

Attachment 7

Additional Studies and Peer Reviews
prepared by Fehr & Peers and Rincon
Consultants for Planning Commission



MEMORANDUM

Date: October 5, 2016
To: Joe Power, Rincon Consultants
From: Sarah Brandenberg, Fehr & Peers
Subject: **Supplemental Transportation Data following September 26 Planning Commission Meeting for One Beverly Hills**

LA15-2776

This memorandum provides supplemental information based on the Planning Commission meeting on September 26 and the review of the subsequent information provided by Oasis West Realty and the Project Applicant as follows:

1. Evaluation of New Access Scenario proposed by Oasis West Realty
2. Responses to Comment Letter submitted by Gibson Transportation Consultants
3. Peer Review of Addendum to Simultaneous Events Study

Each of the above items are addressed below.

1. New Access Scenario Proposed by Oasis West Realty

A new access scenario for the Hotel Motor Court was proposed by Oasis West Realty. The new access scenario contains the following design features (see Attachment A for illustrations):

- 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.

We have evaluated the new access scenario and have the following observations:

- The West Access Road & Santa Monica Boulevard intersection would not meet peak hour traffic volume warrants for the installation of a traffic signal¹. 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 Cross Over 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

¹ The Manual of Uniform Traffic Control Devices lists the traffic signal warrants in Part 4, Chapter 4C. An intersection should meet at least one of several criteria to warrant the installation of a traffic signal. The peak hour warrant is typically the first set of criteria tested to determine if traffic flow levels during peak hour justify the need to install a traffic signal. Other warrants, such as intersections with a high number of pedestrian crossings or locations close to schools, are also available but were not tested as part of this evaluation due to the location of the proposed signalized intersection. See Attachment B for Peak Hour Signal Warrant analysis.



Project site to minimize delays to vehicles traveling along Santa Monica Boulevard to the extent possible.

Based on the discussion above, we do not recommend implementing the proposed new access scenario for the Hotel Motor Court. If the Planning Commission would prefer to restrict access to the Hotel Motor Court, the following modifications could be made to the Preferred Access Option:

- 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.

2. Responses to Comment Letter submitted by Gibson Transportation Consultants

A letter containing comments on the transportation analysis conducted for One Beverly Hills was submitted by Gibson Transportation Consulting (GTC) on September 29, 2016 (see Attachment C). The following responses are provided in response to comments received.

- **Vehicles Accessing Project Site:** The letter states that the number of vehicle trips expected to access the Project site is low in comparison to GTC trip generation estimates. GTC estimates that 31 vehicles will enter the Hotel Motor Court from eastbound Santa Monica Boulevard during the PM peak hour (in comparison to the 13 vehicles per hour estimated in the Draft SEIR transportation analysis and the 19 trips per hours analyzed as part of the Sensitivity Testing analysis in the Final SEIR).

Response: Please see Topical Response C and Response to Comment 6.13 in the Final SEIR for additional information on the Proposed Project trip generation.

- **Consolidated Project Access:** The new access scenario proposed by Oasis West Realty and presented above is addressed in this comment. The comment states that the left-turn pocket at the West Access Road could accommodate the full demand of vehicles making an eastbound left-turn movement to access the residential and hotel uses. Twenty inbound left-turning vehicles (one vehicle every three minutes) could be accommodated in the 100-foot turn pocket (storage provided could accommodate all vehicles arriving over a 12-



minute period). The left-turn pocket could also accommodate the higher trip generation estimates developed by GTC (demand would be less than one vehicle per minute).

Response: Please see the discussion above regarding the proposed new access option developed by Oasis West Realty. The installation of a traffic signal is not recommended at this location.

- **Event Analysis Inadequacy:** The comment states that the Simultaneous Event Analysis submitted by the Project Applicant has assumptions that are inaccurate or not conservative enough to determine impacts. The Project's event capacity of 285 guests assumes a dinner event (without a dance floor or stage) and does not consider a standing room only event that could generate up to 340 people. This would increase the event trip generation from 80 trips to 95 trips. In addition, the analysis applied outdated event information from the Beverly Hilton hotel and did not account for the rapid rise in ridesharing services that may be used by event attendees.

Response: Fehr & Peers conducted a peer review of the Simultaneous Event Study submitted by the Project Applicant. As stated in the report and in our peer review, CEQA requires an analysis of typical operations when analyzing potential impacts. Special event conditions may be studied to explore a worst-case scenario for travel and parking demands; however, they should not be used to determine significant impacts or mitigation measures.

Traffic impact studies examine the increment of change that will occur with the development of a potential project. Therefore, the supplemental traffic 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 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. In comparison to the 1,000-person event at the Hilton, the 285-person event at the Proposed Project does not result in a V/C change that exceeds the City's thresholds of significant impacts.

The Project Applicant has submitted a revised Simultaneous Event Study. The findings of our peer review are described in the following section.

- **Traffic and Parking Inconsistencies:** The comment reiterates that the trip generation estimates of the Project are lower than the GTC estimates. The comment states that the Applicant's Shared Parking Study contradicts the trip generation estimates. For example,



the Shared Parking Study shows that the number of parked vehicles associated with the Meeting Rooms/Ballrooms increases from 0 to 94 spaces at 8:00 AM, and to 187 spaces at 9:00 AM.

Response: The Shared Parking Study is based on peak usage at the Project site on a Saturday and utilizes the City's parking rates to develop the parking demand estimates. Based on Beverly Hills Municipal Code requirements, the parking demand for each individual component of the Project site was calculated separately. The purpose of the Shared Parking Study is to show that even when applying City parking code rates, the Project's parking demand will be less than the supply provided when accounting for some internalization of uses at the site and full occupancy of the various on-site facilities (hotel rooms, restaurants and event space) based on the Urban Land Institute shared parking model. While the parking demand is based on code requirements, the trip generation rates are based on expected hotel operations on a typical weekday.

- **Responses to Draft SEIR Comments:** The following additional comments were provided on the responses to comments published in the Final SEIR.
 - Project Access and Trip Distribution: The additional analysis presented in Topical Response C provides a worst-case scenario for the study intersection of Santa Monica Boulevard & Merv Griffin Way in which additional vehicles are traveling through the intersection after exiting the Hotel Motor Court Driveway onto Merv Griffin Way and vehicles traveling eastbound on Santa Monica Boulevard are also making a U-turn at the intersection to access the Hotel Motor Court driveway. See Topical Response C for LOS analysis results.
 - New Empirical Traffic Data: The additional trip generation counts at the Peninsula Hotel were provided for informational purposes only and were not used in the transportation impact analysis.
 - Sensitivity Analysis Trip Generation: The sensitivity analysis removes the internalization of uses within the site but still relies on locally valid trip generation rates to estimate Project trip generation. The GTC trip generation estimates apply ITE rates to all internal hotel dining uses, including back-of-house operations. See Topical Response C regarding the trip generation rates applied to the Project.
 - Sensitivity Analysis Baseline Conditions: Please see Topical Response A regarding the preparation of a Supplemental EIR.



- Service and Delivery Trucks: Additional data is being collected by the City of Beverly Hills for loading dock operations and truck deliveries.

3. Addendum to Supplemental Events Study by Project Applicant

The project applicant has prepared an addendum to the *Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel* (LLG, September 9, 2016). The purpose of this study was to analyze the potential traffic impacts of special events occurring simultaneously at the One Beverly Hills Hotel, Beverly Hilton Hotel and Waldorf-Astoria Hotel. The *Addendum to the September 9, 2016 Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel* is contained in Attachment D. Below is a summary of the study and our peer review:

- The original simultaneous events 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 addendum to the original study was prepared to address comments received during the September 19 Planning Commission meeting in which Oasis West Realty stated that a 2,000 guest weeknight event at the Beverly Hilton would be a more reasonable assumption for the event analysis.
- The addendum provides additional information on the frequency of events at the Beverly Hilton. However, our peer review focuses on the transportation impact analysis of a 2,000 guest event as we did not confirm the frequency of events at the Beverly Hilton.
- 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, the special event at One Beverly Hills would generate an additional 80 vehicle trips (60 inbound and 20 outbound).
- 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 addendum first assigned vehicle-trips generated by the Beverly Hilton event to future



baseline conditions to develop "Future plus Beverly Hilton Event" traffic forecasts and 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.

- The LOS at the study locations is presented for three scenarios:
 - The Cumulative LOS is the same as the cumulative baseline LOS reported in the SEIR.
 - The Cumulative Plus Hilton Special Event LOS reflects the additional vehicle trips generated by the 2,000-guest weeknight event. In comparing the V/C ratios and LOS results to Cumulative conditions, the level of change is consistent with additional special event vehicle trips.
 - The Cumulative Plus Hilton Special Event Plus One Beverly Hills Project & Special Event LOS reflects all vehicle trips anticipated during typical hotel operations and the simultaneous special events. At all study intersections, the increase in volume-to-capacity (V/C) ratio with the special event is greater than reported in the SEIR under typical hotel operations.
- 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 V/C ratios at the study intersections does not exceed the City's significance thresholds.

As in the original study, the supplemental traffic study is based on standard methodologies and was prepared in accordance with the typical procedures applied to traffic studies in Beverly Hills. We concur with the analysis results and conclusions.

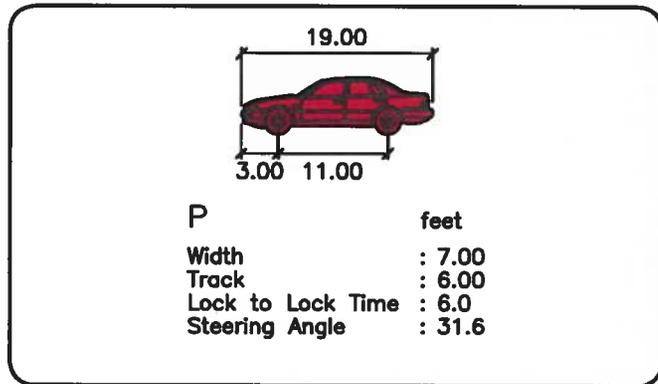


ATTACHMENT A

New Site Plan Proposed by Oasis West Realty

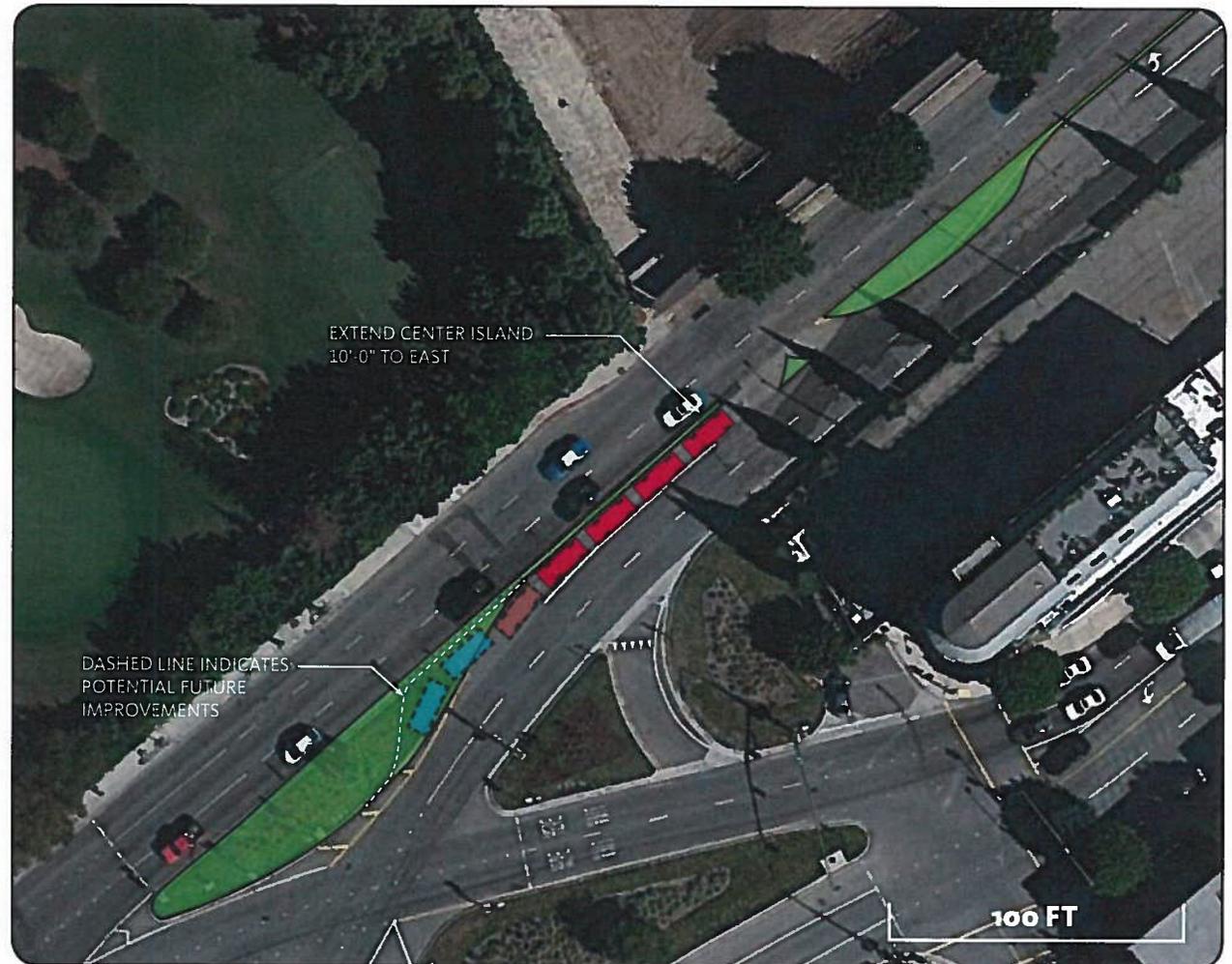
PROPOSED CIRCULATION ACCESS - SANTA MONICA BOULEVARD

AUTOMOBILE ACCESS



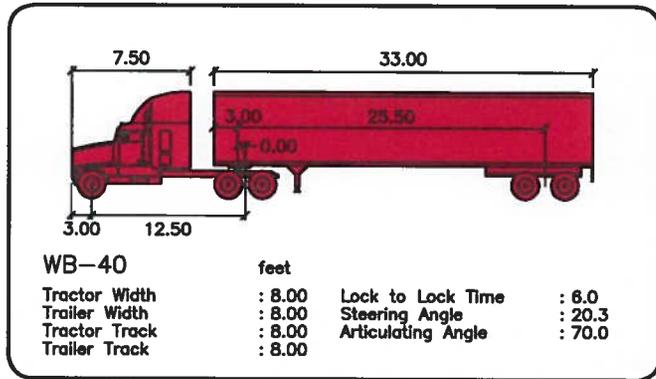
VEHICLE PROFILE

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



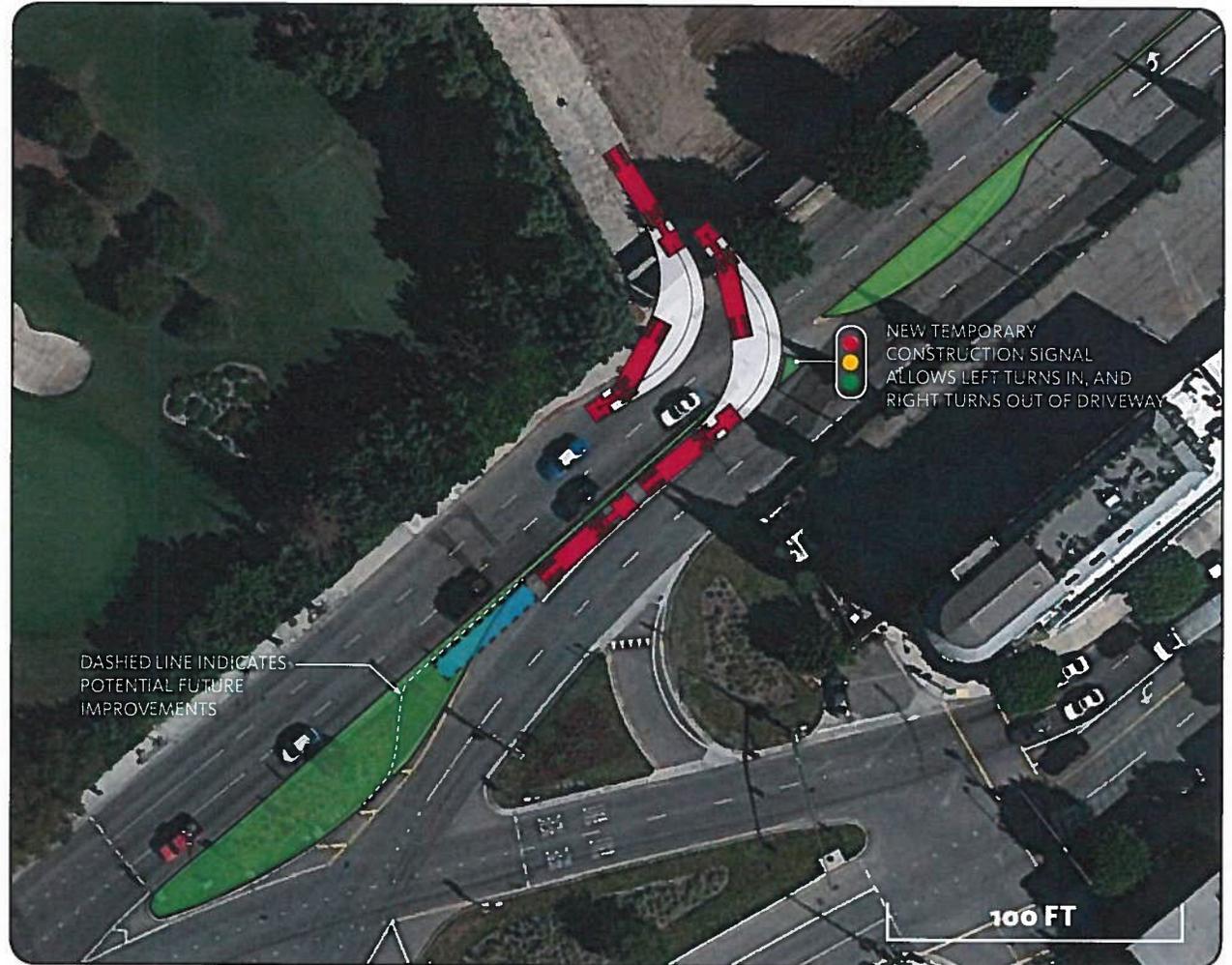
PROPOSED CIRCULATION ACCESS - SANTA MONICA BOULEVARD

SEMI-TRUCK/TRAILER ACCESS



VEHICLE PROFILE

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





ATTACHMENT B

Peak Hour Signal Warrant Analysis

**TRAFFIC SIGNAL WARRANTS
 FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
 PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street: Santa Monica Boulevard			
Minor Street: Project West Access Road			
Scenario: 2020 With Project PM			
Urban/Rural: U (U=urban, R=rural [a])			
FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)			
Number of Lanes on Each Approach			
Major Street:	3		
Minor Street:	1		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	1,088	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>1,084</u>	Minor Street (Higher Volume App.):	<u>54</u>
Major Street Total (Both Approaches):	2,172	Minor Street Total:	54
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	390	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	80
FOUR HOUR VOLUME WARRANT SATISFIED?		NO	
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)			
Number of Lanes on Each Approach			
Major Street:	3		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	1,360	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>1,355</u>	Minor Street (Higher Volume App.):	<u>68</u>
Major Street Total (Both Approaches):	2,715	Minor Street Total:	68
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100
PEAK HOUR VOLUME WARRANT SATISFIED?		NO	

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.



