106	67	-39
3 Bedrooms	62	22	-40
3 Bedrooms with Den	0	36	+36
4 Bedrooms	19	15	-4
4 Bedrooms with Den	0	0	–
Townhouse (2 Bedroom)	0	5	+5
Penthouse (5 or more bedrooms)	13	7	-6
Total Residential Units	***235***	***193***	***-42***
North Residential Building Floor Area	327,448 SF	324,429 SF	-3,019 SF
South Residential Building Floor Area	486,408 SF	341,009 SF	-145,399 SF
Other Residential Space Floor Area	71,802 SF	31,785 SF	-40,017 SF
Total Residential Area	***885,658 SF***	***697,223 SF***	***-188,435 SF***
Commercial			
Retail	11,656 SF	0 SF[1]	-11,656 SF
Restaurant	4,200 SF	0 SF	-4,200 SF
Total Commercial Area	***15,856 SF***	***0 SF***	***-15,856 SF***
Outdoor Dining (not counted in commercial floor area)	600 SF	1,600 SF	+1,000 SF
Hotel			
Hotel Rooms	0	134	+134
Hotel Floor Area			
Hotel Rooms	0 SF	95,921 SF	+95,921 SF
Restaurant/Lounge/Bar	0 SF	16,057 SF	+16,057 SF
Hotel Shops	0 SF	2,484 SF	+2,484 SF
Ballroom/Meeting Rooms	0 SF	7,942 SF	+7,942 SF
Amenity, Storage, BOH	0 SF	65,545 SF	+65,545 SF
Spa & Fitness	0 SF	14,435 SF	+14,435 SF
Hotel & Lobby Lounge	0 SF	1,907 SF	+1,907 SF
Total	***0 SF***	***204,291 SF***	***+204,291 SF***
Grand total SF	***901,514 SF***	***901,514 SF***	***0 SF***

[1]The hotel includes restaurants and shops under the Proposed Project.
SF = square feet ; BOH = back of house

REQUIRED ENTITLEMENTS.
As proposed, the project requires the following entitlements:

- **Specific Plan Amendment.** Section 5.4 of the 9900 Wilshire Specific Plan states than "an Amendment to the Specific Plan shall be required for (a) any proposed modifications that would substantially alter the distribution, location, extent or density of the uses and buildings permitted in the Specific Plan, including (i) any increases in the total number of residential condominiums or the floor area of the residential or commercial uses or (ii) a reduction in the size or change in the location of the Public Gardens, and (b) an increase in the maximum height of the buildings. The Proposed Project includes a redistribution of commercial and residential uses, reducing the number of condominiums in order to incorporate a luxury hotel with associated ancillary restaurant and commercial uses. Thus, the Proposed Project requires an amendment to the Specific Plan to allow this redistribution of uses.

- **Vesting Tentative Tract Map and Development Plan Review.** The previously approved project included a Vesting Tentative Tract Map to subdivide the property and associated airspace for the previously approved project. The Proposed Project consists of changes to the number and location of condominiums on the property. Thus, an amended Vesting Tentative Tract Map is required. Furthermore, all common interest developments require approval of a Development Plan Review.

- **Development Agreement.** A Development Agreement was adopted in April 2008 as part of the previously approved 9900 Wilshire Specific Plan. In order to address the proposed changes to the 9900 Wilshire Specific Plan, amendments to the previously approved Development Agreement will be required. The terms of a revised Development Agreement have not been negotiated at this time, but the applicant has submitted a preliminary proposal of updated terms and benefits (Attachment L). Prior to commencement of negotiations and as part of the public hearing, the Planning Commission and members of the public are invited to provide input on the public benefits set forth in the draft Development Agreement, which will be forwarded to the City Council for use during negotiations. Although the Planning Commission will not be responsible for negotiating or approving the terms of the Development Agreement, the Planning Commission will be required to make findings regarding whether the Development Agreement is consistent with the General Plan before a final decision on the Development Agreement can be made by the City Council.

GENERAL PLAN POLICIES
The General Plan includes numerous goals and policies relevant to the Planning Commission's review of the project. A full analysis of the Proposed Project's consistency with the General Plan is provided in *Section 4.3 Land Use and Planning*. A select number of particularly relevant General Plan Policies for the Planning Commission's consideration are listed below:

- **Policy LU 2 Community Character and Quality**. A built environment that is distinguished by its high level of site planning, architecture, landscape design, and sensitivity to its natural setting and history.

- **Policy LU 2.7 City Gateways.** Explore opportunities for public improvements and private development to work together to enhance the sense and quality of entry at key gateways into the City.

- **Policy LU 2.10 Development Transitions and Compatibility.** Require that sites and buildings be planned, located, and designed to assure functional and visual transitions between areas of differing uses and densities by addressing property and height setbacks, window and entry placement, lighting, landscape buffers, and service access.

- **Policy LU 9.3 Anchor Locations.** It is also recommended that certain anchor locations be set aside to permit development of a higher intensity type of development which is not otherwise provided in the community. These areas should be located so as to be accessible from the City's major shopping areas and close to the City's major streets. These anchor locations should include those large parcels that are located at the gateways to the City, such as the site at 9900 Wilshire Boulevard where additional building height is appropriate. A variety of land uses such as commercial, residential, and mixed use should be considered for the gateway locations. A change of use from commercial to residential or mixed use should be allowed only if such change provides an adequate transition to adjacent single-family neighborhoods.

- **Policy LU 11.2 Site Planning and Architectural Design.** Require that commercial and office properties and building s are planned and designed to exhibit a high level of site and architectural design quality and excellence.

- **Policy LU 12.1 Functional and Operational Compatibility.** Require that retail, office, entertainment, and other businesses abutting residential neighborhoods be managed to assure that businesses do not create an unreasonable and detrimental impact on neighborhoods with respect to safety, rivacy, noise, and quality of life by regulating hours of operation, truck deliveries, internal noise, staff parking and on-site loitering, trash storage and pick-up and other similar business activities.

- **Policy LU 15.2 Priority Businesses.** Retain and build upon the key business sectors contributing to the City's identity, economy, and revenue for resident services, such as entertainment-related Class-A offices, high-end retail and fashion, restaurant, hotel, technology, and supporting uses.

- **Policy CIR 1.1 Roadway Improvements.** Study and implement opportunities for improving traffic flow on City roadways during Peak hours. Work collaboratively with regional agencies and adjacent jurisdictions to coordinate interface of adjacent roadways.

- **Policy CIR 1.2 Intersection Improvements.** Study and implement opportunities for capacity improvements at City intersections, such as the intersection of Wilshire Boulevard and North Santa Monica Boulevard, to improve traffic flows along major roadways. Work collaboratively with regional agencies and adjacent jurisdictions to help improve the capacity at these intersections.
- **Policy ES 1.4 Retain Existing Industries.** Consistent with future economic sustainability plans, encourage existing industries such as luxury retail, tourism, hoteling, finance, entertainment and media businesses and services to remain and expand within the City.

- **Policy ES 1.5 Attract New businesses and Industries.** Consistent with future economic sustainability plans, encourage and attract new businesses in existing industries and new industries to locate and expand within the City in order to ensure a diverse, leading-edge business community.

ENVIRONMENTAL ASSESSMENT

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines[1], and the environmental regulations of the City. Pursuant to CEQA Guidelines Section 15163, a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. The Guidelines further state the following:

- *The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.*
- *A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.*
- *A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.*
- *When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.*

The Proposed Project is similar to the Approved Project originally entitled in 2008 and last modified in 2012; therefore, the City has determined that preparation of a Supplemental EIR (SEIR) is appropriate for evaluation of the modified project. The SEIR focuses on CEQA issue areas identified in the Initial Study as potentially having environmental impacts above and beyond those associated with the Approved Project, as identified in the 2008 Final EIR and

[1] The CEQA Guidelines and Statue are available online at http://ceres.ca.gov/ceqa/guidelines

2012 Addendum (hereafter, collectively referred to as the FEIR). The following issues are studied in the SEIR:

- *Air Quality*
- *Greenhouse Gas Emissions*
- *Land Use*
- *Noise*
- *Transportation/Traffic*
- *Utilities and Service Systems (Water supply)*
- *Appendix F Analysis*

The alternatives section of the Final SEIR (Section 6.0), which is intended to study the potential environmental impacts associated with alternative development scenarios in lieu of the Proposed Project, was prepared in accordance with Section 15126.6 of the *CEQA Guidelines.* The alternatives discussion evaluates the CEQA-required "no project" alternative and two alternative development scenarios for the site.

In preparing the Final SEIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and background documents prepared by the City. A full reference list is contained in Section 7.0 of the Final SEIR, *References and Report Preparers.*

The proposed One Beverly Hills Project (Proposed Project) is an alteration of the approved 9900 Wilshire Project (Approved Project). The City of Beverly Hills certified a Final Environmental Impact Report for the 9900 Wilshire Project in accordance with CEQA in April 2008. The City subsequently approved an Administrative Modification to the Specific Plan in December 2012, with a CEQA addendum to the Certified Final EIR. For the purposes of the SEIR, the Approved Project (the 9900 Wilshire Specific Plan as modified in 2012) was used as the baseline for the analysis as it represents what is currently permitted for development at the Project site.

Based on the studies and analysis contained in the Final SEIR, the following were identified as areas with an increase in the severity of a previously identified significant and unavoidable impact:

- **Impact AQ-2:** On-site construction activity would generate temporary emissions. Such emissions may result in temporary adverse impacts to local air quality. The 2008 FEIR identified a significant and unavoidable impact related to construction of the Approved Project due to NOx emissions in excess of the SCAQMD threshold. Construction of the Proposed Project would also generate NOx emissions that exceed SCAQMD thresholds and, under the 2.5-month grading scenario, would generate maximum daily NOx emissions substantially exceeding those of the Approved Project. Therefore, construction activity associated with the Proposed Project could increase the severity of the previously identified significant and unavoidable impact for the Approved Project.

- **Impact N-3**: Construction activities associated with the Proposed Project could generate ground-borne vibration. The 2008 FEIR determined that impacts related to construction-generated vibration would be significant and unavoidable. Construction-related vibration associated with the Proposed Project would be similar to that identified for the Approved Project in the 2008 FEIR, but the overall duration of construction activity would be about 18 months longer. Therefore, the Proposed Project would increase the severity of the significant and unavoidable vibration impact identified for the Approved Project in the 2008 FEIR.

PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	08/19/2016	4 Days
Newspaper Notice	10 Days	08/13/2016	08/12/2016	11 Days
Mailed Notice (Owners & Residents - 500' Radius + blockface)	10 Days	08/13/2016	08/12/2016	11 Days
Property Posting	10 Days	08/13/2016	08/12/2016	11 Days
Website	N/A	N/A	08/19/2016	4 Days

Public Comment

To date, staff has received two pieces of correspondence from a single resident expressing opposition to the Proposed Project for various reasons. These include concerns regarding the proposed hotel use, water use, uncertainty in tax revenue, and increased traffic. All correspondence received regarding the Proposed Project (and unrelated to the Draft or Final SEIR) is included in this report as Attachment C. Staff also received four comment letters in response to the Notice of Preparation. These comment letters, including responses from the City, are included in Appendix A of the Final SEIR, which is provided as Attachment M to this report. During the 45-day circulation period for the Draft SEIR, staff received 16 comment letters. These comments related mainly to the adequacy of the Draft SEIR. These comments, along with responses from the City, are included in *Section 8* of the Final SEIR, which is included as Attachment M to this report.

ANALYSIS

Project approval, conditional approval, or denial is based upon specific findings for each discretionary application requested by the applicant. The required findings are included with this report in Attachment A and may be used to guide the Planning Commission's deliberation on the subject project. Additionally, staff's analysis is provided below for the Commission's consideration.

Buildings, Height, and Massing. The previously approved 9900 Wilshire Specific Plan establishes height regulations for various buildings in the Specific Plan Area. The natural slope of the 9900 Wilshire project site results in an approximately 20-foot decrease in elevation from the northwest corner along Wilshire Boulevard to the southern side near

Santa Monica Boulevard. Therefore, the height of buildings in the Specific Plan area is measured from the adjacent grade rather than a single datum point, in order to account for the relative location of each building.

The Approved Project was designed to comply with the 9900 Wilshire Specific Plan, and included a total of three main buildings consisting of a 13-story North Condominium Building located along the northwest portion of the site near Wilshire Boulevard, a 15-story South Condominium Building located along the southwest portion of the site near Santa Monica Boulevard, and a Spa Pavilion with restaurant and retail uses located in the southeast portion of the site along Santa Monica Boulevard and closer to Merv Griffin Way. In the Approved Project, the North Condominium Building is allowed a maximum height of 108' at the northern-most portion of the building, and steps up to a maximum height of 161' on the southern portion of the building. The South Condominium building is allowed a maximum height of 185', and the Spa Pavilion with restaurant and retail uses is allowed a maximum height of 28'.

The Proposed Project includes buildings in the same general area and building envelopes of the approved North and South Condominium Buildings, while shifting the floor area from what was previously the Spa Pavilion further north to make way for a new motor court along Santa Monica Boulevard. The Proposed Project includes a structure in the southeast area of the property along Merv Griffin Way for a ballroom and hotel lobby entrance. The Proposed Project does not include any changes to the heights of the North and South Condominium Buildings, and results in a decrease in height for the ballroom structure to 26' from the 28' that was previously approved for the Spa Pavilion.

In terms of the buildings' footprints, as mentioned above, the Spa Pavilion and restaurant/retail building from the Approved Project are proposed to be reconfigured in order to accommodate the motor court entrance along Santa Monica Boulevard. This results in less building mass being perceived at the Santa Monica Boulevard frontage. Additionally, there are various minor adjustments being proposed for the footprints of the North and South Condominium Towers. These consist of shifting the building widths by 5' to 10' at various points, with some areas being reduced in width while others are being increased. Based on the relatively small amount of building width being added at various points, along with the corresponding reductions at other points, the overall changes to the building widths will likely be imperceptible and would not constitute a substantial change from what was previously approved. Furthermore, the overall architectural design of the revised buildings will be subject to Architectural Review, and is consistent with the general design contemplated in the Approved Project.

Based on the fact that there will be no change in height to the condominium towers; that the previously approved building along Santa Monica Boulevard and Merv Griffin Way will be slightly reduced in height; and the minimal nature of the changes to the building widths of the condominium towers, the proposed changes to the building designs do not appear to result in any negative impacts relating to building height, scale, or massing.

Changes in Use. While the Proposed Project would result in some minor physical changes to the buildings on the site, a more substantial change is the inclusion of a new luxury hotel

use with up to 134 rooms, along with associated amenities and various restaurant/bar uses, which will ultimately result in a greater concentration of activity at the subject property. The Proposed Project would replace the condominiums in levels 2, 3, 4, and portions of level 5 in the South Condominium Tower with hotel rooms, and would include meeting/ballroom facilities and hotel shops in Level P1, which is a subterranean level. A Lobby Lounge would be located at the Ground Level, along with an Outdoor Dining Area in the Hotel Garden. Various amenities and dining areas will also be added to the rooftop of the South Condominium Building, including indoor and outdoor dining and bar areas, a hotel spa, and a function room. Table 2-3 in the Project Description section of this report provides a comparison between the uses in the Approved Project and the Proposed Project. The table below demonstrates the distribution of various function room, dining, and hotel amenity uses in the Proposed Project:

Level	Use	Area
Level P1 (Subterranean)	Meeting Rooms/Ballroom	7,942 SF
	Hotel Shops	2,484 SF
Ground Level	Lobby Lounge	1,907 SF
	Outdoor Dining[2]	1,000 SF
Level 14 – Lower Rooftop (South Building)	Restaurant/Bar[3]	12,834 SF
	Outdoor Dining	600 SF
Level 15 – Upper Rooftop (South Building)	Restaurant/Bar	3,223 SF
	Hotel Spa	7,370 SF

While the new restaurant and hotel amenities in the Proposed Project would likely be desirable for future residents in the project site, the Planning Commission may wish to consider the various compatibility issues typically associated with hotel uses in proximity to residential uses. For example, the Planning Commission may wish to recommend conditions relating to the operating hours of various dining areas on the site in order to minimize disruptions to future residents both at the 9900 Wilshire property, as well as future residents in the proposed condominiums at the Beverly Hilton property across Merv Griffin Way. Additionally, the Planning Commission may wish to consider whether it would be necessary to place operational restrictions on use of the ballroom/meeting rooms, outdoor dining areas, or on the rooftop amenities. These restrictions could address the use of live and/or amplified sound, hours of operation, frequency of events, or limitations on the number of patrons. It should be noted, however, that due to the locations of all these uses (Level P1 for the ballroom/meeting rooms, and Levels 14 and 15 for the rooftop dining/bar areas), it is unlikely that noise or other impacts would be generated from operation of these amenities.

[2] Outdoor Dining areas not counted toward floor area
[3] Figures shown for dining areas are inclusive of both front and back of house areas

A proposed use that could generate undue noise impacts is the 1,000 SF outdoor dining area proposed on the Ground Floor. The Approved Project, which included a 600 SF Outdoor Dining Area, included a Condition of Approval prohibiting amplified music from the outdoor dining areas. The applicant proposes use of outdoor areas for live entertainment, which could include amplified sound. The Commission may wish to discuss whether these uses are appropriate, and whether any restrictions are warranted.

Traffic. The Final SEIR includes a detailed analysis of the traffic impacts of the Proposed Project in Section 4.5 *Transportation and Traffic*, as well as in the Transportation Impact Study prepared by Fehr & Peers, which is included as Appendix D to the Final SEIR. The table below provides a comparison of the overall trip generation between the Approved Project and the Proposed Project in terms of total daily trips and peak hour trips.

Land Use	Approved Project	Proposed Project	Change
	Daily Trips		
Condominiums	834	685	-149
Hotel	-	1,039	+1,039
Restaurant/Lounge/Bar	610	424	-186
Retail	501	-	-501
Spa	-	35	+35
Total Daily Trips	**1,945**	**2,183**	**+238**
	AM Peak Hour Trips		
Condominiums	65	53	-12
Hotel	-	55	+55
Restaurant/Lounge/Bar	56	2	-54
Retail	12	-	-12
Spa	-	3	+3
Total AM Peak Hour Trips	**133**	**113**	**-20**
	PM Peak Hour Trips		
Condominiums	78	64	-14
Hotel	-	76	+76
Restaurant/Lounge/Bar	52	44	-8
Retail	44	-	-44
Spa	-	4	+4
Total PM Peak Hour Trips	**174**	**188**	**+14**
	Mid-day Peak Hour Trips		
Condominiums	78	64	-14
Hotel	-	65	+65
Restaurant/Lounge/Bar	78	24	-54
Retail	40	-	-40
Spa	-	4	+4
Total Mid-day Peak Hour Trips	**196**	**157**	**-39**
	Saturday Peak Hour Trips		
Condominiums	69	56	-13
Hotel	-	35	+35
Restaurant/Lounge/Bar	48	20	-28
Retail	58	-	-58
Spa	-	4	+4
Total Saturday Peak Hour Trips	**175**	**115**	**-60**

As shown in the table, the Proposed Project results in an additional 238 total daily trips. Compared to the Approved Project, the Proposed Project results in an additional 14 trips during the PM Peak Hour. However, the Proposed Project results in a reduction of 20 AM Peak Hour trips, 39 Mid-Day Peak Hour trips, and 60 Saturday Peak Hour trips.

Motor Court and Circulation. In order to determine the most effective circulation program for the project site, several options were considered and studied in the Draft SEIR. All options included a private residential driveway access located along the western boundary of the site, accessible from both Santa Monica Boulevard and Wilshire Boulevard and consistent with the Approved Project. A loading area access point was also included at the eastern boundary from Merv Griffin Way. Finally, in order to provide access for hotel guests, spa and restaurant visitors, taxis, shared ride vans, private cars/limos, and the hotel valet service, a motor court entrance is proposed along Santa Monica Boulevard. The five circulation options proposed by the applicant provided various alternatives for accessing this motor court along Santa Monica Boulevard. The following two options were identified as the most feasible and were studied in the Draft SEIR[4]:

Option 1
As shown in Figure 2-5a of the Draft SEIR, Option 1 would allow only right turns into and out of the motor court from Santa Monica Boulevard. Motorists traveling east on Santa Monica Boulevard would need to make a U-turn at the to-be-constructed traffic signal at Merv Griffin Way in order to access the motor court. A deceleration lane would be provided along the north side of Santa Monica Boulevard, east of the motor court driveway. No guest or resident access would be provided from Merv Griffin Way. The driveway for residents and visitors would be located at the western edge of the site and would also be right-in and right-out only.