ATTACHMENT C

***Traffic Commentary on the One Beverly Hills Project (Gibson Transportation
Consultants, September 29, 2016)***



MEMORANDUM

TO: City of Beverly Hills
FROM: Jonathan Chambers, P.E.
DATE: September 29, 2016
RE: Traffic Commentary on the One Beverly Hills Project
Beverly Hills, California

Ref: J1418

On behalf of Oasis West Realty LLC ("Oasis"), Gibson Transportation Consulting, Inc. ("GTC") reviewed traffic and parking documentation associated with the proposed One Beverly Hills project ("Project"), including the Final Supplemental Environmental Impact Report ("Final SEIR"), an analysis of simultaneous events at One Beverly Hills and the neighboring Beverly Hilton hotel, and a shared parking analysis. GTC previously provided commentary on *Draft Supplemental Environmental Impact Report: 9900 Wilshire Boulevard (One Beverly Hills) Project* (Rincon Consultants Inc., April 2016) ("Draft SEIR") in the form of a memorandum dated May 25, 2016 ("GTC Draft SEIR Comment Letter").

In summary, GTC continues to believe that the traffic analysis presented in the Draft SEIR and Final SEIR fail to adequately identify or address potential significant impacts of the Project. Further, certain key statements made by Wanda Group ("Applicant") and its consultants during public testimony are unsubstantiated, as is discussed in this memorandum.

The following areas are addressed herein:

1. Understatement of the number of vehicles to be turning across Santa Monica Boulevard
2. Overstatement of the potential impacts of consolidating Project access
3. Inadequacy of the analysis of simultaneous hotel events
4. Inconsistencies between the traffic analysis and parking analysis
5. Inadequacy of responses to comments in Final SEIR

VEHICLES ACCESSING PROJECT SITE

In public testimony, including on August 23, 2016 and September 19, 2016, the Applicant has argued that the number of vehicles that would turn left from Santa Monica Boulevard into the proposed hotel motor court would be very few – approximately 13 vehicles per hour during the PM peak hour (the busiest hour for hotel trip generation). This is 20% of the 64 total peak hour arrivals estimated in the Draft SEIR analysis based on the percentage of Project traffic that would travel to and from Santa Monica Boulevard to the southwest.

However, as was extensively documented in the GTC Draft SEIR Comment Letter, the trip generation estimates presented in the Draft SEIR were severely understated. By using more reasonable estimates of internal capture and accounting for more of the dining uses proposed in the Project, GTC estimates that the hotel and its associated uses would generate approximately 153 inbound trips during the PM peak hour, 20% of which equals 31 peak hour trips. This is nearly 140% more peak hour unprotected left turns across Santa Monica Boulevard than disclosed by the Applicant.

Even using the Applicant's own estimates in its "Sensitivity Analysis" presented in the Final SEIR (in which internal capture credit for hotel-associated uses was removed), the Project would generate approximately 93 inbound trips during the PM peak hour, 20% of which equals 19 trips (a 46% increase over 13 trips).

CONSOLIDATED PROJECT ACCESS

Oasis proposed that Project access on Santa Monica Boulevard should be consolidated to a single signalized driveway at the southwest corner of the Project Site. The Project already proposes that residential access to the Project Site, inclusive of all residential deliveries and moving trucks, would be at this location, and Oasis' suggestion would add hotel and related traffic to that location. The driveway would provide full access – left- and right-turns in and out of the Project Site.

This reasonable suggestion was dismissed by the Applicant's representative at the September 19 hearing on the basis that it would not be possible to accommodate the necessary left-turn volumes in the short turn pocket on Santa Monica Boulevard at the western edge of the site. However, the Applicant's same traffic projections were used to suggest that the number of left-turns across Santa Monica Boulevard is miniscule.

The fact is, based on the Applicant's numbers, the entire Project would generate a maximum total of 20 inbound left-turns across Santa Monica Boulevard – approximately one every three minutes. The left-turn pocket at the site's western access road can accommodate four cars without blocking traffic on Santa Monica Boulevard – a 12-minute supply of vehicular arrivals based on the Applicant's estimates. Currently, nearly 500 vehicles an hour make an unsignalized left-turn across Santa Monica Boulevard onto Merv Griffin Way without the benefit of a traffic signal; clearly, 20 vehicles could make a left-turn in an hour at this intersection without causing a queuing problem with space for four vehicles to queue.

Even if trip generation estimates from the GTC Draft SEIR Comment Letter were used, the Project would still only generate approximately 38 peak hour left turns across Santa Monica Boulevard, well under one per minute, and queuing would not be a problem. The City should independently address this consolidated project access proposal as it will avoid unsignalized left turns across Santa Monica Boulevard, will separate further vehicles traveling to the Project and the Beverly Hilton property, and will avoid confusion for drivers traveling to the two adjacent properties.

EVENT ANALYSIS INADEQUACY

The Project's public record includes an analysis of potential traffic impacts assuming simultaneous events occurring at the Project Site and at the Beverly Hilton ("Event Analysis"). However, the assumptions in that analysis are inaccurate and fail to disclose the likely impacts of such a scenario. The following assumptions made in the Event Analysis are inaccurate or not conservative enough to properly assess potential impacts:

- The Event Analysis only assumes a maximum-capacity seated event of 285 persons. For an event without seating, or one with theater-style seating, the capacity would be approximately 20% greater, or approximately 340 persons. This would increase the total Project trip generation attributable to event traffic from the 80 trips assumed in the Event Analysis to 95 trips, including 72 inbound and 23 outbound.
- The Event Analysis used 10-year old data to estimate the number of additional vehicle trips that are generated by an event at a Beverly Hills hotel. Further, no information was provided about the time of day of the surveyed event or of the traffic count that was used to determine event trip generation. Finally, only a single count at a single event was used. This count suggested that there were only between one and two peak hour vehicles for every seven people at the event – fewer, even, when considering that the Event Analysis assumed that 25% of the total trip generation estimate was *departing trips*. With the rapid (and continuing) rise in the use of ridesharing services such as Uber and Lyft, which have not just replaced the use of taxis but have in many cases replaced the use of personal automobiles, a much larger percentage of event traffic today likely consists of both an inbound and outbound trip for each arriving or departing guest. For all of these reasons, updated event traffic data should have been collected during multiple major events to conduct this analysis.
- Oasis confirmed that there were 24 events with over 1,000 attendees at the Beverly Hilton in 2015, and an additional 45 with between 700 and 999 attendees. This is orders of magnitude higher than the six events with 1,000 or more attendees identified in the Event Analysis based on 2006 data. Further, Oasis expects the number of events that it hosts – including large events – to increase by approximately 5% per year between now and 2020 (the year on which the Event Analysis was based) due in part to the construction closure of the Century Plaza Hotel and the fact that, upon reopening, the Century Plaza Hotel will provide less event space than it formerly did. The importance of this point cannot be overstated. The Event Analysis emphasized that the scenario it analyzed would be an exceedingly rare coincidence, based largely on the fact that the Beverly Hilton only hosted six such large events per year. However, given that there were 66 events at the Beverly Hilton with over 700 attendees in 2015, it is likely that the simultaneous event scenario detailed in the Event Analysis could happen frequently.

In short, the Event Analysis provided by the Applicant significantly underestimates both the magnitude and the frequency of potential impacts associated with event conditions.

TRAFFIC AND PARKING INCONSISTENCIES

The GTC Draft SEIR Comment Letter pointed out that additional trip generation should be assumed for much of the square footage proposed in the hotel component of the Project. The Draft SEIR and Final SEIR ignored trips potentially generated by nearly 10,000 sf of dining-related uses, the 7,065 sf fitness center, 7,942 sf of ballroom and meeting rooms, and over 65,000 sf of back-of-house uses and “amenities.”

The assumption that these uses would generate no or only nominal external traffic is erroneous, and is contradicted directly by the Applicant’s own shared parking analysis (*Parking Demand Analysis – One Beverly Hills Project* [Linscott, Law & Greenspan, Engineers, September 9, 2016]) (“Project Shared Parking Study”). The Project Shared Parking Study appropriately accounted for the parking demand generated by the various components of the hotel project, including the ballroom/meeting rooms. It estimated a peak parking demand of 284 spaces for the ballroom/meeting rooms, which is nearly half of the 582 spaces provided for commercial users at the Project Site. In reviewing Table 2 of the Project Shared Parking Analysis, the Meeting Room and Banquet Space were assumed to generate no parking demand during the 7:00 AM hour, but a combined demand of 94 spaces during the 8:00 AM hour and 187 spaces during the 9:00 AM hour. In order to increase the number of parked cars from 0 to 187 over two hours during the morning peak period, an average of 94 vehicles per hour must arrive during those hours destined for those uses. The Draft SEIR assumed that only 37 total vehicles would arrive during the morning peak hour for the hotel and all of its components, including the ballroom and meeting rooms.

This discrepancy further demonstrates that, as we pointed out in the GTC Draft SEIR Comment Letter, external vehicle trips should have been assumed to be generated by the various uses within the Project. As was demonstrated in the analysis included in our letter, a fair estimate of Project traffic would result in significant traffic impacts at several locations, which were not disclosed nor mitigated by the Draft SEIR.

RESPONSES TO DRAFT SEIR COMMENTS

The Applicant’s responses to comments on the Draft SEIR found in the Final SEIR, including responses to the GTC Draft SEIR Comment Letter, do not address the fundamental problems with the traffic analysis presented. These problems are detailed below:

Project Access and Trip Distribution Still Indecipherable: The Final SEIR, in Topical Response C, states that the new Project access plan for hotel and commercial uses would allow left-turn access from Santa Monica Boulevard into the hotel motor court. However, Figures 8-1 and 8-2, which show Project-only traffic at the driveways under this new access plan, fail to show any left-turning traffic at the motor court driveway. (FSEIR, at 288-89; see e.g. data for Driveway 4 [no left turns from Santa Monica Boulevard shown].) As in the Draft SEIR, it is impossible to understand the Project’s anticipated traffic patterns from the information provided.

New Empirical Traffic Data Does Not Compare to Project: The Final SEIR describes new traffic data that was collected from the Peninsula Hotel, which was stated to be “similar to the proposed One Beverly Hills Hotel.” According to the information provided, the Peninsula Hotel includes approximately 3,270 sf of meeting space, a 3,500 sf spa, a 50-seat “club bar lounge,” a

35-seat "living room," a 105-seat restaurant, and a 50-seat rooftop patio. None of the dining-related uses were described in square footage and, therefore, it is impossible to verify that the Peninsula Hotel does, in fact, present a comparable facility to the proposed Project. As summarized in the GTC Draft SEIR Comment Letter, the Project would provide a 3,649 sf fine dining restaurant, a 600 sf rooftop patio, a 3,223 sf private lounge, a 2,215 sf rooftop bar, a 2,633 sf all-day restaurant, a 1,907 sf lobby lounge, 1,000 sf of "other outdoor dining," and 4,337 sf of additional dining-related uses. This is far more dining-related options and space than can be supported by hotel guests and far more than are stated to be provided in the Peninsula Hotel. Additionally, the Project's spa is more than twice as large as that of the Peninsula Hotel, it has more than twice the amount of ballroom/meeting space, it incorporates retail and fitness uses, and 65,000 sf of amenity and back-of-house space. The Project is not comparable to the Peninsula Hotel.

Sensitivity Analysis Still Excluded Trips: As noted above, the Project's traffic analysis should consider trips from all components of the Project. The sensitivity analysis provided in the Final SEIR removed credits for internal capture from the Draft SEIR analysis without considering traffic from any of the other land uses. The resulting analysis is, therefore, still inadequate for identifying potential significant traffic impacts within the study area.

Sensitivity Analysis Did Not Compare to Baseline Conditions: As in the Draft SEIR, the sensitivity analysis conducted in the Final SEIR only compared the Project to conditions with the Approved Project. As described in the GTC Draft SEIR Comment Letter, this is a phantom comparison. The Approved Project was never constructed, and the Project Site has not generated any traffic for years. Therefore, the only accurate way to assess the impacts of the proposed Project is by comparing to existing or future baseline conditions without the Approved Project.

Underestimated Service and Delivery Traffic: The Final SEIR provided estimates of the number of service and delivery vehicles that would access the Project Site throughout a week. These numbers are of particular interest and importance to Oasis, because the Project's service and delivery access is at the same location as the Beverly Hilton's main vehicular entrance. However, the estimates provided are substantially lower than what is expected based on a review of service truck volumes at other hotels in the area. GTC collected a week of traffic count data at the service and delivery entry and exits for the Peninsula Hotel (smaller than the proposed Project) and the Montage Hotel (slightly larger than the proposed Project) and found at both locations that far more vehicles access the service area than reported in the Final SEIR. At the Peninsula Hotel, the week yielded 134 total vehicle arrivals, including 75 fixed-trailer delivery vehicles, three articulated-trailer "big rigs," 42 service vans or trash trucks, and 14 passenger vehicles. At the Montage Hotel, there were over 550 total vehicle arrivals, including over 150 fixed-trailer delivery vehicles, four articulated-trailer "big rigs," over 150 service vans or trash trucks, and over 250 passenger vehicles. This compares to 48 total vehicles over the full week projected in the Final SEIR for the Project.

CONCLUSION

It remains GTC's expert opinion that there are substantial analytical, procedural, and presentation errors in the traffic analysis presented for the Project in the Draft SEIR, Final SEIR, and supplemental documentation in the record. As a result, significant traffic impacts of the

proposed Project were never identified, disclosed, or mitigated by the Project Applicant through the SEIR process.



ATTACHMENT D

***Addendum to the September 9, 2016 Supplemental Traffic Impact Assessment of
Potential Simultaneous Special Events at One Beverly Hills and Beverly Hilton/Waldorf
Astoria Hotel (Linscott, Law & Greenspan, Engineers, September 29, 2016)***

MEMORANDUM

To: Jay Newman
Athens BH Development, LLC

Date: September 29, 2016

From: David S. Shender, P.E.
Linscott, Law & Greenspan, Engineers

LLG Ref: 5-16-0232-1

Subject: **Addendum to the September 9, 2016 Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel**

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (“LLG”) to provide an addendum to the September 9, 2016 supplemental assessment regarding the potential traffic impacts related to potential simultaneous special events at the proposed One Beverly Hills project (the “Project”) and the adjacent Beverly Hilton Hotel and the Waldorf-Astoria Hotel (after opening) when each hotel is at full capacity.

Summary of September 9, 2016 Supplemental Assessment

The supplemental assessment evaluated the potential traffic impacts of the Project – including an assumed 285-person dinner event at the site – on the night of a 1,000-person dinner event at the Beverly Hilton. As described in the supplemental assessment, the 285-person event at the Project represents the seated capacity of the Project’s ballroom. Further, a 1,000-person simultaneous event for the Beverly Hilton was assumed in the supplemental assessment based on data provided in the 2007 traffic study prepared by the City’s independent traffic consultant (Fehr & Peers) for the Beverly Hilton Revitalization Project. The profile of events at the Beverly Hilton as provided in the Beverly Hilton traffic study indicated that in 2006, there were 98 events at the Beverly Hilton accommodating between 500 and 1,000 guests, and only six events hosting more than 1,000 guests. Thus, the assumption of a 1,000-person dinner event at the Beverly Hilton occurring during the same evening as a dinner event at the Project was considered to be reasonably conservative for traffic analysis purposes.

The supplemental assessment concluded that the additional traffic resulting from the Project on a night of a large (1,000-person) event at the Beverly Hilton would be less than significant at the intersections and street segments evaluated in City’s Supplemental Environmental Impact Report (SEIR) prepared for the Project. Further, Fehr & Peers prepared a peer review of the supplemental assessment on behalf of the City and concluded as follows: “The supplement traffic study is based on standard methodologies and was prepared in accordance with the typical procedures applied to traffic studies in Beverly Hills. We concur with the analysis results and conclusions.”



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Comments at September 19, 2016 Planning Commission Hearing

The findings of the supplemental assessment were presented at the City of Beverly Hills Planning Commission hearing conducted for the Project on September 19, 2016. At the hearing, representatives of the Beverly Hilton asserted that the Beverly Hilton regularly accommodates events with greater attendance than 1,000 persons and that the supplemental assessment should have been prepared assuming 2,000 dinner guests at the Beverly Hilton. While representatives of the Beverly Hilton did not present data to support their assertions regarding attendance and frequency of such large-scale events at the Beverly Hilton, both City staff and the Project applicant agreed to prepare a revised traffic analysis assessing the impacts of the Project – including a 285-person dinner event in its ballroom – occurring on the same evening as a 2,000-person dinner event at the Beverly Hilton.

We have since reviewed the records of the City of Beverly Hills Public Assembly permits to determine the Beverly Hilton's current event profile. These records show that the only events that have more than 2,000 people are the Golden Globes and Milken Conference, which are special events discussed in the September 9, 2016 study. In fact, according to the City's records of assembly permits, which are required for all public assemblies over 50 people, there were no other single events in 2014 or 2015 with more than 2,000 people.¹ As the applicant's representatives stated to the Planning Commission, the One Beverly Hills project would not hold events in its ballroom during the Golden Globes and Milken Conference that are not associated with those events. Therefore, the scenario studied in this report represents a truly conservative analysis. Nonetheless, as requested by the Planning Commission, we have studied a 2,000-person event as set forth below.