Option 2
As shown in Figure 2-5b of the Draft SEIR, under normal conditions Option 2 would allow two-way access from Santa Monica Boulevard with a left turn lane, as well as a one-way, 22-foot wide entrance access from Merv Griffin Way. Under special circumstances, such as when Santa Monica Boulevard is partially or fully closed, the access point to the motor court from Merv Griffin Way would be converted into a two-way driveway allowing both ingress and egress (which can be accommodated with the 22-foot width).

Based on comments received during the circulation period for the Draft SEIR, including comments from the Planning Commission hearing held on May 12, 2016, Motor Court Option 1 has been revised with a modified design that is now being proposed by the applicant as the preferred motor court access option. This preferred option would allow two-way access from Santa Monica Boulevard with an east-bound left turn lane, as well as a permanent two-way access from Merv Griffin Way. This option would maintain the same

[4] All considered motor court options are also described and illustrated in the Final SEIR (also provided as Attachment M to this report), and the potential effects of each option on local traffic levels of service are discussed in Section 4.5 of the Final SEIR, Transportation and Traffic (under Impact T-3).

private drive for residential access along the project's western boundary as well as the loading access from Merv Griffin Way.

With the provision of a dedicated east-bound left-turn lane from Santa Monica Boulevard, the preferred option (revised Option 1) removes the need for a U-Turn at Merv Griffin Way, which reduces the likelihood of vehicular conflicts and provides easier access to the hotel motor court. Additionally, with a new two-way secondary access provided along Merv Griffin Way, vehicles leaving the site intending to travel eastbound will be able to exit at Merv Griffin Way and use the new signalized intersection at Santa Monica Boulevard to make a protected left turn, which is preferred over the previous version of Option 1 where vehicles would need to exit onto Santa Monica Boulevard and travel westbound into Century City and make a U-Turn before returning back into Beverly Hills to travel east. The addition of a secondary access point at Merv Griffin also provides flexibility for site access during periods where closures are necessary on Santa Monica Boulevard for various reasons, such as the Golden Globe Awards ceremony, reconstruction of Santa Monica Boulevard, or infrastructure repairs. While this design would increase options for site access, the Commission may wish to discuss whether two-way access to Merv Griffin Way should be subject to any peak-hour or event-related restrictions in order to minimize the possibility of conflicts with cross traffic on Merv Griffin Way.

Parking. The Approved Project, which consisted of 235 condominiums and 15,856 SF of commercial space, requires 876 parking spaces. Although the Proposed Project maintains the same floor area as the Approved Project, the Proposed Project includes changes to the uses in the Specific Plan Area, including replacing a portion of the residential units with a 134-room hotel with ancillary facilities and bar/dining uses. For projects that have a mix of uses, the Beverly Hills Municipal Code (BHMC) requires that parking be provided for each use. In cases where there are commercial uses included with a hotel, the BHMC allows 50% of the parking spaces required for the hotel use to satisfy the parking requirement for the associated commercial uses. The BHMC also allows further reductions in the parking requirements for hotels by up to 15%, provided that the Planning Commission makes a finding that the location of the hotel, availability of public transportation, or proximity and concentration of shopping to the hotel site will result in the hotel not generating a need for the number of parking spaces otherwise required by code. If the Planning Commission were to approve a further reduction of 15%, the total parking requirement would be reduced to 1,140 spaces. The table below provides a summary of the parking requirement for the Proposed Project, assuming all allowable reductions are granted:

Use	# of Parking Spaces Required
Condominiums (including guest parking)	558
Hotel Rooms	134
Bar/Dining	267
General Commercial	45
Meeting Rooms	284
TOTAL PARKING REQUIRED (without reductions)	1,288
Hotel Commercial Use Reduction	*(-45)*
15% Overall Reduction	*(-103)*
TOTAL PARKING REQUIRED (with reductions)	***1,140***

While the 45 space reduction is granted automatically through the application of the BHMC, the Planning Commission retains discretion on whether to grant the 15% overall parking reduction, based on the findings set forth above. With respect to the location of the hotel and availability of public transportation, the 9900 Wilshire site is located at the western edge of Beverly Hills near the intersection of Wilshire Boulevard and Santa Monica Boulevard. There are numerous transit lines that provide service throughout the region and have stops at or near the project site. These include Metro Lines 4, 20, 16/316, as well as Metro Rapid Lines 704 and 720. Additionally, the planned Purple Line subway system includes a stop at Avenue of the Stars/Constellation, which is approximately half a mile from the project site. While the Proposed Project will not contain a high concentration of shopping on-site, it does contain a mix of uses, including residential and bar/dining, and is located just outside the Business Triangle. It is reasonable to assume that a number of patrons of the hotel amenities will either be residents of the condominiums or guests of the hotel. Finally, the project site is immediately adjacent to the Beverly Hilton, Waldorf Astoria, and the proposed condominiums at the Beverly Hilton site. These nearby uses would also likely make up a portion of the visitors to the One Beverly Hills project site, and would most likely not require additional parking due to the walkable distance between the two sites. For these reasons, staff recommends that the Planning Commission find that due to the location of the hotel, availability of public transportation, mix of uses on-site, and proximity to shopping, the hotel site will not generate a need for the number of parking spaces otherwise required by code, and that a 15% reduction to the total parking requirement for the hotel and commercial component of the Proposed Project be granted.

Although the project satisfies the amount of parking required by the Municipal Code (assuming all reductions are granted), it is noted that the Approved Project included 188 parking spaces in excess of Municipal Code requirements, whereas the Proposed Project does not include excess parking spaces. Meeting, rather than exceeding, code requirements is still anticipated to provide an adequate number of parking spaces on site given the mix of uses and increasing use of ridesharing services; however, the Commission

may wish to discuss whether there is a continued benefit to providing additional parking spaces beyond Municipal Code requirements.

Loading. The Proposed Project provides access for loading trucks from a garage entrance off of Merv Griffin Way. The loading docks for both hotel and residential uses are located below grade in Level P1. While the Approved Project also included loading dock access from Merv Griffin Way, the luxury hotel and ancillary uses in the Proposed Project will result in a higher volume and frequency of daily deliveries.

Based on estimates provided by the applicant (which were derived from observing actual loading activities at the Montage Beverly Hills and the Fairmont Miramar Hotel in Santa Monica), the Proposed Project is anticipated to generate 48 loading trips per week, whereas the Approved Project would have generated 24 trips per week. This results in an additional 24 delivery truck trips on a weekly basis. The applicant has indicated that deliveries and loading will occur between the hours of 6:00 AM and 2:30 PM, Monday through Saturday. The majority of loading vehicles (34 weekly trips) are anticipated to be box/step vans, although nearly a third of loading activities (14 weekly trips) are anticipated to be tractor-trailers. Loading activities are anticipated to be spread out evenly throughout the weekdays (8-10 daily trips Monday through Friday), with lesser activity on Saturdays (approximately 4 trips). No loading activities are expected to occur on Sundays.

The Planning Commission may wish to consider the potential impacts of the increase in loading activities in close proximity to existing sensitive receptors (Beverly Hilton Hotel guests), as well as anticipated future sensitive receptors (One Beverly Hills condominium residents and Beverly Hilton Condominium residents), and determine what restrictions, if any, would be appropriate.

Construction Management. Construction of either the Approved Project or the Proposed Project would result in various disruptions and potential impacts to nearby properties, including noise, air quality, and traffic impacts. Additionally, the Planning Commission has expressed concern about the likely overlap of the Proposed Project at 9900 Wilshire Boulevard with other large projects in the vicinity, including construction of the proposed condominiums at the Beverly Hilton site, construction of various projects in nearby Century City (i.e. 10000 Santa Monica Boulevard, Westfield Century City, etc.), and reconstruction of Santa Monica Boulevard. A table is provided below which summarizes nearby projects with their anticipated or projected time frames:

Project	Duration[5]
Century City Center	3 Years
Century Plaza Hotel Plan A	3.5 Years
Century Plaza Hotel Plan B	3.5 Years
10000 Santa Monica Blvd	3 Years
BHUSD – BHHS	4 Years
BHUSD – El Rodeo	4 Years
BHUSD – Hawthorne	4 Years
Beverly Hilton[6]	4 Years
Westfield Century City	4 Years

While it is clear that numerous construction projects will be ongoing during the next 4 years near the project site, attempts to quantify the exact cumulative impacts from these projects would be speculative, especially as these impacts relate to construction traffic. This is because these projects are currently at various stages of completion, with some projects nearing completion while others have not yet broken ground. Based on the particular stage of construction (i.e. demolition, excavation, foundation, grading, interior finishes), a project could be generating various amounts of trips relative to the Proposed Project at 9900 Wilshire Boulevard. Additionally, even if it were possible to determine how many trips would be occurring at any given time, it would also be speculative to determine the distribution of these trips. While hauling activities can be limited to established haul routes, it would be difficult to determine the travel patterns of construction workers traveling to and from the various construction sites, particularly for those projects located outside the City of Beverly Hills. Finally, it would also be difficult to predict the potential cumulative impacts resulting from the reconstruction of Santa Monica Boulevard, since construction management plans have not yet been finalized. However, in recognition of anticipated improvements to Santa Monica Boulevard west of Wilshire Boulevard resulting from implementation of the Beverly Hilton Revitalization Plan and the 9900 Wilshire Specific Plan, the reconstruction of Santa Monica Boulevard undertaken by the City of Beverly Hills will likely begin at the eastern City boundary, and would not extend west of Wilshire Boulevard.

Recognizing these limitations, there are still various approaches that can be taken to minimize the construction impacts as much as possible. For example, the Planning Commission expressed an interest in understanding the implications of allowing certain construction activities, such as excavation and hauling, to occur during the night-time hours to avoid the addition of haul trucks to daytime peak traffic hours. Staff and the consultant team, along with input from the applicants, have conducted additional studies on this issue

[5] Construction information was obtained from the environmental studies completed for each project. More detailed information provided in the Final SEIR in Table RTC-10 in Appendix 9 – Responses to Comments.
[6] Construction duration of Beverly Hilton project would be the same under the Beverly Hills Garden and Open Space Initiative.

to determine whether night-time construction could be allowed while maintaining less than significant impacts with respect to other issues, such as noise, which could increase due to higher sensitivity during the night-time hours. Based on these studies, it was concluded that with the use of a 35' sound attenuating wall located along the entire eastern property boundary along Merv Griffin Way, the noise impacts resulting from night-time construction would be less than significant (below 5 dBA CNEL and Leq above ambient) to the nearest sensitive receptor, which would be the existing Beverly Hilton hotel rooms located along Merv Griffin Way, which is approximately 50 feet from the 9900 Wilshire property line. A 12' sound wall would be required along the remaining perimeter of the property, in accordance with mitigation measures adopted as part of the Approved Project. With the inclusion of the 35' sound wall, construction noise impacts would also be reduced to less than significant levels throughout the daytime construction hours as well, resulting in a less impactful construction period than was identified in the Final EIR for the Approved Project.

The Final SEIR includes a total of 47 Mitigation Measures. Of these, 32 relate to construction-period impacts, and are intended to reduce the significance of these impacts. The full Mitigation Monitoring and Reporting Program (MMRP) is provided as Appendix F to the Final SEIR, which is included as Attachment M to this report. The MMRP includes measures from the original FEIR as well as new or modified mitigation measures identified in the Final SEIR, including measures such as wind-monitoring, preparation of a Construction Traffic Management Plan and a Construction Workers Parking Plan, and various noise-attenuation techniques to minimize construction impacts. Additionally, the Approved Project included a total of 84 conditions of approval, 13 of which related specifically to construction management. Some of these conditions include a requirement for a 12' construction fence to reduce noise, retention of a third-party construction management plan coordinator to maintain the construction management plans, and maintaining a publicly accessible website with an updated construction schedule.

Based on the findings relating to night-time construction, as well as the numerous construction-related Mitigation Measures and Conditions of Approval, staff recommends that the Planning Commission recommend provisions in the Construction Management Plan that would allow heavy hauling outside of normal construction hours, subject to all Mitigation Measures and Conditions of Approval relating to minimizing noise and light/glare impacts.

Fiscal Considerations and Development Agreement. At the time when the Approved Project was originally being reviewed by the Planning Commission and City Council, one area of consideration was the proposed change in zoning from a fully commercial property to a mostly residential use. In particular, it was recognized that the City contains a limited amount of commercially zoned properties from which to generate sales tax and other revenues to provide services for the entire community. Thus, the loss of a major commercial property like 9900 Wilshire would likely result in long-term loss of commercial revenue. In part to address this concern, the City entered into a Development Agreement with the developer at the time. The Development Agreement vested the rights to the Approved Project in exchange for various public benefits to the City. The full terms of the Development Agreement are included as Attachment L to this report, which also includes strikeout/underline edits proposed by the applicant in conjunction with the Proposed Project. The public benefits included in the agreement are set forth in Section 10 of the agreement

(Developer's Obligations). The following is a list of the primary public benefits included with the Approved Project:

- Public Benefit Contribution of $30,000,000
- Environmental Mitigation and Sustainability (EMS) Fee of $4.50 for each $1,000 of value of property sold (paid in perpetuity at the time of any future sale)
- Public Open Space Easement
- Public Art Requirement
- BHUSD Benefit Fee of $1,000,000

These and other terms contained in the Development Agreement were adopted by the City Council in 2008 based on the project that was before them at the time. The currently Proposed Project consists of amending the approved 9900 Wilshire Specific Plan to allow an up to 134 room luxury hotel with ancillary services as well as various restaurant/bar uses. Since the Proposed Project now includes the re-introduction of commercial uses that will likely generate revenue to the City (including transient occupancy tax from the hotel), amendments are being proposed to the Development Agreement as shown in Attachment L. At this time, and without the benefit of any negotiations occurring yet, the applicant's preliminary proposal retains the previously approved public benefits and adds a provision for a 5% Municipal Surcharge, which would provide the City with an additional 5% of hotel room revenue beyond the 14% Transient Occupancy Tax that the City already collects on hotel stays.

The applicant has submitted economic studies of the Proposed Project, including an Economic Impact Analysis prepared by Beacon Economics (Attachment I), a Fiscal Impact Analysis prepared by PKF Consulting (Attachment J), and a study of the potential impact on the Beverly Hills luxury hotel market from the opening of One Beverly Hills, prepared by CBRE Hotels (Attachment K).

During a recent Study Session held on August 16, 2016, the City Council discussed procedures for negotiating Development Agreements in general. After deliberations, the City Council directed staff to identify independent negotiators to assist the City in Development Agreement negotiations, and bring forward qualified candidates for the City Council's consideration. Once an independent negotiator has been chosen, negotiations on the Development Agreement for the Proposed Project can begin. The Council also indicated that the process should include input from the public on any proposed Development Agreements prior to the agreements being brought forward to the City Council for final decision.

Thus, for the Proposed Project, it is recommended that the Planning Commission provide comments on potential amendments to the Development Agreement, and provide an opportunity for the public to do the same during the public hearing. These comments will be forwarded to the independent negotiator and the City Council Ad Hoc Committee for their information as negotiations begin.

Summary of Project Benefits and Concerns. Based on the analysis provided above, a summary of the project's potential benefits and potential concerns is provided in the table below for the Planning Commission's consideration.

Potential Benefits	Potential Concerns
• The establishment of a new luxury hotel will provide additional tax revenue to the City • Luxury hotel will provide amenities for residents of the proposed condominiums • Proposed Project's restaurant and open spaces will provide new amenities to all residents and could activate this important City gateway • Additional outdoor dining opportunities at the ground level will provide additional amenities for visitors of the public gardens, resulting in a more enjoyable experience for residents and visitors alike • The project will add to the City's inventory of luxury hotels • Opportunity to renegotiate Development Agreement and public benefits	• Although the increase in vehicle trips associated with the Proposed Project will not cause a significant environmental impact, these trips may cause additional traffic congestion in the area • Views from the rooftop amenities may result in negative privacy impacts to nearby single-family residential neighborhoods • The concurrent construction of the Proposed Project, along with other construction projects in the vicinity of the project site, may result in overlapping construction impacts that could be more difficult to mitigate • Increased loading activities generated by the hotel use • Motor court configuration may result in increased opportunities for vehicle conflicts

NEXT STEPS

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

Report Reviewed By:

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

City of Beverly Hills
Planning Division
455 N. Rexford Drive Beverly Hills, CA 90210
TEL. (310) 285-1141 FAX. (310) 858-5966

Planning Commission Report

Meeting Date: May 12, 2016

Subject: **9900 Wilshire Boulevard (One Beverly Hills)**
Pursuant to the provisions set forth in the California Environmental Quality Act, the Commission will review and comment on a Draft Supplemental Environmental Impact Report (Draft SEIR) prepared for a request to amend the 9900 Wilshire Specific Plan. The request includes conversion of a portion of the previously approved project from condominiums and retail into a luxury hotel with ancillary uses. The proposed project also includes rooftop amenities, open air dining areas, and a new motor court access from Santa Monica Boulevard.

Project Applicant: Wanda Beverly Hills Properties, LLC

Recommendation: That the Planning Commission:
1. Receive public comments on the Draft SEIR
2. Provide Commission comments on the Draft SEIR

REPORT SUMMARY

This report describes the proposed modifications to the 9900 Wilshire Specific Plan and provides a comparison of the proposed Project and the previously approved project at the site. The report also outlines how the environmental review process fits into the decision-making process for this Project, provides an overview of environmental issue areas studied in the Draft SEIR, and includes a summary of the project alternatives that were considered in the Draft SEIR. The purpose of this report is to provide information to the public, any interested outside agencies, and the Planning Commission regarding the content and adequacy of the Draft SEIR. The recommendation in this report is for the Planning Commission to accept public comment and provide Commission comments regarding the content and adequacy of the Draft SEIR.

BACKGROUND

File Date	6/26/2014
Application Complete	7/25/2014
Applicant(s)	Wanda Beverly Hills Properties, LLC
Owner(s)	Wanda Beverly Hills Properties, LLC
Representative(s)	Athens Group

Attachment(s):
A. Notice of Public Hearing and Notice of Availability
B. Motor Court Access Options
C. Architectural Plans

Report Author and Contact Information:
Andre Sahakian, Associate Planner
(310) 285-1127
asahakian@beverlyhills.org