Revised Simultaneous Event Traffic Analysis

The supplemental analysis outlines the methodology used to estimate trip generation at the Beverly Hilton related to a 1,000-person event, including use of traffic data provided in the traffic study prepared for the Beverly Hilton Revitalization Project. The supplemental analysis estimates that a 1,000-person dinner event would generate 215 inbound trips and 70 outbound trips during the weekday PM commuter peak hour. For a 2,000-person event, it is reasonable to estimate that the site-generated trips would be double the number estimated for a 1,000-person event; that is, 430 inbound trip and 140 outbound trips during the weekday PM commuter peak hour.

¹ Four other instances during the 2014-2015 period were noted in the records when 2,000 or more people were scheduled to be at the Beverly Hilton for separate events, but the start times were staggered, which likely dispersed the arrival traffic over a period of time.

Study Intersections

The traffic impact analysis was updated for the 11 study intersections using the procedures and methodologies outlined in the supplemental analysis. The results of the traffic impact analysis for the study intersections are summarized in *Table 1*. The Intersection Capacity Utilization (ICU) data worksheets for the City of Beverly Hills intersections and the Critical Movement Analysis (CMA) data worksheets for the City of Los Angeles intersections are attached to this memorandum.

Similar to the supplemental analysis, Column [1] of *Table 1* is labeled as Cumulative, which is intended to be consistent with the “Cumulative” analysis provided in the OBH Traffic Study. This column includes existing traffic, as well as traffic due to area growth (including the adjacent Beverly Hilton Revitalization project).

Column [2] of *Table 1* is the Cumulative + Hilton Special Event, which is the total of the traffic from Column [1] of *Table 1* plus the estimated traffic related to a 2,000-person special dinner event at the Beverly Hilton. Similar to the supplemental analysis, Column [2] is considered the “baseline” condition for purposes of assessing the traffic impacts of the Project (including a special event at the Project).

Column [3] of *Table 1* adds the forecasted traffic related to the Project, plus the traffic related to a special event at the Project to Column [2] of *Table 1*. As shown in *Table 1*, the relative traffic impacts of the Project plus a special event at the Project are assessed by comparing traffic operations calculated in Column [3] to those in Column [2] because the special events at the Beverly Hilton (whether at 1,000 or 2,000 attendees) are considered an existing condition.

As shown in column [3] of *Table 1*, the traffic impacts of the Project plus a special dinner event at the Project occurring simultaneous to a 2,000-person dinner event at the Beverly Hilton during the weekday PM commuter peak hour will result in incremental, but less than significant traffic impacts for all 11 study intersections based on application of the corresponding significant impact thresholds. This is consistent with the finding provided in the supplemental analysis. The relatively small increase in traffic at the Project related to a special dinner event during the PM peak hour would not change the findings of the potential traffic impacts as were analyzed in the One Beverly Hills Traffic Study and the SEIR. In other words, there will not be any significant traffic impacts in the event there are simultaneous events occurring at the Project and the Beverly Hilton and the Waldorf Astoria when all of the hotels are at full occupancy.

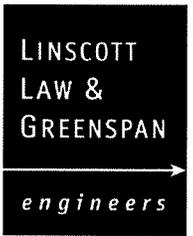
Study Residential Street Segments

The analysis of potential impacts at the three residential street segments evaluated in the SEIR and supplemental analysis was updated based on the assumed 2,000-person dinner event at the Beverly Hilton. Similar to the analysis of study intersections, the forecast trips related to a special event at the OBH hotel was compared to a baseline condition during the PM peak hour whereby a 2,000-person event was hosted at the Beverly Hilton. The relative significance of the calculated traffic impacts was assessed using the City of Beverly Hills thresholds of significance for the three residential street segments evaluated in the supplemental analysis. **Table 2** provides the forecast added trips to the three residential street segments evaluated during the weekday PM peak hour.

Table 2
Residential Street Impact Analysis
PM Peak Hour

Segment	Cumulative	Cumulative with Beverly Hilton Special Event	Cumulative with Beverly Hilton Special Event + + OBH Project + OBH Special Event	Change: Volume/%	Sig?
Whittier Dr.: Wilshire Blvd. & Elevado Ave.	1,279	1,325	1,336	11 trips/ 0.8%	No
Whittier Dr.: Elevado Ave. & Lomitas Ave.	935	969	978	9 trips/ 0.9%	No
Elevado Ave.: Whittier Dr. & Beverly Dr.	519	532	535	3 trips/ 0.6%	No

Jay Newman
September 29, 2016
Page 5



As shown in *Table 2*, the potential traffic impacts related to the Project plus a special event at the OBH hotel occurring simultaneously to a 2,000-person event at the Beverly Hilton would be less than significant. This is consistent with the finding provided in the supplemental analysis.

cc: File

TABLE 18
DINNER EVENT ATTENDANCE

Month	<99 People	100-499 People	500-999 People	>1000 People	Monthly Percent of Total
January	2	3	5	2	6%
February	1	4	8	0	7%
March	2	5	12	1	10%
April	2	2	7	0	6%
May	6	5	10	0	11%
June	0	7	8	1	8%
July	0	3	1	0	2%
August	5	4	3	0	6%
September	4	5	6	0	8%
October	4	3	14	1	11%
November	4	5	16	0	13%
December	11	6	8	1	13%
Total	41	52	98	6	---
Attendance Percent of Total	21%	26%	50%	3%	100%

Source: The Beverly Hilton Hotel, 2007

**Table 1
LEVELS OF SERVICE SUMMARY
AND VOLUME TO CAPACITY RATIOS
WEEKDAY PM PEAK HOUR [a]**

21-Sep-16

NO.	INTERSECTION	[1]		[2]		[3]			
		CUMULATIVE V/C	LOS	CUMULATIVE + HILTON SPECIAL EVENT V/C	LOS	CUMULATIVE + HILTON SPECIAL EVENT + OBH PROJECT + OBH SPECIAL EVENT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b], [c]
1	Santa Monica Boulevard North / Beverly Drive	1.093	F	1.102	F	1.105	F	0.003	NO
2	Santa Monica Boulevard North / Wilshire Boulevard	1.143	F	0.982	E	0.982	E	0.000	NO
3	Santa Monica Boulevard South / Beverly Drive	0.917	E	0.921	E	0.920	E	-0.001	NO
4	Santa Monica Boulevard South / Wilshire Boulevard	1.006	F	1.014	F	1.015	F	0.001	NO
5	Santa Monica Boulevard North / Merv Griffin Way	0.990	E	1.072	F	1.089	F	0.017	NO
6	Beverly Drive / Wilshire Boulevard	1.028	F	1.046	F	1.050	F	0.004	NO
7	Whittier Drive - Merv Griffin Way / Wilshire Boulevard	1.334	F	1.284	F	1.289	F	0.005	NO
8	Santa Monica Boulevard / Crossover	0.858	D	0.888	D	0.899	D	0.011	NO
9	Santa Monica Boulevard / Century Park East	0.696	B	0.704	C	0.685	B	-0.019	NO
10	Whittier Drive / Sunset Boulevard	1.045	F	1.071	F	1.071	F	0.000	NO
11	Santa Monica Boulevard / Avenue of the Stars	0.659	B	0.666	B	0.672	B	0.006	NO

[a] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.

[b] According to the City of Beverly Hills, an impact is considered significant if the final volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

<u>Level of Service</u>	<u>Final V/C</u>	<u>Project-Related Increase in V/C</u>
D	> 0.800 - 0.900	equal to or greater than 0.030
E/F	> 0.900	equal to or greater than 0.020

[c] According to LADOT's "Traffic Study Policies and Procedures", August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

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INTERSECTION CAPACITY UTILIZATION

N-S St: N Santa Monica Boulevard
 E-W St: Beverly Drive
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU1

N Santa Monica Boulevard @ Beverly Drive
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/21/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	70	1600	0.044	1	71	1600	0.044	8	79	1600	0.049	2	81	1600	0.051	0	81	1600	0.051			
Nb Thru	1707	3200	0.547 *	4	1711	3200	0.548 *	24	1734	3200	0.555 *	10	1745	3200	0.559 *	0	1745	3200	0.559 *			
Nb Right	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-			
Sb Left	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *			
Sb Thru	1768	3200	0.584	0	1768	3200	0.584	73	1849	3200	0.610	12	1862	3200	0.614	0	1862	3200	0.614			
Sb Right	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-			
Eb Left	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *			
Eb Thru	428	3200	0.158	0	428	3200	0.158	0	428	3200	0.167	0	428	3200	0.169	0	428	3200	0.169			
Eb Right	77	0	-	2	79	0	-	26	106	0	-	5	112	0	-	0	112	0	-			
Wb Left	66	1600	0.041	-1	65	1600	0.041	0	66	1600	0.041	-1	65	1600	0.041	0	65	1600	0.041			
Wb Thru	587	3200	0.281 *	1	588	3200	0.281 *	0	587	3200	0.281 *	1	588	3200	0.281 *	0	588	3200	0.281 *			
Wb Right	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	1.093							1.095								1.105						
LOS	F							F								F						

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: N Santa Monica Boulevard
 E-W St: Wilshire Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU2

N Santa Monica Boulevard @ Wilshire Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/21/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	785	3200	0.245	17	802	3200	0.251	15	802	3200	0.251	24	829	3200	0.259	0	829	3200	0.259
Nb Right	83	1600	0.052	0	83	1600	0.052	20	105	1600	0.066	4	109	1600	0.068	0	109	1600	0.068
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1145	3961	0.289 *	6	1151	3982	0.289 *	47	1197	3909	0.306 *	21	1220	3951	0.309 *	0	1220	3951	0.309 *
Sb Right [3]	705	2439	0.000	-6	699	2418	0.076	52	763	2491	0.083	-6	756	2449	0.090	0	756	2449	0.090
Eb Left	694	1676	0.414 *	-12	682	3200	0.213 *	17	713	3200	0.223 *	-12	700	3200	0.219 *	0	700	3200	0.219 *
Eb Thru	1293	4724	0.280	-11	1282	4800	0.267	18	1313	4800	0.274	-11	1301	4800	0.271	0	1301	4800	0.271
Eb Right	31	0	-	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019
Wb Left	244	1600	0.153	8	252	1600	0.158	60	311	1600	0.194	17	330	1600	0.206	0	330	1600	0.206
Wb Thru	1578	4800	0.340 *	-2	1576	4800	0.340 *	56	1640	4800	0.353 *	5	1646	4800	0.354 *	0	1646	4800	0.354 *
Wb Right	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.143				0.942				0.982				0.982				0.982
LOS			F				E				E				E				E

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: S Santa Monica Boulevard
 E-W St: Beverly Drive
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU3

S Santa Monica Boulevard @ Beverly Drive
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/21/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	191	1600	0.119	2	193	1600	0.121	0	191	1600	0.119	2	193	1600	0.121	0	193	1600	0.121
Nb Thru	1478	3200	0.504 *	-3	1475	3200	0.503 *	11	1490	3200	0.508 *	-3	1487	3200	0.507 *	0	1487	3200	0.507 *
Nb Right	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-
Sb Left	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *
Sb Thru	978	3200	0.327	-1	977	3200	0.326	34	1016	3200	0.338	4	1020	3200	0.339	0	1020	3200	0.339
Sb Right	67	0	-	-1	66	0	-	0	67	0	-	-1	66	0	-	0	66	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *
Eb Right	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-
Wb Left	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
Wb Thru	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219
Wb Right	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *	
ICU	0.917							0.916								0.920			
LOS	E							E								E			

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Monica Boulevard
 E-W St: Wilshire Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU4

Santa Monica Boulevard @ Wilshire Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/21/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042
Nb Thru	1031	3200	0.322 *	7	1038	3200	0.324 *	0	1031	3200	0.322 *	7	1039	3200	0.325 *	0	1039	3200	0.325 *
Nb Right	332	1600	0.208	10	342	1600	0.214	0	332	1600	0.208	10	343	1600	0.214	0	343	1600	0.214
Sb Left	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *
Sb Thru	538	3200	0.263	0	538	3200	0.263	0	538	3200	0.275	0	538	3200	0.276	0	538	3200	0.276
Sb Right	304	0	-	-2	302	0	-	34	342	0	-	3	345	0	-	0	345	0	-
Eb Left	277	0	0.058	-7	270	0	0.056	11	289	0	0.060	-7	281	0	0.059	0	281	0	0.059
Eb Thru	1153	4800	0.298 *	-4	1149	4800	0.296 *	27	1183	4800	0.307 *	0	1183	4800	0.305 *	0	1183	4800	0.305 *
Eb Right	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000
Wb Left	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *
Wb Thru	1426	4800	0.319	7	1433	4800	0.321	82	1517	4800	0.338	18	1537	4800	0.343	0	1537	4800	0.343
Wb Right	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.006				1.006				1.014				1.015				1.015
LOS			F				F				F				F				F

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Monica Boulevard
 E-W St: Merv Griffin Way
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU5

Santa Monica Boulevard @ Merv Griffin Way
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/21/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	603	1600	0.377 *	-2	601	1600	0.376 *	86	699	1600	0.437 *	-2	697	1600	0.436 *	0	697	1600	0.436 *			
Nb Thru	901	3200	0.282	20	921	3200	0.288	0	901	3200	0.282	20	923	3200	0.288	0	923	3200	0.288			
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Sb Thru	1377	3200	0.430 *	28	1405	3200	0.439 *	0	1377	3200	0.430 *	52	1435	3200	0.448 *	0	1435	3200	0.448 *			
Sb Right	69	1600	0.043	-15	54	1600	0.034	108	189	1600	0.118	-15	172	1600	0.108	0	172	1600	0.108			
Eb Left	15	181	0.083	-6	9	113	0.050	35	54	516	0.105	4	58	554	0.105	0	58	554	0.105			
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Eb Right	250	3019	0.083	-4	246	3087	0.081 *	28	281	2684	0.105 *	-4	277	2646	0.105	0	277	2646	0.105			
Wb Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000			
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	0.990							0.996				1.072				1.089						
LOS	E							E				F				F						

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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 (818) 835-8648 Fax (818) 835-8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
 E-W St: Wilshire Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU6

Beverly Drive @ Wilshire Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/21/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	169	1600	0.106 *	-1	168	1600	0.105 *	17	188	1600	0.118 *	1	189	1600	0.118 *	0	189	1600	0.118 *
Nb Thru	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162
Nb Right	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *
Sb Right	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100
Eb Left	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087
Eb Thru	1882	4800	0.430 *	9	1891	4800	0.431 *	21	1905	4800	0.436 *	12	1918	4800	0.439 *	0	1918	4800	0.439 *
Eb Right	181	0	-	-1	180	0	-	6	188	0	-	0	188	0	-	0	188	0	-
Wb Left	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *
Wb Thru	1542	4800	0.359	9	1551	4800	0.361	65	1614	4800	0.374	18	1634	4800	0.378	0	1634	4800	0.378
Wb Right	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.028				1.029				1.046				1.050				1.050
LOS			F				F				F				F				F

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Whittier Drive - Merv Griffin Way
 E-W St: Wilshire Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU7

Whittier Drive - Merv Griffin Way @ Wilshire Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/21/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio
Nb Left	39	1600	0.024	-13	26	1600	0.016	28	70	1600	0.044	-13	56	1600	0.035	0	56	1600	0.035
Nb Thru	537	1600	0.396 *	-3	534	1600	0.334 *	14	553	1600	0.346 *	-3	550	1600	0.344 *	0	550	1600	0.344 *
Nb Right	97	0	-	-21	76	1600	0.048	35	136	1600	0.085	-21	113	1600	0.071	0	113	1600	0.071
Sb Left	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028
Sb Thru	157	1600	0.126	0	157	1600	0.126	43	205	1600	0.156	5	211	1600	0.160	0	211	1600	0.160
Sb Right	323	1600	0.202 *	1	324	1600	0.203 *	0	323	1600	0.202 *	1	324	1600	0.203 *	0	324	1600	0.203 *
Eb Left	279	1600	0.174 *	5	284	1600	0.178 *	0	279	1600	0.174 *	7	287	1600	0.179 *	0	287	1600	0.179 *
Eb Thru	2158	4800	0.463	0	2158	4800	0.461	0	2158	4800	0.483	0	2158	4800	0.484	0	2158	4800	0.484
Eb Right	66	0	-	-10	56	0	-	86	162	0	-	2	164	0	-	0	164	0	-
Wb Left	57	1600	0.036	-14	43	1600	0.027	108	177	1600	0.111	-7	169	1600	0.106	0	169	1600	0.106
Wb Thru	2187	4800	0.462 *	6	2193	4800	0.463 *	0	2187	4800	0.462 *	6	2194	4800	0.463 *	0	2194	4800	0.463 *
Wb Right	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU LOS			1.334 F				1.277 F				1.284 F				1.289 F				1.289 F

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Monica Boulevard
 E-W St: Crossover
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU8

Santa Monica Boulevard @ Crossover
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/21/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	1480	3200	0.463 *	19	1499	3200	0.468 *	86	1576	3200	0.493 *	31	1610	3200	0.503 *	0	1610	3200	0.503 *
Nb Right [3]	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	1638	4800	0.341	52	1690	4800	0.352	28	1669	4800	0.348	62	1738	4800	0.362	0	1738	4800	0.362
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.858				0.864				0.888				0.899				0.899
LOS			D				D				D				D				D

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green
 3 Free-flow movement



Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Santa Monica Boulevard	Year of Count:	2015	Ambient Growth: (%):	0.0	Conducted by:	NDS	Date:	9/21/2016	
CMA9	East-West Street:	Century Park East	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	MB	Project:	One Beverly Hills Project / 5-16-02	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0
ATSAC-1 or ATSAC+ATCS-2?		3	ATSAC-1 or ATSAC+ATCS-2?		3	ATSAC-1 or ATSAC+ATCS-2?		3	ATSAC-1 or ATSAC+ATCS-2?		3
Override Capacity		0	Override Capacity		0	Override Capacity		0	Override Capacity		0
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INTERSECTION CAPACITY UTILIZATION

N-S St: Whittier Drive
 E-W St: Sunset Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU10

Whittier Drive @ Sunset Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/21/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1	2	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	
Nb Left	191	1600	0.119	2	193	1600	0.121	8	200	1600	0.125	3	203	1600	0.127	0	203	1600	0.127	
Nb Thru	285	1600	0.309 *	0	285	1600	0.307 *	0	285	1600	0.313 *	0	285	1600	0.312 *	0	285	1600	0.312 *	
Nb Right	209	0	-	-3	206	0	-	6	216	0	-	-2	214	0	-	0	214	0	-	
Sb Left	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	
Sb Thru	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	
Sb Right	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	
Eb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	
Eb Thru	1555	3200	0.497 *	0	1555	3200	0.497 *	0	1555	3200	0.506 *	0	1555	3200	0.507 *	0	1555	3200	0.507 *	
Eb Right	34	0	-	2	36	0	-	26	63	0	-	4	67	0	-	0	67	0	-	
Wb Left	212	1600	0.133 *	-1	211	1600	0.132 *	17	231	1600	0.144 *	1	232	1600	0.145 *	0	232	1600	0.145 *	
Wb Thru	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	
Wb Right	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-	
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *	
ICU			1.045				1.043				1.071				1.071				1.071	
LOS			F				F				F				F				F	

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green



Rincon Consultants, Inc.

Environmental Scientists Planners Engineers

MEMORANDUM

- | | | | | |
|---|---|--|--|--|
| <input checked="" type="checkbox"/> Ventura
180 North Ashwood Avenue
Ventura, California 93003
805 644 4455
FAX 644 4240 | <input type="checkbox"/> San Luis Obispo
1530 Monterey Street, Suite D
San Luis Obispo, California 93401
805 547 0900
FAX 547 0901 | <input type="checkbox"/> Carlsbad
2215 Faraday Avenue, Suite A
Carlsbad, California 92008
760 918 9444
FAX 918 9449 | <input type="checkbox"/> Monterey
437 Figueroa Street, Suite 203
Monterey, California 93940
831 333 0310
FAX 333 0340 | <input type="checkbox"/> Santa Barbara
209 East Victoria Avenue
Santa Barbara, California 93101
805 644 4455
FAX 644 4240 |
| <input type="checkbox"/> Oakland
449 15th Street, Suite 303
Oakland, California 94612
510 834 4455
FAX 834 4433 | <input type="checkbox"/> Riverside
5005 La Mart Drive, Suite 201
Riverside, California 92507
951 782 0061
FAX 782 0097 | <input type="checkbox"/> Fresno
255 W. Fallbrook Avenue
Suite 103
Fresno, California 93711
559 228 9925 | <input type="checkbox"/> Sacramento
4825 J Street
Suite 200
Sacramento, California 95819
916 706 1374 | <input type="checkbox"/> Los Angeles
706 South Hill Street
Suite 1200
Los Angeles, California 90014
213 788 4842 |

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Date: October 4, 2016

To: Andre Sahakian, Associate Planner

Organization: City of Beverly Hills

From: Lindsey Sarquilla, MESM, Senior Environmental Planner, and Joe Power, AICP CEP, Principal

Re: Response to Comment Letter from Ramboll Environ (September 2016)

This memorandum responds to a comment letter submitted by Ramboll Environ on September 29, 2016 regarding the noise analysis contained in the Final Supplemental Environmental Impact Report (SEIR) for the 9900 Wilshire Boulevard (One Beverly Hills) Project and a supplemental memorandum addressing potential noise concerns related to the proposed loading dock to be located along the west side of Merv Griffin Way. Similar to Final SEIR Section 8, Responses to Comments on the Draft SEIR, each separate issue raised by the commenter has been assigned a number. The responses to each comment identify the number of the comment within the letter.

Response to Comment 1

The commenter states that existing sound levels were not appropriately accounted for in the Final SEIR because the Community Noise Equivalent Level (CNEL) was calculated based on 15-minute noise measurements rather than 24-hour measurements. The commenter states that in addition to the 24-hour measurements that were taken on Santa Monica Boulevard, 24-hour measurements should have been taken on Wilshire Boulevard and Merv Griffin Way to characterize existing sound levels on these roadways.

A response to this comment is available under Topical Response H of Section 8, Response to Comments, of the Final SEIR. In summary, ambient 24-hour CNEL were calculated using ten 15-minute daytime and nighttime noise measurements. These 15-minute measurements were

used to estimate the hourly Leq at a variety of times during the day, thereby capturing the overall variance of noise over a 24-hour period. Estimating CNEL from period measurements is a common methodology in environmental noise analysis and represents a reasonable estimate of the CNEL and a sound basis upon which the impact of the Project can be gauged (Bernard, updated 2012). Furthermore, the City does not have any specific requirements regarding the duration of measurements for estimating ambient noise levels.

Response to Comment 2

The commenter states that CNEL reported in the Beverly Hilton Revitalization Plan EIR are at least 3 A-weighted decibels (dBA) lower than the CNEL reported in the Final SEIR for similar locations. The commenter states that noise measured for the Beverly Hilton Revitalization Plan EIR were approximately 4 to 5 dBA lower between 3 AM and 4 AM than noise levels measured between 11 PM and 1 AM. The commenter suggests that the CNEL estimated in the Final SEIR may be inaccurately high because the nighttime noise measurement used to calculate CNEL was taken between 11 PM and 1 AM.

Noise measurements for the Beverly Hilton Revitalization Plan EIR were taken in November 2006. Because measurements for that project were taken nearly 10 years before measurements taken for the Proposed Project, it is not surprising that ambient noise levels were lower. Regarding the estimated CNEL being “inaccurately high,” Section 4.8, *Noise*, of the Beverly Hilton Revitalization Plan EIR states that “The logarithmic effect of adding [CNEL] penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dB(A) of the peak hour Leq.”¹ As shown in Table 4.4-1, Noise Measurement Results, of the Final SEIR, estimated CNEL is within approximately 3 dBA of the daytime Leq for all noise measurement locations, suggesting the values are reasonable estimates of CNEL. Furthermore, although nighttime noise levels may have been 4 to 5 dBA lower between 3 AM and 4 AM in 2006, noise levels recorded during the 24-hour measurement on Santa Monica Boulevard south of the Project site in July 2016 indicate that hourly Leqs between 11 PM and 1 AM, which range from 71.6 dBA Leq to 73.5 dBA Leq, are similar to the hourly Leqs between 3 AM and 4 AM, which range from 71.1 to 73.4 dBA Leq (see “24-Hour Noise Measurement Results” in Appendix C of the Final SEIR). Therefore, the CNEL was not calculated using an inaccurately high measurement for nighttime noise. The noise measurements and calculated CNEL on which the Draft SEIR conclusions are based represent reasonable estimates of CNEL and are an appropriate basis against which the impact of the Project can be gauged.

Response to Comment 3

The commenter states that construction noise impacts are not adequately disclosed in the Final SEIR because noise impacts were assessed in CNEL, rather than in equivalent continuous noise levels (Leq).

A response to this comment is available under Topical Response H of Section 8, Response to Comments, of the Final SEIR. In summary, the General Plan Noise Element Policy N 1.5

¹ California Department of Transportation, *Technical Noise Supplement; A Technical Supplement to the Traffic Noise Analysis Protocol*, (Sacramento, California: October 1998), pp. N51-N54.

includes specific significance thresholds for noise impacts based on CNEL and does not differentiate between construction and operational noise. Nevertheless, maximum noise levels associated with construction activity are disclosed in the Final EIR.

Response to Comment 4

The commenter opines that the analysis of nighttime construction noise impacts under Topical Response K of Section 8, Response to Comments, of the Final SEIR is not sufficient because impacts are not assessed based on a 24-hour measurement of existing ambient noise levels. The commenter suggests that the more stringent operational thresholds should be applied to nighttime construction noise impacts.

The construction noise threshold applied to the Proposed Project is an ambient noise increase of 5 dBA or more outside the hours permitted by the City's noise ordinance. Nighttime construction would occur outside of the construction hours permitted by the City's noise ordinance; therefore, the 5 dBA threshold remains appropriate for nighttime construction noise. This is the same construction noise threshold as that applied in the 2008 Final EIR to the Approved Project and in the Beverly Hilton Revitalization Plan EIR. Also, please see the responses to Comments 1 and 2 of this memorandum.

Response to Comment 5

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

As discussed in Section 4.4, *Noise and Vibration*, of the Final SEIR, the vibration velocity level threshold of perception for humans is approximately 65 vibration decibels (VdB). A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people.² The human annoyance thresholds used in the Draft SEIR are 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as schools). The human annoyance thresholds are protective of land uses where sleeping occurs and are less than the dividing line between barely perceptible and distinctly perceptible. Furthermore, as discussed under Impact N-3 of the Final SEIR, the Proposed Project would increase the severity of the significant and unavoidable vibration impact identified for the Approved Project in the 2008 FEIR due to the increased duration of construction. Construction at night, as analyzed under Topical Response K, would continue to result in a significant and unavoidable vibration impact because vibration would exceed the human annoyance threshold of 72 VdB. Construction at night would not change the finding of the Final SEIR. City of Beverly Hills decision makers would need to adopt a Statement of Overriding Considerations setting forth why the Project's benefits outweigh this impact if the Project is to be approved.

² Federal Transit Administration (FTA). Transit Noise and Vibration Impact Assessment. May 2006.

Response to Comment 6

The commenter states that a fabric barrier would be unlikely to achieve a sound transmission coefficient (STC) of 30. The commenter states that no details are provided, such as height of source or receptors, to substantiate the effectiveness of Mitigation Measure N-1.

Mitigation Measure Noise-1 requires implementation of a solid noise attenuation barrier constructed out of materials capable of achieving a STC of 30. Therefore, whatever material is used for the sound barrier must meet this minimum STC rating and, therefore, would achieve the required noise reduction. Mitigation Measure Noise-1 also requires a sound barrier with a height of 40 feet along the project site's eastern boundary to block line-of-sight between construction and the Beverly Hilton Hotel's guest rooms. The hotel rooms are approximately 50 feet from the project site boundary with the highest windows at a height of approximately 40 feet above grade. Heavy construction equipment would generally operate on grade during construction. However, during the excavation phase construction equipment would operate below grade, as material is excavated and equipment moves deeper into the excavation area, increasing the distance between the equipment and receptors.

Response to Comment 7

The commenter states that the loading dock analysis ("9900 Wilshire Boulevard [One Beverly Hills] Project - Loading Dock Operational Noise" memorandum, dated September 2016) should consider all delivery trips to the Proposed Project, not simply the difference in delivery trips between the Approved Project and the Proposed Project. The commenter also states that noise from trucks utilizing Merv Griffin Way should have been assessed and reiterates that noise impacts should not be assessed in CNEL. The commenter concludes that loading dock noise should be added to operational noise sources (other traffic, HVAC, and restaurant noise) to fully assess the project's operational noise impacts.

As discussed under Topical Response A in Section 8 of the Final SEIR, the 2012 version of the Approved Project (9900 Wilshire Specific Plan) is used as the baseline for the analysis in the Supplemental EIR because it represents what is currently permitted for development at the Project site and could be built by the property owner without further environmental review or discretionary City approvals. This approach is consistent with applicable CEQA case law, which dictates the use of such a baseline in instances where a project involves a modification to an already entitled project. Therefore, analysis of the Proposed Project's increase in delivery trips over the Approved Project baseline is the appropriate method for analyzing noise impacts from the loading dock area.

As discussed under Impact N-2 of Section 4.4, *Noise and Vibration*, of the Final SEIR, the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) was used to estimate existing and existing plus project operational noise impacts on roadways in the vicinity of the project site, including Merv Griffin Way. The fleet mix for project vehicle trips conservatively assumed that 5 percent of project trips would be from trucks (3% light- and medium-duty trucks and 2% heavy-duty trucks). Consequently, delivery trips to the Project site by medium and heavy duty trucks on Merv Griffin Way were captured in the roadway noise impact

analysis under Impact N-2 of the Final SEIR. As discussed therein, the Proposed Project would have no new significant impact beyond that identified for the Approved Project in the 2008 FEIR.

The loading dock noise analysis disclosed maximum noise levels associated with individual truck trips; however, as discussed above, City thresholds are based on CNEL. Loading dock noise impacts were re-estimated to include trucks accelerating onto Merv Griffin Way from the loading dock entrance (50 feet from hotel rooms). Existing ambient noise levels plus loading dock operational noise, inclusive of noise from trucks accelerating onto Merv Griffin Way, would result in a CNEL of 74.2 dBA (see attached Loading Dock Noise Impact Estimation sheet for CNEL calculation). The analysis determined that operation of the loading dock would increase ambient CNEL at the exterior of the nearest receptors (Beverly Hilton hotel rooms) by 0.2 dBA CNEL.

Table 4.4-9 of the Final SEIR indicates that the greatest change in noise level between the Existing Plus Approved Project and Existing Plus Proposed Project is 0.3 dBA CNEL, which occurs at Receptor 5, the location nearest to where the outdoor dining areas would be located. At Receptor 3, the location nearest to hotel room receptors on Merv Griffin Way, the Proposed Project would not change ambient noise levels more than the Approved Project (a difference of 0 dBA). Consequently, adding 0.2 dBA from loading dock operational noise to the combined operational noise impact at the Beverly Hilton hotel rooms (0 dBA) would not result in an exceedance of the operational significance threshold (> 1 dBA). The Proposed Project's operational noise impacts would remain less than significant.

Mr. Benjamin Hanelin
Latham & Watkins LLP
355 South Grand Avenue
Los Angeles, CA 90071

REVIEW OF THE NOISE ASSESSMENT FOR THE 9900 WILSHIRE PROJECT

Dear Mr. Hanelin:

Ramboll Environ US Corporation (Ramboll Environ) has reviewed the Noise analysis of the 9900 Wilshire Boulevard Project (Project, 9900 Wilshire Project) as analyzed in the Final Supplemental Environmental Impact Report (FSEIR). Our findings reflect the conclusions reached given the time available for our review and information provided. To the extent that additional information or time is provided, our findings may change.

Date September 29, 2016

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EXISTING SOUND LEVELS

Existing sound levels were not appropriately measured or accounted for in the analysis. Without accurately representing existing ambient conditions at the site, and given that the reported increase due to the Project is close to the threshold (a reported increase of 4.8 dBA compared to a threshold of 5 dBA), no conclusions regarding the potential noise impacts of the Project on noise can be substantiated.

- Existing CNELs¹ were estimated using two 15 minute Leq² measurements (one taken during the mid-morning or early afternoon hours, and one taken during the early nighttime hours).
- Existing sound levels can fluctuate substantially over the daytime and nighttime periods. Using short 15-minute measurements to represent all daytime and all nighttime sound levels is unlikely to result in an accurate characterization of the CNEL sound levels. The noise analysis should have taken 24-hour sound level measurements to fully characterize how sound levels can vary over the 24-hour period.
- Two 24-hour measurements were taken along Santa Monica Boulevard, which is a major roadway with very different traffic flows compared to Merv Griffin Way or Wilshire Boulevard. In addition to Santa Monica Boulevard, the noise analysis should have taken sound level measurements along these two roads to fully characterize the ambient sound levels in the vicinity.

¹ Community Noise Equivalent Level.

² Equivalent Continuous Noise Level.

- The measured CNEL sound levels taken at similar locations for the Beverly Hilton Revitalization Plan EIR are all considerably lower (at least 3 dBA lower) than the estimated CNEL levels identified in the 9900 Wilshire Project FSEIR (see Table 1).
- We further note that the 24-hour sound level measurements taken for the Beverly Hilton Project show that the sound levels between 3 and 4 AM are generally between 4 and 5 dBA lower than the levels measured between 11 PM and 1 AM. The 9900 Wilshire Project’s noise assessment uses a 15-minute Leq obtained between 11 PM and 1 AM to represent the potentially much quieter hours of the night. These data may thus not represent the quietest hours of the night, potentially resulting in an artificially high estimate for existing ambient sound levels that may be inaccurately reflecting the true noise impacts of the Project. These data should be reassessed to obtain an accurate estimate for existing ambient sound levels and accurate noise impacts from the Project.

Table 1. Comparison of CNEL Levels used for the Wanda Project FSEIR and the Beverly Hilton Revitalization Plan FEIR

Location	Wanda Project FSEIR CNEL Estimate	Beverly Hilton FEIR Measured CNEL Level ¹	Difference
55 ft North of Wilshire Blvd	75.1	71.7	3.4
Northern Project Boundary (36 ft South of Wilshire Blvd)	80.3	77.0	3.3
50 ft from Merv Griffin Way	74	68.6 ²	5.4
40 ft North of Santa Monica Blvd	82.2	78.8	3.4

Notes:
¹ Adjusted to reflect same distance from centerline of roadway as for the 9900 Wilshire Blvd measurements, assuming a traffic line source reduces by 3 dBA for every doubling of distance from the source.
² The distance from Merv Griffin Way could not be verified.

2

CONSTRUCTION

Construction noise impacts are not adequately disclosed because (1) the impacts were assessed using an inappropriate methodology, (2) nighttime construction impacts were not properly analyzed, and (3) mitigation measures were not appropriately considered.

- The Project FSEIR inappropriately uses the CNEL level to assess potential noise impacts from construction activities, which were assumed to occur between 8 AM and 6 PM. A more appropriate method would be to compare the construction sound level to the Leq for the daytime construction period, similar to what was done in Topical Response K for nighttime construction. As mentioned above,

3

24-hour sound level measurements would likely be required to accurately identify the period Leq during the presumed hours of construction.

3, cont'd

- The Project FSEIR did not include a detailed noise assessment to consider the potential impacts of evening or nighttime construction on the surrounding sensitive receivers. The information provided in Topical Response K is not sufficiently detailed to independently confirm the conclusions. Specifically, as stated above, an accurate measurement of existing ambient noise levels is required to substantiate any conclusions regarding noise impacts on sensitive receivers.
- The FSEIR indicates that the noise analysis used a 5 dBA increase over ambient as the threshold for temporary impacts during construction and lesser increases³ (see Table 2) for impacts during operation. Given the increased sensitivity of neighboring uses (e.g., hotel) during nighttime hours, it would be appropriate to apply the more stringent operational thresholds to nighttime construction.