PROPERTY AND NEIGHBORHOOD SETTING

Property Information

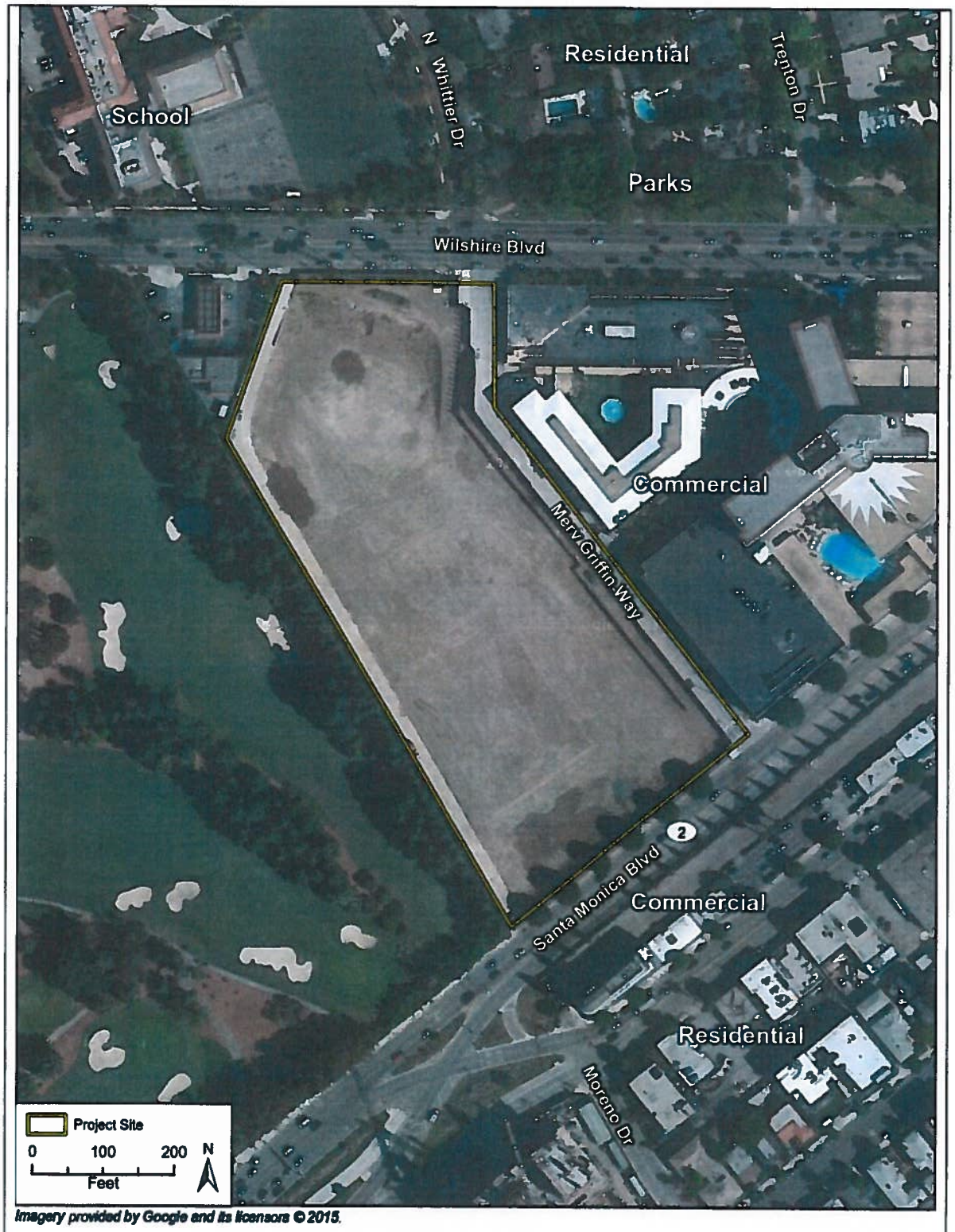
Address	9900 Wilshire Boulevard
Assessor's Parcel No.	4327-028-002
Zoning District	9900 Wilshire Specific Plan
General Plan	9900 Wilshire Specific Plan
Existing Land Use(s)	None (vacant)
Lot Dimensions & Area	7.95 acres
Year Built	n/a
Historic Resource	None
Protected Trees/Grove	None

Adjacent Zoning and Land Uses

North	S – School; Parks; R-1.X Single Family Residential
East	Beverly Wilshire Specific Plan
South	T-O – Transportation Overlay Zone; C-3/C-3A – Commercial Zone
West	C-3 – Commercial Zone; City of Los Angeles A1-1XL – Agricultural Zone (Los Angeles Country Club)

Circulation and Parking

Adjacent Street(s)	North Santa Monica Boulevard and Wilshire Boulevard
Traffic Volume	Please refer to Section 4.5 (Transportation and Traffic) of the Draft SEIR, as well as Appendix D – Transportation Impact Analysis for more detailed information regarding traffic volumes.
Adjacent Alleys	None
Parkways & Sidewalks	North Santa Monica Blvd – 63' street width with 20' North parkway and 2' South parkway. Wilshire Blvd – 70' street width with 15' North and South parkways.



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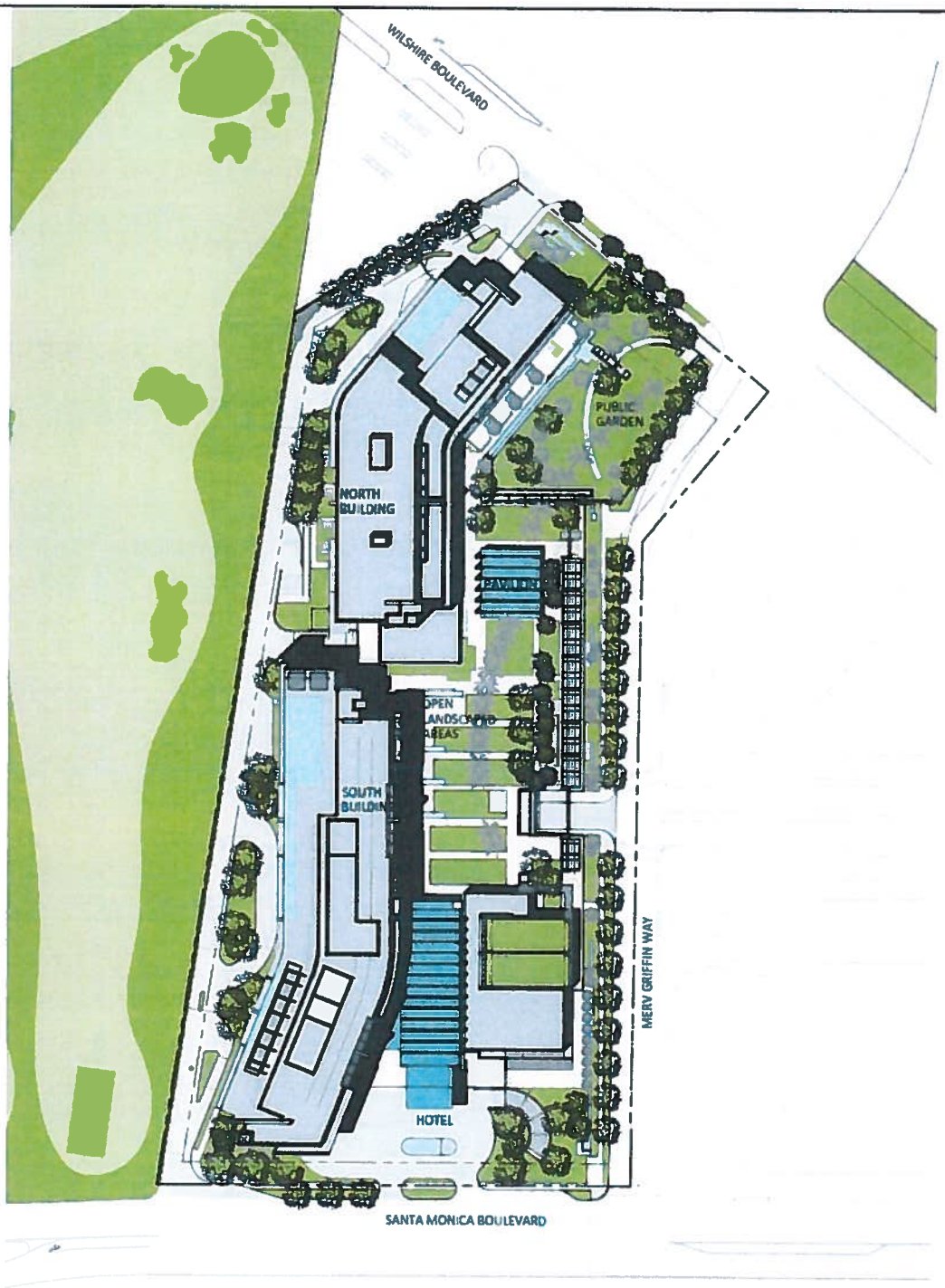
Project Location



Proposed Site Plan

PROJECT DESCRIPTION

The proposed One Beverly Hills Project (Proposed Project) consists of modifications to the approved 9900 Wilshire Specific Plan. The City adopted the 9900 Wilshire Specific Plan in April 2008 and subsequently approved an Administrative Modification to the Specific Plan in December 2012 (Approved Project). The Approved Project includes 235 residential units, 15,856 sf of commercial building area, and 876 subterranean parking spaces. A two-story commercial building is allowed along the north side of Santa Monica Boulevard, continuing north along Merv Griffin Way.

The Proposed Project involves the development of 901,514 sf of floor area, matching the floor area total of the Approved Project. The Proposed Project includes up to 193 condominiums and a luxury hotel with up to 134 rooms (keys) located in two buildings ("North Building" and "South Building"). The Proposed Project also includes development of a smaller building located to the east of the South Building. The smaller building was identified as a "spa pavilion" in the Approved Project. In the Proposed Project the smaller building will be shifted to the north and used as an ancillary structure for the hotel lobby and associated uses. In the Proposed Project, the maximum height of the South Building is 185 feet and the maximum height of North Building is 161 feet. The Approved Project allows a maximum height of 205 feet for the South Building and 161 feet for the North Building. Thus, the Proposed Project will not increase the building heights already approved for the site.

The Proposed Project includes minor changes to the footprint of the North and South Buildings. The width of the South Building and North Building would increase by five feet along the eastern sides. However, there would be reductions of approximately 10 feet on both the east and west sides of the South building on floors two, three, four, and five. The total floor area of the Proposed Project is identical to the Approved Project, resulting in no net change.

The North Building would contain 102 condominium residences and amenities, such as a rooftop pool, that would be available only to residents. The South Building would contain 91 condominium residences. The 134-room hotel would be located solely in the South Building along with all of the hotel-related facilities other than the meeting space, which would be located in an adjacent building to the east of the South Building. The hotel's guestrooms would be located on levels two, three, four, and a portion of level five of the South Building.

The proposed hotel includes a main ballroom and three meeting rooms totaling 7,942 square feet, along with pre-function space and ancillary facilities. Food and beverage facilities would include a VIP Function Room, an all-day dining restaurant, a fine dining restaurant, and a rooftop bar, resulting in a cumulative total of approximately 16,057 square feet. In addition, there would be 1,600 square feet of outdoor dining space and a 1,907 square foot lobby lounge. Other hotel uses would include a 14,435 square foot spa and fitness facility and a 2,484 square foot hotel boutique shop. Table 2–3 on page 7 of this report compares the Approved Project to the Proposed Project.