Table 2. CEQA Impact Thresholds Used in Noise Analysis

CNEL (dBA)	dBA Increase
55	3
60	2
65	1
70	1
Over 75	1

4

- We further note that Topical Response K discloses that vibration impacts would be significant and exceed the 72 vibration decibels (VdB) threshold; this impact is likely to be more of a concern during nighttime hours.
- The FSEIR considered noise impacts during daytime construction and assumed a 40-foot high wall would be required along the eastern boundary of the 9900 Wilshire Project. The barrier was presumed to be able to achieve a 20-dBA reduction in construction noise at the Beverly Hilton Hotel, and the FSEIR indicated that other strategies would need to be used to achieve an additional 1-dBA reduction in order to prevent significant construction noise impacts at the hotel. These mitigation measures were identified assuming 8 hours of construction would occur sometime between 8 AM and 6 PM. Although Topical Response K discussed the noise reduction from the sound barrier, the analysis needs to incorporate accurate existing ambient noise levels.
- The FSEIR states that the sound barrier would achieve a STC⁴ of 30. It is unlikely that a fabric barrier would achieve this STC. We further note that the STC was increased from 20 in the DSEIR to 30 in the FSEIR.⁵ No details are provided on the specific sound barrier to be used to substantiate the effectiveness of mitigation measure N-1.

5

6

³ Identified in Section N.1.5. of the Noise Element.

⁴ Sound transmission coefficient (STC) is an indicator of how effective a material is at preventing noise from going through it. A greater STC indicates higher effectiveness.

⁵ FSEIR, page 9, Table ES-1, edits to N-1.

- The FSEIR does not disclose the assumptions used in the noise calculations to estimate the effectiveness of the barriers, including assumed height of source or receptors. This information is needed to independently confirm the conclusions.

6, cont'd

LOADING DOCK

The noise impacts from the loading dock were not appropriately accounted for in the analysis.

- Noise from loading dock activities was not considered in the FSEIR. Specifically, the acceleration of trucks onto and along Merv Griffin Way during early morning hours before 7 AM would likely be audible and potentially disturbing to nearby sensitive uses (e.g., hotel). The September 8, 2016 noise memorandum provided by Rincon Consultants considered only the effects of 6 daily loading dock deliveries when comparing loading dock noise to the ambient sound levels. This is only the number of additional loading dock deliveries associated with the changes to the approved project. The analysis should have assessed the noise from the total number of daily loading dock trips for comparison to the existing ambient sound levels. The analysis should also consider the noise from trucks pulling onto and accelerating on Merv Griffin Way. This could be accomplished using the TNM model, which can consider truck acceleration.
- The noise impacts from the loading dock were assessed using CNEL. This is not an appropriate noise descriptor to use in this case because noise from loading dock activities is not expected to occur overnight. Given the intermittent use of the loading dock, a noise assessment of the peak loading dock hour is most likely to provide a full characterization of any potential noise impacts.
- Noise from the loading dock should be added to other traffic, HVAC, and restaurant noises to fully gauge cumulative impacts from operation of all noise sources at the site.

7

CLOSING

We appreciate the opportunity to perform this review. Please feel free to call Kristen Wallace at (425) 412-1807 if you have any comments or questions.

Very truly yours,



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LOADING DOCK NOISE IMPACT ESTIMATION

Scenario: Loading Dock Operations
 Receptor Location: Beverly Hilton Hotel

Noise Source ¹	Ave. Maximum SPL @ 50 ft., dBA	Number	Percentage of Operation Hours In Use ²	Effective Use Factor ³	Distance, Ft.	Leq, dBA	
Heavy Duty Truck Accelerating on to Merv Griffin	86	1	0.001	1	50	57	532228.84
Heavy Duty Truck on Ramp	86	1	0.002	1	100	53	796214.34
Mitigated Trucks in Loading Dock Service Area	81	1	0.06	1	200	57	7553552.5

TOTAL Leq DURING OPERATIONS: 60.8 dBA

Distance attenuation assumed at: 6 dBA per doubling of distance

Notes: #N/A = Not Applicable

[1] California Motor Vehicle Code Section 23130 Lmax for trucks operating at less than 35 mph; includes 5 dBA reduction in noise for the "Mitigated Trucks in Loading Dock Service Area" source because the service area is below grade and line-of-sight between the source and receptor would be blocked.

[2] Operational hours are from 6:30 AM to 2:30 PM (8.5 hours). Duration of 6 heavy duty trucks accelerating up ramp extends for a total of 1.2 minutes out of 8.5 hours (or 0.2% of the operation period). Duration of 6 heavy duty trucks maneuvering within loading dock service area extends for a total of 30 minutes out of 8.5 hours (or 6% of the operation period). Duration of 6 heavy duty trucks accelerating onto Merv Griffin Way extends for a total of 0.7 minutes out of 8.5 hours (or 0.1% of the operation period).

[3] Assumed percentage of time that trucks are operating at near maximum sound level.

Loading Dock Noise Impact Analysis

Loading Dock Noise Impacts at Beverly Hilton Hotel Rooms			
Time	Existing Leq dBA¹	Loading Dock Leq dBA²	Existing + Loading Dock Leq dBA
0:00	66.9	0.0	66.9
1:00	66.9	0.0	66.9
2:00	66.9	0.0	66.9
3:00	66.9	0.0	66.9
4:00	66.9	0.0	66.9
5:00	66.9	0.0	66.9
6:00	66.9	60.8	67.9
7:00	70	60.8	70.5
8:00	70	60.8	70.5
9:00	70	60.8	70.5
10:00	70	60.8	70.5
11:00	70	60.8	70.5
12:00	70	60.8	70.5
13:00	70	60.8	70.5
14:00	70	60.8	70.5
15:00	70	0.0	70.0
16:00	70	0.0	70.0
17:00	70	0.0	70.0
18:00	66.9	0.0	66.9
19:00	66.9	0.0	66.9
20:00	66.9	0.0	66.9
21:00	66.9	0.0	66.9
22:00	66.9	0.0	66.9
23:00	66.9	0.0	66.9
Existing dBA CNEL³:	74	63.8	74.2
Change dBA CNEL [Existing + Loading Dock] - [Existing]:			0.2

1. Daytime and nighttime Leqs and CNEL from Final SEIR Table 4.4-1 for Measurement Location #3, nearest to Beverly Hilton Hotel rooms

2. Loading dock Leq dBA from Loading Dock Impact Estimation

3. Calculated using CNEL Community Noise Calculator at <https://www.noisemeters.com/apps/ldn-calculator.asp>



MEMORANDUM

Date: September 16, 2016
To: Joe Power, Rincon Consultants
From: Sarah Brandenberg, Fehr & Peers
Subject: **Peer Review of Supplemental Transportation & Parking Studies for One Beverly Hills**

LA15-2776

The project applicant has prepared two supplemental studies to document the transportation and parking operations of the proposed One Beverly Hills project:

1. *Transportation Analysis of Potential Simultaneous Special Events at One Beverly Hills and Beverly Hilton/Waldorf Astoria Hotel* (Linscott, Law & Greenspan, Engineers, September 9, 2016)
2. *Parking Demand Analysis for One Beverly Hills* (Linscott, Law & Greenspan, Engineers, September 9, 2016)

Both of these studies were prepared by Linscott, Law & Greenspan, Engineers ("LLG") and are included as an attachment to this memorandum. We have conducted a peer review of these studies based on our professional expertise and knowledge of the One Beverly Hills project and surrounding area.

1. SIMULTANEOUS SPECIAL EVENTS

Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel (LLG, September 9, 2016) analyzes the potential traffic impacts of special events occurring simultaneously at the One Beverly Hills Hotel, Beverly Hilton Hotel and Waldorf-Astoria Hotel. This study is intended to supplement the transportation impact analysis prepared by Fehr & Peers for the SEIR, which considers typical weekday hotel operations. Below is a summary of the study and our peer review:



- The study analyzes the transportation impacts of a 1,000-guest weeknight event at the Beverly Hilton and a 285 guest weeknight event at One Beverly Hills.
- As stated in the report, CEQA requires an analysis of typical project operations when analyzing potential impacts. Special event conditions may be studied to explore a worst-case scenario for travel and parking demands; however, they should not be used to determine significant impacts or mitigation measures.
- The supplemental study likely provides an overly conservative analysis for the following reasons:
 - The traffic generation of approximately 35 pending development projects (shown in Table 3-1 of the SEIR) are included in the Year 2020 baseline forecasts. These projects are assumed to be built and in full operation within the next four years. Vehicle trips generated by each project are manually assigned to the roadway network and are assumed to be all "new" trips. However, some existing vehicle trips are likely to be shifted to these new uses, such as a person driving to a new retail establishment instead of an existing store or dining at a new restaurant instead of an existing restaurant.
 - In addition to the pending development projects, a growth rate of 1% per year was added to existing 2015 traffic counts to reflect background/regional traffic growth (approximately 5% traffic growth by Year 2020).
 - The simultaneous special events are assumed to occur on a weekday with the majority of guests arriving during the PM peak hour (the highest hourly volume that is recorded between 4:00 to 6:00 PM at each study intersection).

Consequently, while the study is an interesting exercise in exploring the potential impacts of simultaneous events during the weekday PM peak hour, the results should not be used to determine the final design treatments or site access requirements.

- Traffic impact studies examine the increment of change that will occur with the development of a potential project. Therefore, the supplemental traffic 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 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.
- The Beverly Hilton traffic study was used to determine the trip generation of the special events (up to 200 additional vehicles were counted at Hilton driveways in the 1-hour period



prior to a 700-person dinner event). Applying the observed Hilton event rate yields 285 vehicle trips for the 1,000-person event at the Hilton and 80 vehicle trips for the 285-person event at One Beverly Hills. As acknowledged in the supplemental study, additional vehicle trips may occur prior to the 1-hour arrival period, after the 1-hour arrival period, or may be guests at the hotel and already on site for the event.

- The Proposed Project is expected to generate approximately 14 additional vehicle trips during the PM peak hour in comparison to the Approved Project. The special event would generate an additional 80 vehicle trips (60 inbound and 20 outbound).
- The distribution of special event trips is consistent with the Beverly Hilton and One Beverly Hills transportation impact studies. It should be noted that the distribution of trips is nearly identical for both projects. The main discrepancy between the two projects is for vehicles exiting the hotels. At the Beverly Hilton, vehicles can exit directly onto Merv Griffin Way and make a left turn onto Wilshire Boulevard at the signalized intersection. At the One Beverly Hills hotel, vehicles exiting the site do not have access to northbound Merv Griffin Way, and therefore, cannot directly access Wilshire Boulevard. Vehicles would turn right from the Hotel Motor Court onto Santa Monica Boulevard and then utilize other north-south streets (such as Beverly Glen) to travel to Wilshire Boulevard.
- The LOS at the study locations is presented for three scenarios:
 - The Cumulative LOS is the same as the cumulative baseline LOS reported in the SEIR.
 - The Cumulative Plus Hilton Special Event LOS reflects the additional vehicle trips generated by the 1,000-guest weeknight event. In comparing the V/C ratios and LOS results to Cumulative conditions, the level of change is consistent with additional special event vehicle trips.
 - The Cumulative Plus Hilton Special Event Plus One Beverly Hills Project & Special Event LOS reflects all vehicle trips anticipated during typical hotel operations and the simultaneous special events. At all study intersections, the increase in volume-to-capacity (V/C) ratio with the special event is greater than reported in the SEIR under typical hotel operations.
- 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 V/C ratios at the study intersections does not exceed the City's significance thresholds.



- The additional vehicle trips generated by the One Beverly Hills event were also evaluated on residential roadway segments. The additional vehicles would result in less than a 1% change in traffic volumes on the residential streets.

The supplemental traffic study is based on standard methodologies and was prepared in accordance with the typical procedures applied to traffic studies in Beverly Hills. We concur with the analysis results and conclusions.

2. PARKING DEMAND

Parking Demand Analysis – One Beverly Hills Project (LLG, September 9, 2016) provides an analysis of parking requirements and demand based on the Proposed Project land uses. The shared parking study was reviewed in order to assess the reasonableness of the study's methodologies, assumptions, and subsequent conclusions.

The parking study accounts for the following land uses at the Proposed Project:

- 193 residential units
- 7,942 square feet (sf) ballroom/meeting facilities
- 16,057 sf indoor restaurant space (includes back of house)
- 1,600 sf outdoor restaurant space
- 1,907 sf lobby lounge
- 7,370 sf spa facilities
- 7,065 sf fitness space
- 1,484 sf retail space

While the residential portion of the project was included in the shared parking study, however resident parking is reserved and would not be available to hotel and restaurant uses.

Municipal Code Parking Requirements

The LLG Parking Study calculates the code requirement for the One Beverly Hills Project as 1,140 parking spaces. The study calculates the code requirement (as required by the City of Beverly Hills) for each of the individual land use elements. The project would provide 1,140 parking spaces in subterranean garages and would also provide an additional 22 (stacked) spaces for vehicles in the motor court area for a total of 1,162 parking spaces.



Shared Parking Analysis

The basis for the demand analysis in the LLG Parking Study is the Shared Parking Model developed by the Urban Land Institute (ULI). The ULI shared parking model is the industry standard for determining parking demand at sites with a mixture of land uses. The study documents that the technical analysis was conducted for a weekend day, which is appropriate given the operation of a hotel and the associated facilities.

Page 4 of the LLG Parking Study documents the shared parking assumptions. This section of the study discusses how ULI parking demand profiles were applied based on the different land uses. In reviewing the shared parking model inputs in Table 2, the Beverly Hills Municipal Code rates were applied instead of default base ULI rates. Applying the Beverly Hills Municipal Code rates ensures that the shared parking study only accounts for the reduced demand based on the combination of land uses at the project site, and does not decrease the parking demand based on actual usage (i.e., observed parking rates at other sites that may have lower parking demand than City Code requirements).

During a shared parking analysis, it is important to define non-captive and mode split ratios. Per the definition in the *Shared Parking, Second Edition* (ULI handbook), "Non-captive ratio is an estimate of the percentage of parkers at a land use in a mixed use development or district who are not already counted as being parked at another of the land uses." The mode split ratio is a measure of how employees and hotel guests arrive to the site, such as driving, walking or taking transit. In reviewing the shared parking calculations, it appears that all employees and guests of the hotel are assumed to arrive by automobile, which is a conservative assumption.

Regarding the time of day parking factors, it appears that the majority of these are unadjusted from base ULI data. However, during our review we discovered that the time of day factor used for hotel meeting room space (during the peak demand at 8:00 PM) was 40% instead of the base ULI data of 30%. This is a conservative assumption and results in a demand of approximately 10 additional parking spaces during the peak hour.

It would be helpful if more information was provided on the various assumptions used in the shared parking analysis, such as the base parking rates, mode split, and non-captive adjustments that were made to the model. Based on our understanding of the shared parking model, we were generally able to determine how the LLG parking study applied these assumptions; however, it's likely not clear to a reader without shared parking expertise.



Conclusion

The shared parking analysis presented in the LLG Parking Study concluded that the One Beverly Hills project would generate a peak parking demand of 1,030 spaces, which would occur at 8:00 PM on a weekend. The conclusions of the shared parking study and our peer review are highlighted below:

- Our peer review found that the shared parking study was conducted in a manner consistent with the ULI shared parking methodology.
- When accounting for the 15% reduction allowed by City of Beverly Hills Municipal Code, the parking requirements at the project site are 1,140 parking spaces. The project is providing a total of 1,140 parking spaces in subterranean garages and would also provide an additional 22 (stacked) spaces for vehicles in the motor court area for a total of 1,162 parking spaces. Based on the results of the shared parking study (peak demand of 1,030 parked vehicles), the project would have an excess of 132 parking spaces at peak demand on a weekend evening (an excess of 110 parking spaces without the additional supply provided in the motor court).
- The shared parking study utilizes the Beverly Hills Municipal Code parking rates and accounts for parking reductions due to visitors parking on site for multiple purposes (e.g., hotel guest dining at restaurant). The parking rates applied in the shared parking study account for the 15% reduction allowed under City code.
- The peak parking demand of 1,030 spaces would occur at 8:00 PM on a weekend. This assumes that all 558 residential parking spaces are occupied. The remaining parking demand (472 parked vehicles) would be generated from the hotel uses as follows:
 - 103 parked vehicles for the hotel rooms
 - 62 parked vehicles for the hotel restaurant and lounge uses
 - 139 parked vehicles for the destination restaurant and lounge uses
 - 32 parked vehicles for the meeting rooms
 - 136 parked vehicles for the banquet space



- In comparing the parking demand to the uses at the project site, we have the following observations:
 - The 103 parked vehicles for the hotel rooms equates to 77% of the 134 rooms having a parked vehicle on-site.
 - The hotel restaurants and lounges are expected to serve hotel guests while the destination restaurants are expected to serve both hotel guests and external patrons. The shared parking demand of 201 parked vehicles (62 parked vehicles for the hotel restaurant/lounge uses and 139 parked vehicles for the destination restaurant/lounge) equates to a parking utilization of 75% of what is required by Beverly Hills Municipal Code assuming standalone restaurant/lounge space (201 parked vehicles in comparison to 267 parking spaces required by code).
 - The 32 parked vehicles for the meeting room space assumes that the meeting rooms are being utilized on a weekend evening during peak demand at the hotel.
 - The 136 parked vehicles for the banquet space equates to an average vehicle ridership of just over two guests per vehicle for a maximum capacity event of 285 guests (2.1 guests per parked vehicle).
- The parking demand at the project site does not account for visitors to the public gardens, and Beverly Hills Municipal Code does not have parking requirements for public garden space. Parking for the public garden is likely to be higher in the daytime hours when parking demand is lower at the hotel. For example, the shared parking study indicated a parking demand of 989 spaces at 1:00 PM on a Saturday resulting in 173 available parking spaces.

ATTACHMENT 1

***Transportation Analysis of Potential Simultaneous Special Events at One Beverly Hills
and Beverly Hilton/Waldorf Astoria Hotel (Linscott, Law & Greenspan, Engineers,
September 9, 2016)***

MEMORANDUM

To: Jay Newman
Athens BH Development, LLC

Date: September 9, 2016

From: David S. Shender, P.E.
Linscott, Law & Greenspan, Engineers

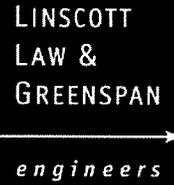
LLG Ref: 5-16-0232-1

Subject: **Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel**

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (“LLG”) to provide a supplemental assessment regarding the potential traffic impacts related to potential simultaneous special events at the proposed One Beverly Hills project (the “Project”) and the adjacent Beverly Hilton Hotel and the Waldorf-Astoria Hotel (after opening) when each hotel is at full capacity. This assessment is not required under the City’s established traffic methodologies and procedures, but has been prepared at the request of the Project applicant to provide the fullest range of information on the Project.