<u>Site Access and Parking</u>

Vehicle access to the site is designed to separate residential traffic from hotel traffic. A motor court accessible from North Santa Monica Boulevard would provide vehicular access to the

hotel located within the South Building. This motor court would replace the Approved Project's public, self-parking garage access on North Santa Monica Boulevard. All hotel guests, including guests utilizing the restaurants or the meeting space, would be required to valet park their cars unless they are being dropped off in the motor court. Residents and their guests would access their residences via a private, secured drive at the west property line that is accessible from both Wilshire Boulevard and Santa Monica Boulevard, and runs parallel to the property line shared with the Los Angeles Country Club. Multiple small-scale building lobbies have been incorporated into both the North and South Buildings to provide private elevator access to residences.

All parking (other than motor court parking) would be located below grade, with hotel parking separated from residential parking. The total depth of the parking garage would be approximately 42 feet in order to accommodate three levels of parking. A total of approximately 1,140 parking spaces would be provided. This takes into account Beverly Hills Municipal Code (BHMC) permitted reductions and/or other means to provide legally adequate parking for One Beverly Hills. Similar to the Approved Project, loading docks and staff parking would be below grade and accessible from Merv Griffin Way.

The Proposed Project includes two options for site access. These two options address access to: the private drive for residences; the hotel motor court (for hotel guests, spa and restaurant visitors, taxis, shared ride vans, private cars/limos, and the hotel valet service); and access to Merv Griffin Way. These options are described below and illustrated on Figures 2-5a and 2-5b of the Draft SEIR (also provided as Attachment C to this report). The potential effects of each option on local traffic levels of service are discussed in Section 4.5 of the Draft SEIR, *Transportation and Traffic* (under Impact T-3).

Option 1
As shown in Figure 2-5a of the Draft SEIR, Option 1 would allow only right turns into and out of the motor court from Santa Monica Boulevard. Motorists traveling east on Santa Monica Boulevard would need to make a U-turn at the to-be-constructed traffic signal at Merv Griffin Way in order to access the motor court. A deceleration lane would be provided along the north side of Santa Monica Boulevard, east of the motor court driveway. No guest or resident access would be provided from Merv Griffin Way. The driveway for residents and visitors would be located at the western edge of the site and would also be right-in and right-out only.

Option 2
As shown in Figure 2-5b of the Draft SEIR, under normal conditions Option 2 would allow two-way access from Santa Monica Boulevard with a left turn lane, as well as a one-way, 26-foot wide entrance access from Merv Griffin Way. Under special circumstances, such as when Santa Monica Boulevard is partially or fully closed, the access point to the motor court from Merv Griffin Way would be converted into a two-way driveway allowing both ingress and egress (which can be accommodated with the 26-foot width).

Table 2–3: Comparison of the Approved Project and Proposed Project

Use	Approved Project	Proposed Project	Change from Approved Project
Residential			
Efficiencies	0	0	0
1 Bedroom	35	41	+6
2 Bedrooms	106	67	-39
3 Bedrooms	62	22	-40
3 Bedrooms with Den	0	36	+36
4 Bedrooms	19	15	-4
4 Bedrooms with Den	0	0	–
Townhouse (2 Bedroom)	0	5	+5
Penthouse (5 or more bedrooms)	13	7	-6
Total Residential Units	***235***	***193***	***-42***
North Residential Building Floor Area	327,448 SF	324,429 SF	-3,019 SF
South Residential Building Floor Area	486,408 SF	341,009 SF	-145,399 SF
Other Residential Space Floor Area	71,802 SF	31,785 SF	-40,017 SF
Total Residential Area	***885,658 SF***	***697,223 SF***	***-188,435 SF***
Commercial			
Retail	11,656 SF	0 SF[1]	-11,656
Restaurant	4,200 SF	0 SF	-4,200
Outdoor Dining (not counted in commercial floor area)	600 SF	1,600 SF	+1,000
Total Commercial Area	***15,856 SF***	***0 SF***	***-15,856***
Hotel			
Hotel Rooms	0	134	+134
Hotel Floor Area			
Hotel Rooms		95,921 SF	+95,921 SF
Restaurant/Lounge/Bar	0	16,057 SF	+16,057 SF
Hotel Shops	0	2,484 SF	+2,484 SF
Ballroom/Meeting Rooms		7,942 SF	+7,942 SF
Amenity, Storage, BOH		65,545 SF	+65,545 SF
Spa & Fitness		14,435 SF	+14,435 Sf
Hotel & Lobby Lounge	0	1,907 SF	+1,907 SF
Total	0	204,291 SF	+204,291 SF

[1]The hotel includes restaurants and shops under the Proposed Project.
SF = square feet

ENVIRONMENTAL ASSESSMENT

Pursuant to CEQA Guidelines Section 15163, a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. The Guidelines further state the following:

- *The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.*
- *A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.*
- *A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.*
- *When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.*

The Proposed Project is similar to the Approved Project originally entitled in 2008 and last modified in 2012; therefore, the City has determined that preparation of a Supplemental EIR (SEIR) is appropriate for evaluation of the modified project. The SEIR focuses on CEQA issue areas identified in the Initial Study as potentially having environmental impacts above and beyond those associated with the Approved Project, as identified in the 2008 Final EIR (FEIR). The following issues are studied in the SEIR:

- *Air Quality*
- *Greenhouse Gas Emissions*
- *Land Use*
- *Noise*
- *Transportation/Traffic*
- *Utilities and Service Systems (Water supply)*
- *Appendix F Analysis*

The alternatives section of the SEIR (Section 6.0), which is intended to study the potential environmental impacts associated with alternative development scenarios in lieu of the Proposed Project, was prepared in accordance with Section 15126.6 of the *CEQA Guidelines.* The alternatives discussion evaluates the CEQA-required "no project" alternative and two alternative development scenarios for the site.

In preparing the SEIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and background documents prepared by the City. A full reference list is contained in Section 7.0 of the Draft SEIR, *References and Report Preparers.*

Certain development standards contained in the adopted 9900 Wilshire Specific Plan and mitigation measures included in the 2008 FEIR are discussed in the Draft SEIR in the context of the issues studied in the Draft SEIR. However, all standards contained in the 9900 Wilshire Specific Plan and mitigation measures included in the 2008 FEIR and mitigation monitoring and reporting plan (MMRP), including those not specifically discussed in the Draft SEIR, continue to

apply to development in the Specific Plan area (the current Project site) unless they are specifically superseded by new or revised Specific Plan standards or new or revised mitigation measures identified in the Draft SEIR and adopted as requirements by the City of Beverly Hills.

The proposed One Beverly Hills Project (Proposed Project) is an alteration of the approved 9900 Wilshire Project (Approved Project). The City of Beverly Hills certified a Final Environmental Impact Report (2008 FEIR) for the 9900 Wilshire Project in accordance with CEQA in April 2008. The City subsequently approved an Administrative Modification to the Specific Plan in December 2012. For the purposes of the Draft SEIR, the Approved Project (the 9900 Wilshire Specific Plan as modified in 2012) was used as the baseline for the analysis as it represents what is currently permitted for development at the Project site. However, the 2008 FEIR and associated studies were used in the analysis, as appropriate, since there was no substantial change to the Project between 2008 and 2012 and, therefore, no additional CEQA environmental document was prepared in 2012.

PUBLIC OUTREACH AND NOTIFICATION

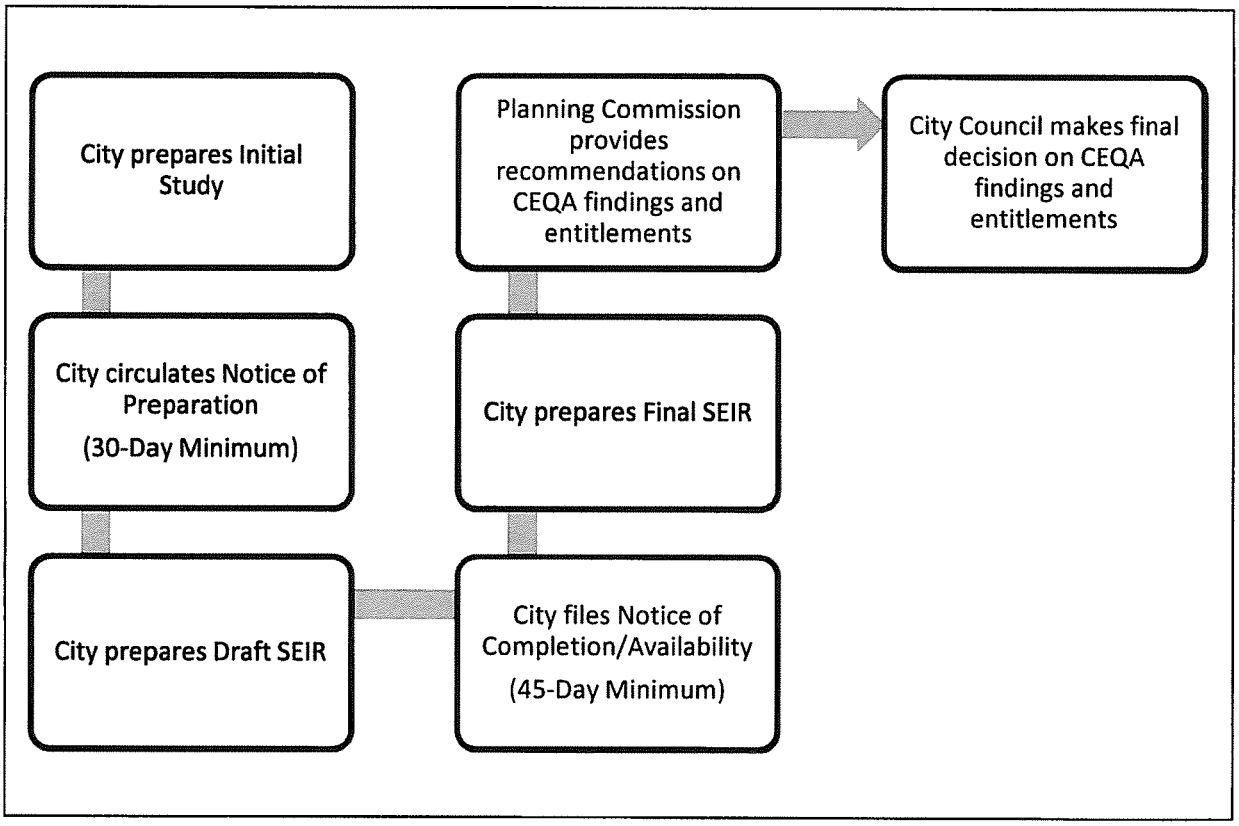
Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	5/6/2016	6 Days
Newspaper Notice	10 Days	5/2/2016	4/15/2016	27 Days
Mailed Notice (Owners & Occupants - 500' Radius + blockface)	10 Days	5/2/2016	4/15/2016	27 Days
Property Posting	10 Days	5/2/2016	4/15/2016	27 Days
Website	N/A	N/A	5/6/2016	6 Days

Public Comment

Staff has received requests from members of the public for copies of the Draft SEIR and project plans. Since release of the Draft SEIR, no written comments have been received.