The Project is located at 9900 Wilshire Boulevard in the City of Beverly Hills and is adjacent to the existing Beverly Hilton Hotel and the under construction Waldorf Astoria Hotel. *Figure 1* shows the location of the Project site within the general vicinity.

Consistent with the City’s traffic methodology utilized by their consultant Fehr & Peers, the traffic study for the One Beverly Hills Project prepared by Fehr & Peers analyzed typical Project operations, as well as typical operations at the Beverly Hilton/Waldorf Astoria. In response to questions posed to the Project applicant, LLG has prepared a review of the potential traffic conditions when simultaneous special events occur at the Project and at the Beverly Hilton and the Waldorf Astoria Hotel when each hotel is at full occupancy. This analysis, which utilizes data from the One Beverly Hills project traffic study and the Beverly Hilton traffic study that were utilized as part of the One Beverly Hills supplemental environmental impact report (“SEIR”) and the Beverly Hilton Revitalization Plan environmental impact report (“EIR”), respectively, determined that there will be no significant impacts at any of the nearby intersections and street segments during these occasional peak conditions. These are the same intersections and street segments that were studied as part of the SEIR.



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Executive Summary

- A traffic study was recently prepared by the City's traffic consultant Fehr & Peers for the One Beverly Hills Project¹ (the "OBH Traffic Study") and its SEIR. This same firm previously prepared a traffic study for the approved Beverly Hilton Revitalization project² (the "Beverly Hilton Traffic Study") which took into account the addition of the Waldorf-Astoria Hotel along with 110 condominiums. The Beverly Hilton Traffic Study was included in the environmental impact report for the Beverly Hilton Revitalization project that was certified by the City Council.
 - The OBH Traffic Study concluded that with implementation of recommended mitigation measures, the resulting traffic impacts of the Project would be less than significant during the weekday commuter peak hours (both morning and evening), the weekday midday peak hour, and the Saturday midday peak hour.
 - Consistent with the City's long established traffic methodology, both the OBH Traffic Study and the Beverly Hilton Traffic Study analyzed "typical" levels of activity within the meeting rooms and banquet space provided at each of the hotels, including the under construction Waldorf Astoria Hotel. (For example, traffic studies do not analyze the traffic generated by shopping centers on Black Friday, as the trip generation would be atypical and not representative of normal operations.)
- In response to questions posed to the Project applicant by the City's Planning Commission, we have undertaken additional analysis of potential traffic conditions when simultaneous special events occur at the Project and at the Beverly Hilton and the Waldorf Astoria Hotel when each hotel is at full occupancy. As noted, an analysis of this type is not required under the California Environmental Quality Act ("CEQA") or the City's established traffic methodologies and therefore was not a part of the Project's SEIR. It should be noted the Project's SEIR concluded that based upon the OBH Traffic Study, the Project would not result in any significant environmental impacts with respect to traffic from the Project.
 - For the Project, a special event was defined as use of the Project's main event facility, which is 4,475 square feet in size and can accommodate 285-seated guests, assuming no dance floor and no stage configuration. This is the full-seated occupancy of this room.

¹ *One Beverly Hills - Transportation Impact Study*, Fehr & Peers, April 6, 2016.

² *Traffic Study for Beverly Hilton Revitalization Plan*, Fehr & Peers, October 2007

- For the Beverly Hilton, the profile of events hosted at the Beverly Hilton over a one-year period was provided in the Beverly Hilton Traffic Study, a copy of which is attached to this memorandum.
 - The Beverly Hilton event profile shows that over a one-year period, a total of six (6) events were hosted that accommodated more than 1,000 guests.
 - For these larger events (e.g., the Golden Globes), the Project would likely host complementary events, but in no event would host competing or simultaneous events within its own ballroom. It is envisioned, for example, that the Project may host on-site a pre- or post-event party (which otherwise may not be accommodated at the Beverly Hilton because it is at full utilization of its facilities). Giving guests the option to walk between the Beverly Hilton/Waldorf Astoria and the Project may actually serve to lessen the severity of traffic conditions that currently occur before and after a large event at the Beverly Hilton. In addition, under this occurrence a number of the guests attending the events at the Beverly Hilton and the Waldorf Astoria also could now be accommodated “on-site” at the Project since the Beverly Hilton and the Waldorf Astoria will very likely be sold out. In addition, the Project’s significant underground parking could be utilized to supplement the Beverly Hilton’s and the Waldorf Astoria’s parking. As a result, the Project’s modest meeting space, significant parking, and additional hotel rooms may help improve the traffic flow with respect to such larger events.
- The profile of events hosted at the Beverly Hilton indicated that 98 events were hosted over a one-year period that accommodated between 500 and 1,000 guests. To provide a highly conservative analysis, we have analyzed a peak 1,000-person simultaneous event at the Beverly Hilton occurring on a weeknight, with arriving vehicles coinciding with the evening peak hour commuter traffic.
- LLG utilized the driveway traffic count data provided in the Beverly Hilton Traffic Study to estimate the number of additional vehicles at the Beverly Hilton driveways during the evening of a 1,000-person dinner event at the hotel. These events are already occurring at the Hilton. Therefore, the traffic related to a 1,000-person dinner event was determined to be a conservative and appropriate baseline for use in this simultaneous event traffic assessment analysis.

- LLG utilized the traffic count data that is provided in the OBH Traffic Study to forecast the additional traffic generated by the Project due to a 285-person weeknight dinner event in the Project's main meeting room. The traffic related to "typical" operation of the Project as forecast in the OBH Traffic Study was combined with the estimated traffic related to a 285-person dinner event at the hotel. For this analysis, this was considered to be "the project" for traffic impact analysis purposes.
- The additional traffic estimated for a 1,000-person weeknight dinner event at the Beverly Hilton was added to the Cumulative traffic condition analyzed in the OBH Traffic Study. For this analysis, this was considered to be "the baseline" for traffic impact analysis purposes.
- The traffic analysis was prepared to determine whether the project (the Project + 285-person dinner event) would cause impacts when measured against the baseline (Cumulative + 1,000-person dinner event at the Beverly Hilton) at any of the 11 intersections and the 3 street segments that were studied in the OBH traffic study and the SEIR. LLG's traffic analysis concluded that the additional traffic resulting from the Project – including an evening event at the Project that occurs simultaneously with a large (1,000-person) event at the Beverly Hilton – would be less than significant at these same intersections and street segments.

The following sections provide further details about the traffic assessment in the event of simultaneous special events at the Project and the Beverly Hilton/Waldorf Astoria during full occupancy.

Traffic Study Prepared for the Final Supplemental EIR

The City's traffic consultant, Fehr & Peers, prepared the OBH Traffic Study for the Project. The OBH Traffic Study has been incorporated into the final SEIR prepared by the City for the Project. The OBH Traffic Study evaluated the potential traffic impacts of the Project through an analysis of the existing and future operations at 11 study intersections and 3 street segments under two scenarios: 1) Without taking into account Project-related traffic, and 2) After taking into account Project-related traffic.

The time periods evaluated in the OBH Traffic Study consisted of the following:

- Weekday morning (AM) peak hour;
- Weekday midday (MD) peak hour;
- Weekday afternoon (PM) peak hour;
- Saturday MD peak hour; and
- Non-peak hours

The OBH Traffic Study concluded that the Project-related traffic impacts would be less than significant. Accordingly, no traffic mitigation measures are recommended for the Project in the OBH Traffic Study and the SEIR. It is noted that the OBH Traffic Study considered existing traffic generated by the adjacent Beverly Hilton, as well as future traffic related to the approved Beverly Hilton Revitalization Plan with respect to the Waldorf Astoria and the 110 condominiums. The traffic impacts related to the Beverly Hilton Revitalization Plan were evaluated in a prior traffic study prepared by Fehr & Peers as part of the Beverly Hilton Traffic Study and the Beverly Hilton Revitalization Plan EIR.

As stated in the OBH Traffic Study, the traffic generated by the hotel component of the Project was estimated based on trip generation rates derived from driveway traffic counts conducted at the Beverly Hilton in conjunction with the Beverly Hilton Traffic Study. It is reasonable to assume that the Beverly Hilton driveway counts accounted for typical utilization of its meeting and ballroom space during the peak hour periods listed above. Accordingly, through the use of the Beverly Hilton trip generation rate data in the Beverly Hilton Traffic Study, the OBH Traffic Study took into account the traffic generated by the Project's meeting rooms.

Vehicle Trips Associated with Potential Simultaneous Special Events

The OBH Traffic Study evaluated the potential traffic impacts of the Project, including typical use of its meeting room components as would normally be expected during the study time periods, including the weekday AM and PM commuter peak hours. Based upon the data from the Beverly Hilton Traffic Study, it is atypical for an event at the Beverly Hilton hosting 1,000 or more people to occur during one of the analysis peak hours as only 6 of these events occurred in the year of study. It is reasonable to assume that in almost no circumstance (except perhaps rarely on one or two occasions per year) would a special event occur at the Beverly Hilton coinciding with a dinner event at the Project hosting the maximum 285 attendees in its ballroom on a weeknight.

This supplemental traffic impact assessment evaluates the potential traffic impacts on nearby intersections and street segments during the weekday PM peak hour resulting from simultaneous events occurring in the Project and the Beverly Hilton Revitalization when all of the hotels are at full occupancy. The evening peak hour time period was analyzed to provide a conservative analysis because the highest traffic volumes on area roadways and intersections occur during that time period.

To prepare this analysis, the Beverly Hilton Traffic Study was utilized to assess the potential additional trip generation during the weekday PM peak hour related to a special event at the Project (assumed to be primarily related to arrival dinner traffic). The Beverly Hilton Traffic Study states that a 700-person dinner event at the Beverly Hilton generated "...an increase of 100-200 cars at the hotel driveways..." as

compared to the baseline (non-special event) driveways counts conducted at the hotel. For this analysis, we have conservatively assumed the highest count (200 cars) and assumed that all vehicle trips occurred in one hour. To estimate trip generation at the Beverly Hilton for a 1,000-person event, the count of 200 cars cited in the Beverly Hilton Traffic Study was increased proportionately to 285 trips in a one hour period.

As the relative distribution (inbound/outbound) of the vehicle trips counted in association with the special event at the Beverly Hilton was not disclosed in the Beverly Hilton Traffic Study, we have assumed 215 inbound trips and 70 outbound trips related to the special event (i.e., outbound trips generated by departing taxis/limousines, including Uber vehicles transporting attendees to the event). The estimate of 215 inbound vehicle trips related to a 1,000-person event at the Beverly Hilton is reasonable in consideration of: 1) Two or more attendees per arriving vehicle; 2) Additional attendees arriving early (e.g., to have a before-dinner drink and/or explore the hotel and surrounding area) or late; and 3) Some attendees are likely guests of the hotel and therefore would not generate traffic during the arrival peak hour.

Extrapolation of the Beverly Hilton special event traffic data to the Project would yield the expectation of approximately 80 additional vehicle trips in the arrival peak hour associated with a maximum attendance dinner event (285 attendees) at the Project. Similar to the Beverly Hilton, the distribution of these special event trips at the Project are expected to be approximately 60 inbound trips³ and 20 outbound trips during the weekday PM peak hour. On average, a special dinner event at the Project would generate one additional inbound trip per minute and one additional outbound trip every three minutes during the weekday PM peak hour.

The vehicle trips that were forecasted to be generated during the weekday PM commuter peak hour by special dinner events at the Beverly Hilton and at the Project were analyzed with respect to each of the 11 study intersections and 3 street segments evaluated in the OBH Traffic Study and the SEIR. *Figure 2* provides the assumed vehicular trip special event distribution percentages at each of these Project study intersections utilizing the trip distribution data from the OBH Traffic Study (i.e.,

³ It is noted that Figure 4A in the OBH traffic study forecasts 52 arriving vehicles in the hotel motor court during the weekday PM peak hour. Conservatively assuming that 52 arriving vehicle figure associated with regular hotel operations would remain constant during the evening of a special event at the Project, a total of 112 inbound vehicles would be forecast to arrive at the Project's motor court during the weekday PM peak hour (52 "regular" vehicles plus 60 special event vehicles). The Project motor court proposes to provide two lanes of traffic for arriving vehicles. Assuming the motor court is adequately staffed, it is reasonably estimated that one arriving car can be serviced every 20 seconds, or three cars per minute processed per lane. Extrapolated over a one-hour period, approximately arriving 360 cars can be processed in a one hour period in the Project's motor court. Accordingly, the forecast peak of 112 arriving vehicles during the evening of a special event can be readily accommodated by the Project's motor court.

revised access Option 1 as described in the Project's Final SEIR). *Figure 3* provides the assumed special event vehicular trip distribution percentages for the Beverly Hilton utilizing the trip distribution data from the Beverly Hilton Traffic Study.

Traffic Impact Assessment – Study Intersections

The relative significance of the calculated traffic impacts were assessed using the City of Beverly Hills thresholds of significance for the study intersections located in Beverly Hills. The significance of the potential impacts of the Project generated traffic for the City of Los Angeles study intersections was evaluated using the traffic impact criteria set forth in the Los Angeles Department of Transportation's *Traffic Study Policies and Procedures*, August 2014.

The traffic impact analysis prepared for each of the 11 study intersections are summarized in *Table 1*. The Intersection Capacity Utilization (ICU) data worksheets for the City of Beverly Hills intersections and the Critical Movement Analysis (CMA) data worksheets for the City of Los Angeles intersections are contained in *Appendices A* and *B*, respectively.

Column [1] of *Table 1* is labeled as Cumulative, which is intended to be consistent with the "Cumulative" analysis provided in the OBH Traffic Study. This column includes existing traffic, as well as traffic due to area growth (including the adjacent Beverly Hilton Revitalization project).

Column [2] of *Table 1* is the Cumulative + Hilton Special Event, which is the total of the traffic from Column [1] of *Table 1* plus the estimated traffic related to a special dinner event at the Beverly Hilton. For this analysis, Column [2] is considered the "baseline" condition for purposes of assessing the traffic impacts of the Project (including a special event at the Project).

Column [3] of *Table 1* adds the forecasted traffic related to the Project, plus the traffic related to a special event at the Project to Column [2] of *Table 1*. As shown in *Table 1*, the relative traffic impacts of the Project plus a special event at the Project are assessed by comparing traffic operations calculated in Column [3] to those in Column [2] because the special events at the Beverly Hilton are considered an existing condition.

As shown in column [3] of *Table 1*, the traffic impacts of the Project plus a special dinner event at the Project occurring simultaneous to a special dinner event at the Beverly Hilton during the weekday PM commuter peak hour will result in incremental, but less than significant traffic impacts for all 11 study intersections based on application of the corresponding significant impact thresholds. The relatively small increase in traffic at the Project related to a special dinner event during the PM peak hour would not change the findings of the potential traffic

impacts as were analyzed in the One Beverly Hills Traffic Study and the SEIR. In other words, there will not be any significant traffic impacts in the event there are simultaneous events occurring at the Project and the Beverly Hilton and the Waldorf Astoria when all of the hotels are at full occupancy.

Traffic Impact Assessment – Residential Street Segments

The relative significance of the calculated traffic impacts were assessed using the City of Beverly Hills thresholds of significance for the three residential street segments evaluated in the OBH Traffic Study. **Table 2** provides the forecast added trips to the three residential street segments evaluated in the OBH traffic study during the weekday PM peak hour.

**Table 2
 Residential Street Impact Analysis
 PM Peak Hour**

Segment	Cumulative	Cumulative with Beverly Hilton Special Event	Cumulative with Beverly Hilton Special Event + + OBH Project + OBH Special Event	Change: Volume/%	Sig?
Whittier Dr.: Wilshire Blvd. & Elevado Ave.	1,279	1,302	1,313	11 trips/ 0.8%	No
Whittier Dr.: Elevado Ave. & Lomitas Ave.	935	952	961	9 trips/ 0.9%	No
Elevado Ave.: Whittier Dr. & Beverly Dr.	519	525	528	3 trips/ 0.6%	No

Similar to the analysis of study intersections, the forecast trips related to a special event at the OBH hotel was compared to a baseline condition during the PM peak hour whereby a 1,000-person event was hosted at the Beverly Hilton. Table 18 of the OBH Traffic Study provides the Cumulative traffic volumes for the three residential street segments during the PM peak hour. Using this data, the estimated trips at the three segments related to a 1,000-person event at the Beverly Hilton were added to the OBH Traffic Study Cumulative forecasts to provide a baseline condition. To assess the impact of the Project, the trips related to the Project as provided in the OBH Traffic Study, plus the estimated traffic related to a special event at the hotel, were added to the baseline condition in *Table 2*.

Using the City of Beverly Hills most stringent threshold (i.e., a change in traffic of 6.25% or more), the added trips associated with the Project and a special event at the OBH hotel would fall far below the City's thresholds of significance. Therefore, the potential traffic impacts related to the Project plus a special event at the OBH hotel occurring simultaneously to a 1,000-person event at the Beverly Hilton would be less than significant.

cc: File

**Table 1
LEVELS OF SERVICE SUMMARY
AND VOLUME TO CAPACITY RATIOS
WEEKDAY PM PEAK HOUR [a]**

09-Sep-16

NO.	INTERSECTION	[1]		[2]		[3]			
		CUMULATIVE V/C	LOS	CUMULATIVE SPECIAL EVENT V/C	LOS	CUMULATIVE + HILTON SPECIAL EVENT + OBH PROJECT + OBH SPECIAL EVENT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b], [c]
1	Santa Monica Boulevard North / Beverly Drive	1.093	F	1.097	F	1.101	F	0.004	NO
2	Santa Monica Boulevard North / Wilshire Boulevard	1.143	F	0.964	E	0.964	E	0.000	NO
3	Santa Monica Boulevard South / Beverly Drive	0.917	E	0.919	E	0.918	E	-0.001	NO
4	Santa Monica Boulevard South / Wilshire Boulevard	1.006	F	1.010	F	1.011	F	0.001	NO
5	Santa Monica Boulevard North / Merv Griffin Way	0.990	E	1.031	F	1.048	F	0.017	NO
6	Beverly Drive / Wilshire Boulevard	1.028	F	1.038	F	1.041	F	0.003	NO
7	Whittier Drive - Merv Griffin Way / Wilshire Boulevard	1.334	F	1.279	F	1.284	F	0.005	NO
8	Santa Monica Boulevard / Crossover	0.858	D	0.873	D	0.884	D	0.011	NO
9	Santa Monica Boulevard / Century Park East	0.696	B	0.699	B	0.677	B	-0.022	NO
10	Whittier Drive / Sunset Boulevard	1.045	F	1.058	F	1.058	F	0.000	NO
11	Santa Monica Boulevard / Avenue of the Stars	0.659	B	0.662	B	0.668	B	0.006	NO

[a] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.