CEQA PROCESS AND PROJECT REVIEW

The proposed One Beverly Hills Project requires an amendment to the 9900 Wilshire Specific Plan, amendments to the Development Agreement, and amendments to the Vesting Tentative Tract Map. The City Council is the decision-making authority with regard to legislative matters, including General Plan amendments, and the Planning Commission is responsible for making recommendations to the City Council regarding land use issues. Prior to any recommendations or final decisions being made on the requested entitlements, the Proposed Project is subject to environmental review under the provisions of CEQA. The chart below provides an overview of the CEQA process as it relates to the City's overall decision-making process:



At this time, the Draft SEIR has been prepared and is currently within the 45-day circulation and public comment period. The purpose of this Planning Commission hearing is to provide an opportunity for members of the public, interested agencies, and the Planning Commission to comment on the Draft SEIR. The Notice of Availability was filed on April 15, 2016, and the public comment period is scheduled to close on May 31, 2016. Upon completion of the public comment period, the City will prepare responses to any comments received, and prepare a Final SEIR. The Final SEIR, as well as the requested entitlements, will then be scheduled for future public hearings with the Planning Commission for a recommendation on the CEQA findings as well as findings related to the requested entitlements. Once a resolution is adopted by the Planning Commission with its recommendation, the Final SEIR and the requested entitlements will be scheduled for public hearings with the City Council for final decisions.

CEQA ISSUES NOT STUDIED IN DRAFT SEIR

The Initial Study identified potentially significant environmental impacts related to six environmental issue areas, but found no potential for significant impacts for the remaining environmental checklist issues. The Initial Study findings for the issues for which it was determined that additional analysis in this SEIR was not warranted are summarized in Table 1–2 of the Draft SEIR. More detailed discussion can be found in the Initial Study.

Table 1–2
Issues Not Studied in the SEIR

Issue Area	Initial Study Finding
Aesthetics	The height and footprint of the buildings included in the Proposed Project are similar to those of the Approved Project; therefore, its overall effects to scenic vistas and resources, visual character, and light/glare conditions would be similar to those of the Approved Project. As such, the Proposed Project would not involve any new impacts related to aesthetics beyond those identified in the 2008 FEIR.
Agriculture and Forestry Resources	The Project site is within an urbanized area that lacks agricultural lands or forests. No impact to these resources would occur.
Air Quality (Odors)	Although this SEIR analyzes potential air quality impacts, the Initial Study determined that the residential and hotel uses that make up the Proposed Project would not create odor impacts.
Biological Resources	The project site is within an urbanized area that lacks native biological habitats and the footprints. Therefore, the Proposed Project would have no impacts to biological resources.
Cultural Resources	Pursuant to the 2008 approvals, the Robinson's May building that the 2008 FEIR identified as a historic resource was demolished in 2014. Impacts to the historic street lights identified in the 2008 FEIR would still be mitigated by MM-CR-3 from the 2008 FEIR. MMR-CR-4, -5, and -6 would still mitigate potential impacts to archaeological and paleontological resources. Therefore, the Proposed Project would not increase the potential for impacts related to cultural resources.
Geology	The 2008 FEIR found that the Approved Project would have significant, but mitigable impacts related to geologic hazards. The Proposed Project would involve a development footprint nearly identical to that of the Approved Project and would be subject to the same mitigation measures that were included in the 2008 FEIR. Therefore, the Proposed Project would not create any new significant impacts related to geologic hazards beyond those identified in the 2008 FEIR. In addition, the

Table 1–2
Issues Not Studied in the SEIR

Issue Area	Initial Study Finding
	Phase II Site-Specific Fault Rupture Investigation (prepared by Geocon in 2014) recommended a 50-foot structural setback from the northwestern property line along the common boundary between the Project site and the adjacent service station at 9988 Wilshire Boulevard. Development of the Proposed Project would include this setback, which would ensure that impacts related to possible rupture along any of the nearby off-site faults would be reduced to a less than significant level.
Hazards and Hazardous Materials	The 2008 FEIR identified potentially significant impacts related to the potential release of hazardous materials during onsite building demolition. However, building demolition has already been undertaken and there are no other identified hazards on or around the Project site. Therefore, the Proposed Project would not involve any new significant impacts related to hazards or hazardous materials.
Hydrology and Water Quality	The 2008 FEIR identified potentially significant impacts to water quality due to runoff from the Project site, but included MM-HYDRO-1 and -2 to address such impacts. The footprint and potential impacts of the Proposed Project would be nearly identical to those of the Approved Project and the required mitigation measures would continue to apply. Therefore, the Proposed Project would not involve any new significant impacts related to hydrology or water quality.
Land Use and Planning (Divide an established Community, Conflict with Conservation Plans)	The SEIR addresses land use and planning, but the project involves infill development that would not include new roads or other components that would divide an established community. There is no habitat conservation plan or natural community conservation plan that applies to the Project site. Therefore, the issue of habitat and natural community conservation plans is not studied further in this SEIR.
Mineral Resources	The 2008 FEIR did not identify any impacts to mineral resources and the Proposed Project similarly would have no impact.
Noise	Noise impacts are addressed in this SEIR, but the Project site is not subject to noise from a public or private airport. Therefore, noise issues related to airports are not studied further in this SEIR.
Population and Housing	The Proposed Project would generate fewer new residences

Table 1–2
Issues Not Studied in the SEIR

Issue Area	Initial Study Finding
	and less resident population than the Approved Project since it involves 42 fewer residential units. Like the Approved Project, the Proposed Project would not displace housing or residents. Therefore, population is not studied further in this SEIR.
Public Services	The Proposed Project would involve 42 fewer residences than the Approved Project and, therefore, would involve incrementally less demand for schools, and parks. As discussed in the Initial Study, demand for fire and police service would be similar to what was studied in the 2008 FEIR and no new or expanded fire or police facilities would be needed. Consequently, the Proposed Project would have no impact as compared to the Approved Project and further study of these issues in this SEIR is not warranted.
Recreation	The Proposed Project would involve 42 fewer residences than the Approved Project and, therefore, would involve incrementally less demand for parks and recreational facilities. Consequently, the Proposed Project would have no impact as compared to the Approved Project and further study of recreation in this SEIR is not warranted.
Transportation/Traffic	Transportation/traffic issues are studied in this SEIR. However, the Proposed Project would have no impact with respect to air traffic and would provide sufficient parking to meet City requirements. Consequently, these issues are not analyzed further in this SEIR.
Utilities and Service Systems	The Proposed Project would generally have similar or less impact with respect to utilities and service systems as compared to the Approved Project. The Initial Study found no new significant impact related to wastewater, storm drains, or solid waste so these topics are not studied further in this SEIR. However, due to current statewide drought conditions that have occurred since certification of the 2008 FEIR, the issue of water supply is studied in Section 4.6 of this SEIR.

CEQA ISSUES STUDIED IN DRAFT SEIR

Air Quality

The Draft SEIR studied the potential for air quality impacts resulting from the Proposed Project. The analysis found that the Proposed Project would result in an increased severity of a previously identified significant and unavoidable impact resulting from on-site construction

activity that would generate temporary emissions and result in temporary adverse impacts to local air quality. The 2008 FEIR identified a significant and unavoidable impact related to construction of the Approved Project due to NOx emissions in excess of the South Coast Air Quality Management District (SCAQMD) threshold. Construction of the Proposed Project would also generate NOx emissions that exceed SCAQMD thresholds and, under the 2.5-month grading scenario, would generate maximum daily NOx emissions substantially exceeding those of the Approved Project. Therefore, it was concluded that construction activity associated with the Proposed Project could increase the severity of the previously identified significant and unavoidable impact for the Approved Project. A total of 13 mitigation measures from the 2008 FEIR would continue to apply to the Proposed Project, and these measures are summarized in the Executive Summary of the Draft SEIR.

The Proposed Project was found to have a less than significant impact on all other Air Quality issues that were studied as part of the Draft SEIR.

Greenhouse Gas Emissions
The Draft SEIR studied the potential for greenhouse gas (GHG) emission impacts resulting from the Proposed Project. The analysis found that although the Proposed Project's total GHG emissions would be incrementally higher than those of the Approved Project, they would be less than the former Robinsons-May building; would be consistent with the Climate Action Team GHG reduction strategies; would be consistent with the Southern California Association of Governments Sustainable Communities Strategy; and would be consistent with the Beverly Hills Sustainable City Plan goals. Therefore, the Proposed Project would result in a less than significant impact from generating temporary construction as well as operational GHG emissions which would incrementally contribute to climate change.

Land Use Planning
The Draft SEIR studied the potential for land use and planning impacts resulting from the Proposed Project. The analysis found that with approval of the Specific Plan amendment and implementation of mitigation measures identified in the 2008 FEIR and throughout the Draft SEIR, the Proposed Project would be potentially consistent with applicable City policies, regulations, and standards, and thus this impact would be less than significant with mitigation.

Noise
The Draft SEIR studied the potential for noise impacts resulting from the Proposed Project. The analysis found that construction activities associated with the Proposed Project would generate temporary noise increases that would be audible at nearby sensitive receptor locations, including the Beverly Hilton, residences and El Rodeo School. Maximum and daily construction-related noise would be similar to that identified for the Approved Project in the 2008 FEIR, but the overall duration of construction activity would be 18 months longer than for the Approved Project. Therefore, the Proposed Project would result in an increase in the severity of the significant and unavoidable impact identified for the Approved Project in the 2008 FEIR. Mitigation measures from the 2008 FEIR would continue to apply relating to preparation of a Construction Management Plan intended to reduce noise from construction as much as possible.

The analysis in the Draft SEIR found that noise associated with operation of the Proposed Project, including noise from traffic on nearby roads, rooftop ventilation, and outdoor dining areas could be audible at nearby sensitive receptor locations. However, the 2008 FEIR determined that operation of the Approved Project would have less than significant operational impacts and the Proposed Project's operational noise impacts would not be substantially greater than those of the Approved Project. Therefore, operational noise impacts associated with the Proposed Project were found to be less than significant.

The analysis in the Draft SEIR found that construction activities associated with the Proposed Project could generate ground-borne vibration. The 2008 FEIR determined that impacts related to construction-generated vibration would be significant and unavoidable. Construction related vibration associated with the Proposed Project would be similar to that identified for the Approved Project in the 2008 FEIR, but the overall duration of construction activity would be approximately 18 months longer. Therefore, the Proposed Project would increase the severity of the significant and unavoidable vibration impact identified for the Approved Project in the 2008 FEIR. The same mitigation measures from the 2008 FEIR that apply to construction-related noise would also apply to construction-related vibration.

The analysis in the Draft SEIR found that noise levels at identified sensitive receptors may exceed City thresholds for interior and exterior noise. The 2008 FEIR determined that the Approved Project would result in a potentially significant impact unless mitigation is incorporated because it would locate receptors in areas exceeding the normally acceptable range for proposed uses. The Proposed Project would be subject to the same noise levels as the Approved Project, but mitigation included in the 2008 FEIR would continue to apply, and would reduce impacts to below a level of significance. These mitigation measures include the implementation of sound attenuation features on lower building floors fronting Wilshire and Santa Monica Boulevards and Merv Griffin Way; incorporating building materials and techniques that reduce sound transmission; and coordinating with other project applicants within a 1,000 foot radius that have overlapping construction schedules. Therefore, the Proposed Project's impact relative to that of the Approved Project would be less than significant.

<u>Transportation and Traffic</u>
The Draft SEIR studied the potential for transportation and traffic impacts resulting from the Proposed Project, as compared to the Approved Project. The following intersections were studied as part of this analysis:

- Santa Monica Boulevard North/Beverly Drive
- Santa Monica Boulevard North/Wilshire Boulevard
- Santa Monica Boulevard South/Beverly Drive
- Santa Monica Boulevard South/Wilshire boulevard
- Santa Monica Boulevard North/Merv Griffin Way
- Wilshire Boulevard/Beverly Drive
- Santa Monica Boulevard/Century Park East
- Sunset Boulevard/Whittier Drive
- Wilshire Boulevard/Whittier Drive/Merv Griffin Way
- Santa Monica Boulevard/Avenue of the stars

A comparison of the amount of trip generation resulting from the Approved Project and the Proposed Project is provided in Table 4.5-5 of the Draft SEIR. In summary, the Proposed Project would result in an additional 238 total daily trips as compared to the Approved Project, with a reduction of 20 AM peak hour trips; an additional 14 PM peak hour trips; a reduction of 39 midday peak hour trips; and a reduction of 60 Saturday peak hour trips.

A comparison of intersection levels of service, including the existing plus Approved Project and existing plus Proposed Project, is provided in Table 4.5-6 of the Draft SEIR. In summary, the net change in intersection levels of service resulting from the Proposed Project would not have a significant impact on any of the intersections that were studied.

A comparison of baseline residential street traffic with baseline residential street traffic plus the Proposed Project is provided in Table 4.5-7 of the Draft SEIR. In summary, the Proposed Project would not result in a significant impact on any of the residential roadway segments studied. These segments include the following:

- Whittier Drive between Wilshire Boulevard and Elevado Avenue
- Whittier Drive between Elevado Avenue and Lomitas Avenue
- Elevado Avenue between Whittier Drive and Beverly Drive

Based on these and other relevant analyses, the Draft SEIR concluded the following with respect to potential impacts to Transportation and Traffic:

Implementation of the Proposed Project would generate traffic at study intersections; however, Project-generated traffic would not cause any intersection to exceed City standards under existing baseline plus Project traffic conditions or otherwise create significant impacts to roadway operations beyond those associated with the Approved Project. Impacts associated with the Proposed Project would be less than significant.

Implementation of the Proposed Project would increase traffic on residential streets north of the Project Site; however, Proposed Project-generated traffic would not cause any intersection to exceed City thresholds under existing baseline plus Proposed Project traffic conditions. Impacts to residential streets would, therefore, be less than significant.

The Project driveways would provide adequate site access and would not create hazardous traffic conditions. Therefore, impacts associated with the Proposed Project would be less than significant.

The Proposed Project does not include design features that would impede emergency access vehicles. Impacts associated with the Proposed Project would be less than significant.

The Proposed Project would not involve any disruptions to the local active transportation system. Therefore, impacts in this regard would be less than significant.

Metro is constructing the extension of the Purple Line south of the Project site. The Proposed Project would not conflict with applicable policies associated with public transit, and would not

decrease the performance or safety of the Purple Line. Impacts associated with the Proposed Project would be less than significant.

Construction activities for the Proposed Project would result in traffic impacts due to haul truck traffic, equipment and material deliveries, worker traffic, and worker parking. These impacts were identified as part of the 2008 FEIR, and 8 mitigation measures related to the creation and monitoring of a Construction Traffic Management Plan and Construction Workers Parking Plan would continue to apply to the Proposed Project. With implementation of these mitigation measures, impacts associated with the Proposed Project would be less than significant.

Utilities and Service Systems (Water)
The Draft SEIR studied the potential for impacts to utilities and service systems resulting from water demand. Table 4.6-3 in the Draft SEIR provides a comparison of the total water demand generated by the Approved Project and the Proposed Project. In summary, this analysis found that the Approved Project would generate a total annual demand of 74 acre-feet per year, while the Proposed Project would generate a total annual demand of 95 acre-feet per year. These amounts take into account any water demand that would be offset through the incorporation of a graywater system. Based on this analysis, the Draft SEIR concluded that the Proposed Project would result in a net increase in water demand of approximately 21 acre-feet per year as compared to the Approved Project. However, this additional demand could be accommodated by the City's projected 2035 water demand and supply scenario presented in the 2010 Urban Water Management Plan. Therefore, impacts would be less than significant.

While mitigation measures would not be necessary because impacts would be less than significant, the Proposed Project would be subject to applicable water conservation requirements in the City's Water Efficient Landscape Ordinance as well as the Green Building Standards Code. Additionally, the Proposed Project would incorporate a number of features aimed at water conservation as part of the project description.

Other CEQA-Required Discussions
The Draft SEIR studied whether the Proposed Project would result in any growth-inducing impacts, irreversible environmental impacts, and energy impacts. The analysis found that population growth associated with the Proposed Project would exceed Southern California Association of Governments (SCAG) population forecasts for Beverly Hills for 2020, but would not exceed forecasts for 2034. Nonetheless, it is estimated that 114 fewer persons would result from the Proposed Project than with the Approved Project due to the reduction of condominium units. Employment associated with the Proposed Project is within SCAG forecasts, and the Proposed Project would not remove obstacles to growth.

The Proposed Project would increase overall energy use as compared to the Approved Project, but would not significantly affect local or regional energy supplies. Meeting Title 24 energy conservation requirements in combination with project features aimed at minimizing energy use would ensure that energy is not used in an inefficient, wasteful, or unnecessary manner.

PROJECT ALTERNATIVES STUDIED IN THE DRAFT SEIR
As required by CEQA, this SEIR examines alternatives to the Proposed Project. Studied alternatives include the following.

No Project (Approved Project)
This alternative assumes that the Approved Project as last modified in 2012 is built on the Project site. This would involve 235 condominiums, 11,656 square feet of retail space and 4,800 square feet of restaurant/lounge/bar space.

The No Project alternative (Approved Project) would avoid the increased severity of temporary air quality and noise impacts associated with construction of the Proposed Project. Long-term impacts of the Approved Project would be incrementally lower, but the overall magnitude of long-term impacts would be about the same as those of the Proposed Project. Neither the Reduced Hotel alternative nor the Office alternative would avoid the Proposed Project's increased severity construction-related impacts. Overall long-term impacts of the Reduced Hotel alternative would be slightly lower than those of the Proposed Project with respect to traffic, air quality, GHGs, and utilities. For the Office alternative, impacts related to traffic, air quality, and GHGs would be higher than those of the Proposed Project, but utility (water) impacts would be somewhat lower. The Office alternative could potentially have significant traffic impacts. Either the Approved Project or the Reduced Hotel alternative would be environmentally superior to the Proposed Project overall. The Office alternative would not be environmentally superior to the Proposed Project.

The Approved Project would meet the original objectives outlined in the 2008 FEIR and new objectives related to providing a set of mixed-uses that takes maximum advantage of the physical, social and economic potential of the Project Site and creating a unified, environmentally sensitive development; however, it would not meet any of the new objectives relating to the hotel, including those associated with maximizing transient occupancy tax and other tax revenues.

Reduced Hotel Alternative
Under this alternative, the hotel would be reduced to 67 rooms and the size of all ancillary hotel facilities (spa and fitness center, ballroom/meeting rooms, hotel shops, restaurants/lounge/ bars) would be reduced by 50 percent. These facilities would be replaced by an additional 21 residential units, bringing the total number of residences to 214.

The Reduced Hotel alternative would generally meet most of the original objectives outlined in the 2008 FEIR as well as the new objectives for the Proposed Project, but the smaller hotel would have fewer benefits than the Proposed Project with respect to transient occupancy tax and other tax revenues.

Office Alternative

Under this alternative, the hotel component of the Proposed Project would be replaced with 204,291 square feet of office space. The office space would replace the hotel spaces and lobby of the South Building. Other than replacing the hotel with office space, this alternative would be identical to the Proposed Project. It would include 193 residences and all other components described in Section 2.0, Project Description.

The Office alternative would generally meet most of the original objectives outlined in the 2008 FEIR as well as the new objectives related to providing a set of mixed-uses that takes maximum advantage of the physical, social and economic potential of the Project Site and creating a unified, environmentally sensitive development; however, it would not meet any of the new objectives relating to the hotel, including those associated with maximizing transient occupancy tax and other tax revenues.

NEXT STEPS

It is recommended that the Planning Commission open the public hearing, receive public comments on the Draft SEIR and/or project, and provide staff with comments as appropriate.

Report Reviewed By:

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