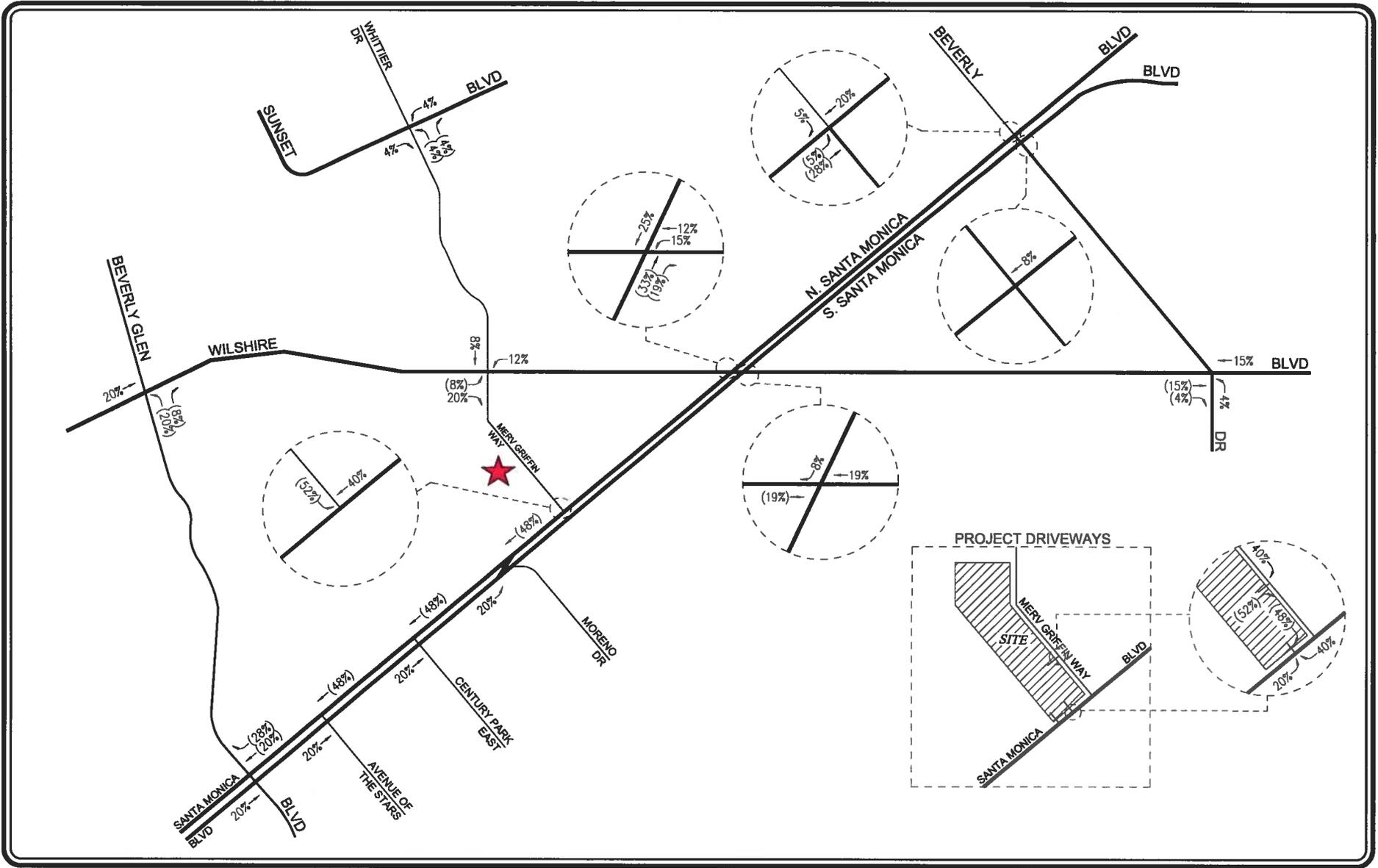
[b] According to the City of Beverly Hills, an impact is considered significant if the final volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

<u>Level of Service</u>	<u>Final V/C</u>	<u>Project-Related Increase in V/C</u>
D	> 0.800 - 0.900	equal to or greater than 0.030
E/F	> 0.900	equal to or greater than 0.020

[c] According to LADOT's "Traffic Study Policies and Procedures", August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

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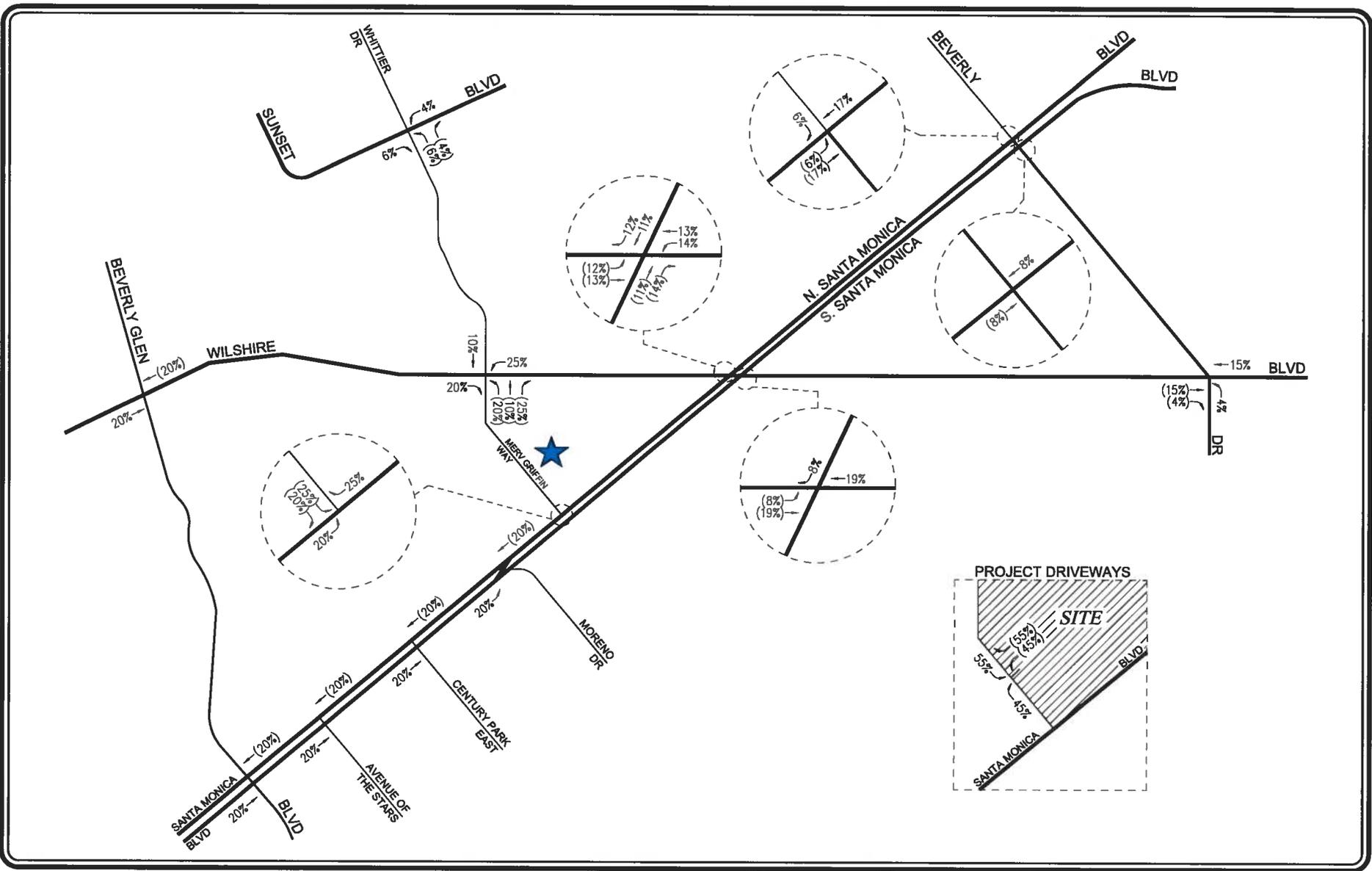


★ PROJECT SITE
 ## = INBOUND PERCENTAGES
 (##) = OUTBOUND PERCENTAGES

FIGURE 2 ONE BEVERLY HILLS PROJECT TRIP DISTRIBUTION

SPECIAL EVENT TRIPS
 ONE BEVERLY HILLS PROJECT

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NOT TO SCALE

★ PROJECT SITE
 ## = INBOUND PERCENTAGES
 (##) = OUTBOUND PERCENTAGES

BEVERLY HILTON PROJECT TRIP DISTRIBUTION

FIGURE 3

SPECIAL EVENT TRIPS
 ONE BEVERLY HILLS PROJECT

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: N Santa Monica Boulevard
 E-W St: Beverly Drive
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU1

N Santa Monica Boulevard @ Beverly Drive
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/09/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	2 V/C	Added Volume	Total Volume	Capacity	2 V/C	Added Volume	Total Volume	Capacity	2 V/C	Added Volume	Total Volume	Capacity	2 V/C			
Nb Left	70	1600	0.044	1	71	1600	0.044	4	74	1600	0.046	2	76	1600	0.048	0	76	1600	0.048			
Nb Thru	1707	3200	0.547 *	4	1711	3200	0.548 *	12	1720	3200	0.551 *	10	1731	3200	0.554 *	0	1731	3200	0.554 *			
Nb Right	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-			
Sb Left	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *			
Sb Thru	1768	3200	0.584	0	1768	3200	0.584	37	1809	3200	0.597	12	1822	3200	0.601	0	1822	3200	0.601			
Sb Right	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-			
Eb Left	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *			
Eb Thru	428	3200	0.158	0	428	3200	0.158	0	428	3200	0.162	0	428	3200	0.164	0	428	3200	0.164			
Eb Right	77	0	-	2	79	0	-	13	91	0	-	5	97	0	-	0	97	0	-			
Wb Left	66	1600	0.041	-1	65	1600	0.041	0	66	1600	0.041	-1	65	1600	0.041	0	65	1600	0.041			
Wb Thru	587	3200	0.281 *	1	588	3200	0.281 *	0	587	3200	0.281 *	1	588	3200	0.281 *	0	588	3200	0.281 *			
Wb Right	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	1.093							1.095								1.101						
LOS	F							F								F						

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: N Santa Monica Boulevard
 E-W St: Wilshire Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU2

N Santa Monica Boulevard @ Wilshire Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/09/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	785	3200	0.245	17	802	3200	0.251	8	794	3200	0.248	24	821	3200	0.257	0	821	3200	0.257
Nb Right	83	1600	0.052	0	83	1600	0.052	10	94	1600	0.059	4	98	1600	0.061	0	98	1600	0.061
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1145	3961	0.289 *	6	1151	3982	0.289 *	24	1172	3935	0.298 *	21	1195	3979	0.300 *	0	1195	3979	0.300 *
Sb Right [3]	705	2439	0.000	-6	699	2418	0.076	26	734	2465	0.078	-6	727	2421	0.085	0	727	2421	0.085
Eb Left	694	1676	0.414 *	-12	682	3200	0.213 *	8	703	3200	0.220 *	-12	690	3200	0.216 *	0	690	3200	0.216 *
Eb Thru	1293	4724	0.280	-11	1282	4800	0.267	9	1303	4800	0.271	-11	1291	4800	0.269	0	1291	4800	0.269
Eb Right	31	0	-	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019
Wb Left	244	1600	0.153	8	252	1600	0.158	30	277	1600	0.173	17	296	1600	0.185	0	296	1600	0.185
Wb Thru	1578	4800	0.340 *	-2	1576	4800	0.340 *	28	1609	4800	0.346 *	5	1615	4800	0.348 *	0	1615	4800	0.348 *
Wb Right	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.143				0.942				0.964				0.964				0.964
LOS			F				E				E				E				E

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: S Santa Monica Boulevard
 E-W St: Beverly Drive
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU3

S Santa Monica Boulevard @ Beverly Drive
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/09/2016
 Date of Count: 2015
 Projection Year: 2020

2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
1	2	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	191	1600	0.119	2	193	1600	0.121	0	191	1600	0.119	2	193	1600	0.121	0	193	1600	0.121
Nb Thru	1478	3200	0.504 *	-3	1475	3200	0.503 *	6	1485	3200	0.506 *	-3	1482	3200	0.505 *	0	1482	3200	0.505 *
Nb Right	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-
Sb Left	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *
Sb Thru	978	3200	0.327	-1	977	3200	0.326	17	997	3200	0.333	4	1001	3200	0.333	0	1001	3200	0.333
Sb Right	67	0	-	-1	66	0	-	0	67	0	-	-1	66	0	-	0	66	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *
Eb Right	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-
Wb Left	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
Wb Thru	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219
Wb Right	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU	0.917			0.916			0.919	0.918			0.918	0.918			0.918				
LOS	E			E			E	E			E	E			E				

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Monica Boulevard
 E-W St: Wilshire Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU4

Santa Monica Boulevard @ Wilshire Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/09/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042			
Nb Thru	1031	3200	0.322 *	7	1038	3200	0.324 *	0	1031	3200	0.322 *	7	1039	3200	0.325 *	0	1039	3200	0.325 *			
Nb Right	332	1600	0.208	10	342	1600	0.214	0	332	1600	0.208	10	343	1600	0.214	0	343	1600	0.214			
Sb Left	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *			
Sb Thru	538	3200	0.263	0	538	3200	0.263	0	538	3200	0.269	0	538	3200	0.270	0	538	3200	0.270			
Sb Right	304	0	-	-2	302	0	-	17	323	0	-	3	326	0	-	0	326	0	-			
Eb Left	277	0	0.058	-7	270	0	0.056	6	284	0	0.059	-7	276	0	0.058	0	276	0	0.058			
Eb Thru	1153	4800	0.298 *	-4	1149	4800	0.296 *	13	1167	4800	0.302 *	0	1167	4800	0.301 *	0	1167	4800	0.301 *			
Eb Right	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000			
Wb Left	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *			
Wb Thru	1426	4800	0.319	7	1433	4800	0.321	41	1472	4800	0.329	18	1492	4800	0.333	0	1492	4800	0.333			
Wb Right	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	1.006							1.006								1.011						
LOS	F			F				F				F				F						

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Monica Boulevard
 E-W St: Merv Griffin Way
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU5

Santa Monica Boulevard @ Merv Griffin Way
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/09/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION							
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio				
Nb Left	603	1600	0.377 *	-2	601	1600	0.376 *	43	651	1600	0.407 *	-2	649	1600	0.406 *	0	649	1600	0.406 *				
Nb Thru	901	3200	0.282	20	921	3200	0.288	0	901	3200	0.282	20	923	3200	0.288	0	923	3200	0.288				
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-				
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000				
Sb Thru	1377	3200	0.430 *	28	1405	3200	0.439 *	0	1377	3200	0.430 *	52	1435	3200	0.448 *	0	1435	3200	0.448 *				
Sb Right	69	1600	0.043	-15	54	1600	0.034	54	129	1600	0.081	-15	112	1600	0.070	0	112	1600	0.070				
Eb Left	15	181	0.083	-6	9	113	0.050	18	35	372	0.094	4	39	415	0.094	0	39	415	0.094				
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000				
Eb Right	250	3019	0.083	-4	246	3087	0.081 *	14	266	2828	0.094	-4	262	2785	0.094 *	0	262	2785	0.094 *				
Wb Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *				
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000				
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-				
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *					
ICU	0.990							0.996				1.031				1.048				1.048			
LOS	E							E				F				F				F			

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
 E-W St: Wilshire Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU6

Beverly Drive @ Wilshire Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/09/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION							
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio				
Nb Left	169	1600	0.106 *	-1	168	1600	0.105 *	9	179	1600	0.112 *	1	180	1600	0.113 *	0	180	1600	0.113 *				
Nb Thru	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162				
Nb Right	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115				
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000				
Sb Thru	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *				
Sb Right	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100				
Eb Left	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087				
Eb Thru	1882	4800	0.430 *	9	1891	4800	0.431 *	11	1894	4800	0.433 *	12	1907	4800	0.436 *	0	1907	4800	0.436 *				
Eb Right	181	0	-	-1	180	0	-	3	184	0	-	0	184	0	-	0	184	0	-				
Wb Left	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *				
Wb Thru	1542	4800	0.359	9	1551	4800	0.361	32	1578	4800	0.366	18	1598	4800	0.370	0	1598	4800	0.370				
Wb Right	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-				
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *					
ICU	1.028							1.029								1.041							
LOS	F							F								F							

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Whittier Drive - Merv Griffin Way
 E-W St: Wilshire Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU7

Whittier Drive - Merv Griffin Way @ Wilshire Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/09/2016
 Date of Count: 2015
 Projection Year: 2020

2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION				
1	2	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	
Nb Left	39	1600	0.024	-13	26	1600	0.016	14	55	1600	0.034	-13	41	1600	0.026	0	41	1600	0.026	
Nb Thru	537	1600	0.396 *	-3	534	1600	0.334 *	7	545	1600	0.341 *	-3	542	1600	0.339 *	0	542	1600	0.339 *	
Nb Right	97	0	-	-21	76	1600	0.048	18	117	1600	0.073	-21	94	1600	0.059	0	94	1600	0.059	
Sb Left	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028	
Sb Thru	157	1600	0.126	0	157	1600	0.126	22	181	1600	0.141	5	187	1600	0.145	0	187	1600	0.145	
Sb Right	323	1600	0.202 *	1	324	1600	0.203 *	0	323	1600	0.202 *	1	324	1600	0.203 *	0	324	1600	0.203 *	
Eb Left	279	1600	0.174 *	5	284	1600	0.178 *	0	279	1600	0.174 *	7	287	1600	0.179 *	0	287	1600	0.179 *	
Eb Thru	2158	4800	0.463	0	2158	4800	0.461	0	2158	4800	0.473	0	2158	4800	0.474	0	2158	4800	0.474	
Eb Right	66	0	-	-10	56	0	-	43	114	0	-	2	116	0	-	0	116	0	-	
Wb Left	57	1600	0.036	-14	43	1600	0.027	54	117	1600	0.073	-7	109	1600	0.068	0	109	1600	0.068	
Wb Thru	2187	4800	0.462 *	6	2193	4800	0.463 *	0	2187	4800	0.462 *	6	2194	4800	0.463 *	0	2194	4800	0.463 *	
Wb Right	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-	
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *	
ICU	1.334				1.277				1.279				1.284				1.284			
LOS	F				F				F				F				F			

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Santa Monica Boulevard
 E-W St: Crossover
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU8

Santa Monica Boulevard @ Crossover
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/09/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Nb Thru	1480	3200	0.463 *	19	1499	3200	0.468 *	43	1528	3200	0.478 *	31	1562	3200	0.488 *	0	1562	3200	0.488 *			
Nb Right [3]	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000			
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Sb Thru	1638	4800	0.341	52	1690	4800	0.352	14	1654	4800	0.345	62	1723	4800	0.359	0	1723	4800	0.359			
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Wb Thru	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *			
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	0.858							0.864								0.884						
LOS	D			D				D				D				D						

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green
 3 Free-flow movement

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INTERSECTION CAPACITY UTILIZATION

N-S St: Whittier Drive
 E-W St: Sunset Boulevard
 Project: One Beverly Hills Project / 5-16-0232-1
 File: ICU10

Whittier Drive @ Sunset Boulevard
 Peak hr: PM
 Annual Growth: 0.00%

Date: 09/09/2016
 Date of Count: 2015
 Projection Year: 2020

Movement	2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1	2	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	
Nb Left	191	1600	0.119	2	193	1600	0.121	4	195	1600	0.122	3	198	1600	0.124	0	198	1600	0.124	
Nb Thru	285	1600	0.309 *	0	285	1600	0.307 *	0	285	1600	0.311 *	0	285	1600	0.309 *	0	285	1600	0.309 *	
Nb Right	209	0	-	-3	206	0	-	3	212	0	-	-2	210	0	-	0	210	0	-	
Sb Left	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	
Sb Thru	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	
Sb Right	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	
Eb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	
Eb Thru	1555	3200	0.497 *	0	1555	3200	0.497 *	0	1555	3200	0.501 *	0	1555	3200	0.502 *	0	1555	3200	0.502 *	
Eb Right	34	0	-	2	36	0	-	13	48	0	-	4	52	0	-	0	52	0	-	
Wb Left	212	1600	0.133 *	-1	211	1600	0.132 *	9	222	1600	0.139 *	1	223	1600	0.139 *	0	223	1600	0.139 *	
Wb Thru	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	
Wb Right	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-	
Yellow Allowance:	0.100 *				0.100 *				0.100 *				0.100 *				0.100 *			
ICU	1.045				1.043				1.058				1.058				1.058			
LOS	F				F				F				F				F			

* Key conflicting movement as a part of ICU
 1 Counts conducted by National Data and Surveying Services
 2 Capacity expressed in veh/hour of green

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Santa Monica Boulevard	Year of Count:	2015	Ambient Growth: (%):	0.0	Conducted by:	NDS	Date:	9/9/2016										
CMA11	East-West Street:	Avenue of the Stars	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	MB	Project:	One Beverly Hills Project / 5-16-02										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4		4		4		4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0														
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
MOVEMENT		FUTURE CUMULATIVE			FUTURE + OBH PROJECT			FUTURE + HILTON EVENT				FUT + SIMUL. EVENTS + OBH PROJ				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	46	1	46	0	46	46	0	46	1	46	0	46	1	46	0	46	1	46	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1995	4	499	-2	1993	498	48	2043	4	511	11	2054	4	514	0	2054	4	514	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	331	1	86	0	331	86	0	331	1	86	0	331	1	86	0	331	1	86	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	375	2	206	35	410	226	0	375	2	206	35	410	2	226	0	410	2	226	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2255	3	752	12	2267	756	16	2271	3	757	23	2294	3	765	0	2294	3	765	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	699	3	245	0	699	245	0	699	3	245	0	699	3	245	0	699	3	245	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	433	2	135	0	433	125	0	433	2	135	0	433	2	125	0	433	2	125	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 798 East-West: 245 SUM: 1043	North-South: 802 East-West: 245 SUM: 1047	North-South: 803 East-West: 245 SUM: 1048	North-South: 811 East-West: 245 SUM: 1056	North-South: 811 East-West: 245 SUM: 1056														
VOLUME/CAPACITY (V/C) RATIO:		0.759		0.761		0.762		0.768		0.768		0.768		0.768		0.768		0.768		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659		0.661		0.662		0.668		0.668		0.668		0.668		0.668		0.668		
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		B		

REMARKS:

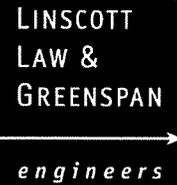
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: **0.006** Δv/c after mitigation: **0.006**
 Significant impacted? **NO** Fully mitigated? **N/A**

ATTACHMENT 2

***Parking Demand Analysis for One Beverly Hills (Linscott, Law & Greenspan, Engineers,
September 9, 2016)***



MEMORANDUM

To: Jay Newman
Athens BH Development, LLC

Date: September 9, 2016

From: David S. Shender, P.E.
Linscott, Law & Greenspan, Engineers

LLG Ref: 5-16-0232-1

Subject: **Parking Demand Analysis - One Beverly Hills Project**

Engineers & Planners
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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a comprehensive parking assessment related to the proposed One Beverly Hills project located at 9900 Wilshire Boulevard (the Project) in the City of Beverly Hills.

The Project proposes to provide 1,140 parking spaces on-site, which satisfies the parking supply required for the development based on the Beverly Hills Municipal Code (the "BHMC") subject to Planning Commission approval of certain BHMC discretionary credits. While the Project will provide the Code-required parking supply on-site, this report has been prepared to demonstrate that actual number of parking spaces needed on-site to support the Project will be less than the proposed supply of 1,140 spaces. In addition, the Project's overly large motor court provides stacking for an additional 22 full-size vehicles/SUVs without any impact on motor court circulation.

Details of the parking assessment prepared for the Project are provided in the following sections.

Proposed Project

The Project consists of a mixed-use development including 193 condominium residences, as well as a 134-room hotel with the following ancillary facilities:

- 7,942 square feet of ballroom and meeting facilities;
- 16,057 square feet of indoor restaurant area (including back-of-house space);
- 1,600 square feet of outdoor restaurant area;
- 1,907 square feet of lobby lounge;
- 7,370 square feet of spa area;
- 7,065 square feet of fitness area; and
- 2,484 square feet of retail area.

The Project proposes to provide 1,162 parking spaces on-site including the motor court stacking spaces. The proposed supply of on-site parking satisfies the amount required for the development by the Beverly Hills Municipal Code subject to Planning Commission approval of certain BHMC discretionary credits. However, as demonstrated herein, LLG forecasts that the actual number of parking spaces needed to support the Project is less than the 1,162 spaces that will be provided. This forecast is based upon the fact that the Project is a mixed-use project that will have shared parking. In accordance with the professional findings, guidelines and recommendations of the Urban Land Institute (ULI), LLG has prepared an analysis of the mixed-use parking demand for the Project.

Parking for the residential component (558 spaces) will be reserved and separated from the parking supply for the hotel component and related ancillary facilities (582 spaces plus an additional 22 parking spaces in the motor court). Further, the parking for the hotel will be by valet attendants only for security purposes, as well as to ensure optimum utilization and operation of the parking supply.

In addition to the building areas, the Project proposes to provide landscaped gardens, of which a portion (35,270 square feet of area) would be opened to visitation by the public (i.e., persons not visiting or otherwise affiliated with the residential, hotel, or ancillary components of the Project). The Beverly Hills Municipal Code does not require parking for public gardens. However, as demonstrated herein, the significant excess parking provided by the Project will be more than sufficient to accommodate any incremental demand for parking which may be generated by motorists driving to the site and visiting the public gardens.

Code Parking Calculation

The City of Beverly Hills Municipal Code – specifically, portions of Articles 27 and 28 from Section 10-3 of the Municipal Code – provides the applicable off-street parking requirements for the Project. *Table 1* attached to this memorandum provides the calculation of Code-required parking for the Project. The Code parking calculation was previously reviewed and approved by City staff.

As shown in *Table 1*, a total of 1,140 parking spaces are required for the Project, including 558 spaces for the residential component (residents and their guests) and 582 spaces for the hotel component, including all of the ancillary dining, spa, and retail facilities. For the hotel component, the calculation includes appropriate adjustments to the required parking for the guestrooms and commercial facilities as stipulated in the Municipal Code section due to the expected use of the ancillary facilities by hotel guests. As discussed earlier, the Project will be providing 1,162 parking spaces with the inclusion of the 22 parking spaces in the Project's overly large motor court.

Forecast Parking Demand

It can be reliably forecast that the actual parking demand at the Project will be substantially less than what would otherwise be required by the BHMC (i.e., 1,140 spaces) and the 1,162 parking spaces that are being provided in the Project. This is because the City's municipal code calculation of required parking is determined without consideration of the ULI's shared parking analysis which results in a reduced parking demand as compared to the Beverly Hills Municipal Code.

The second edition of the *Shared Parking* manual published by the ULI was consulted for purposes of preparing this parking demand analysis. The *Shared Parking* manual was prepared by the ULI through the collection and evaluation of parking utilization data for a variety of land uses (hotels, retail, restaurants, office, etc.) both on a "stand-alone" basis, as well as in a multi-use development setting. Based on the review of this data, the *Shared Parking* manual provides recommendations for adjusting baseline parking rates to account for variations in parking demand that occur throughout the day.

For example, at a typical hotel, the highest demand for parking associated with the guestrooms typically occurs at night when nearly all hotel guests are at the site for the evening. During the day, however, parking demand related to the guestrooms is substantially less as many hotel guests are off-site. Thus, the ULI manual provides hour-by-hour parking profiles (or indices) for land uses such as hotels expressed as a percentage of peak demand. For hotels, it is assumed that the guestrooms will generate 100% of their peak parking demand at 12:00 a.m. (midnight). However, during the daytime, the amount of parking generated by the guestrooms is much less (e.g., 55% of peak demand at 12:00 p.m. noon). Thus, a parking space used by a hotel guest in the evening can be used (shared) with a parker associated with another component in the Project (e.g., meeting room) that has a peak daytime or early evening parking demand.

Table 2 has been prepared to summarize the shared parking analysis for a weekend (e.g., Saturday) condition at the Project, which is expected to be the day of the week with the highest parking demand at the site. The analysis has been prepared using the time of day parking factors provided in the ULI *Shared Parking* manual for weekend conditions.

The following notes are provided related to the preparation of the shared parking analysis:

- As previously noted, the residential-related parking (resident and guest) at the Project would be separate from the hotel parking and thus would not be available for sharing. Accordingly, *Table 2* indicates a consistent demand for the 558 spaces required throughout the day for the residential uses as required by the Beverly Hills Municipal Code.
- For the guestroom, food and beverage, and meeting room/banquet space components, the unadjusted parking requirements for each of these uses (134, 267, and 284 spaces, respectively) were reduced by 15% per Beverly Hills Municipal Code Section 10-3-2866 (See Note 6 on *Table 1*), consistent with the calculation of the Code-required parking for the Project.
- For the food and beverage areas, the calculation of the parking for the all-day restaurant (2,633 s.f.), lobby lounge (1,907 s.f.) and outdoor area adjacent to the lobby lounge (1,000 s.f.) was determined through utilization of the ULI hotel restaurant parking profiles (5,540 s.f. total). The calculation of the parking for the remaining food and beverage areas, such as the Chinese restaurant (3,323 s.f.), rooftop bar (2,046 s.f.), VIP function room (2,847 s.f.), and associated outdoor dining (600 s.f.) was determined through utilization of the ULI fine dining parking profiles (8,816 s.f. total).
- The ULI *Shared Parking* manual provides separate parking profiles for hotel meeting room and banquet facilities (i.e., meeting rooms have a peak daytime parking demand whereas banquet facilities have a peak evening parking demand). Accordingly, the calculation of the parking for the meeting room (3,467 s.f.) and ballroom (4,475 s.f.) have been separated in the parking analysis.

Table 2 indicates that the peak parking demand for the Project is forecast to occur at 8:00 p.m. when 1,030 parking spaces would be utilized. This results in a surplus of 132 parking spaces when compared to the proposed supply of 1,162 spaces (which includes the motor court spaces).

It is noted that during the daytime hours, the forecast surplus of parking would be even higher than the evening condition. For example, at 1:00 p.m., *Table 2* indicates that 989 parking spaces would be utilized, resulting in a surplus of 173 parking spaces. Thus, there is expected to be a significant number of unused parking spaces available for persons who may drive to the site for the sole purpose of visiting the public gardens. The actual parking demand related to the public use of the gardens will likely be significantly less.

As previously noted, the Project proposes to operate the hotel's parking supply through valet attendants only (i.e., no self-parking). A valet-only system allows for the most optimum use of the parking supply as the parking attendants can arrange parked vehicles (e.g., short-term and long-term parking) so as to provide the most efficient use of the subterranean garage. The parking attendants are also immediately aware of available parking, and thus, will not need to circulate through the parking system to find unused spaces as may otherwise occur in a self-park operation. In addition, unless the parking garage provides complete separation of the valet parking from the self-parking, there will be inevitable conflicts between the trained professional valet parking attendants and the self-parkers who are likely unfamiliar with the parking facility that can lead to conflicts and actual delays in the delivery of cars to and from the motor court. Finally, based upon our experience with a multitude of hotels throughout California, the vast majority of luxury hotels are valet parked with no self-parking option. This is also the case in Beverly Hills.

With respect to mechanical parking and automated parking, we are not aware of any functioning systems that are suitable for a luxury hotel in Beverly Hills.

cc: File

**Table 1. One Beverly Hills
MOD 2**

City Code Parking Requirement

Revised on 10-7-15

10-7-15

Move BOH to Commercial. No 25% restaurant credit. Limit 50% commercial credit.
With appurtenant space reduction.

Use	Units	Quantity	Code Requirement	No. Spaces
Residential				
1-Bedroom	DU's	41	2.0 /DU ¹	82
2-Bedroom	DU's	72	2.5 /DU ¹	180
3-Bedroom	DU's	58	3.0 /DU ¹	174
4-Bedroom	DU's	15	3.0 /DU ¹	45
5-Bedroom	DU's	7	4.0 /DU ¹	28
Subtotal		193		509
Guest Parking		193	0.25 /DU ²	49
Total Residential				558
Hotel				
Rooms	Rooms	134	1.0 /room	134 ^{3,4,5}
Restaurant				
All-Day	SF	2,633 ⁷	{ 1 sp/45 sf dining &	
Lobby Lounge	SF	1,907 ⁸	{ bar <=9,000 sf;	
Chinese Restaurant	SF	3,323 ⁹	{	
Rooftop Bar	SF	2,046 ¹⁰	{	
VIP Function Room	SF	2,847 ²⁰	{ 1 sp/65 sf dining &	
Outdoor Dining	SF	1,600	{ bar area >9,000 sf	
Subtotal		14,356	Note 11	283
Subtotal w/ Apurtenant Exemption		13,351	Note 21	267
Commercial				
Restaurant BOH	SF	5,208	1.0 350 sf	15
Spa	SF	7,370	1.0 /350 sf ¹³	22
Hotel Boutique Shop	SF	2,484	1.0 /350 sf ¹³	8
Fitness Center	SF	7,065	1.0 /100 sf ¹⁹	0 ¹⁴
Subtotal		22,127		45
Meeting Room				
Meeting Area	SF	7,942 ¹⁶	1.0 /28 sf ¹⁷	284 ¹⁸
Total Hotel				730
25% Credit for Restaurant Uses			Note 12	0
50% Credit for Commercial Uses			Note 15	-45
Subtotal Hotel				685
15% Reduction			Note 6	-103
Net Hotel				582
Total Project				1,140

1. City of Beverly Hill Code 10-3-2816.
2. City of Beverly Hill Code 10-3-2817.
3. City of Beverly Hill Code 10-3-2730 B1.
4. City of Beverly Hill Code 10-3-2866 E1: 1/3 of the parking shall be used exclusively for hotel employee.
For 134 rooms = 45 sp parking which may be off-site parking if such parking is situated within 500 ft of the hotel.
5. City of Beverly Hill Code 10-3-2866 H: the parking requirement can be satisfied by providing tandem or compact parking spaces. Compacts may not exceed 25% of the required parking spaces. Such compact or tandem parking spaces shall be approved by conditional use permit in conjunction with a parking operations management program.
6. City of Beverly Hill Code 10-3-2866 I: the parking requirement may be reduced by not more than 15% where a finding is made in approval of the conditional use permit that; because of the location of the hotel, availability of public transportation; or proximity and concentration of shopping to the hotel site, the hotel use will not generate a need for the required number of parking spaces.
7. Total 4,567 sf where 2,633 sf is dining/bar area.
8. Total 1,907 sf where 1,907 sf is dining/bar area.
9. Total 5,585 sf where 3,323 sf is dining/bar area.
10. Total 2,682 sf where 2,046 is bar area.
11. City of Beverly Hill Code 10-3-2730 B9: 1 space per 45 sf of dinning and bar floor area for the first 9,000 sf and 1 space per 65 sf of dinning and bar floor area in excess of 9,000 sf.
12. City of Beverly Hill Code 10-3-2730 B9: 25% of the spaces required to be provided for a building or structure by City Code subsection 10-3-2730 B1 and 10-3-2730 B10 may also be applied toward the requirements of City Code subsection 10-3-2730 B9. **This not applied per City's comments.**
13. City of Beverly Hill Code 10-3-2730 B10. Conservative assumption: no hotel ancillary uses except fitness center.
14. Fitness center is private ancillary use of hotel.
15. City of Beverly Hill Code 10-3-2866 D1: 50% of the hotel room parking may be credited to commercial parking requirements.
Limited to commercial requirement.
16. Includes ballroom and all meeting rooms. Excludes pre-function room, screening room and bridal room.
17. City of Beverly Hill Code 10-3-2730 B4.
18. City of Beverly Hill Code 10-3-2866 C: if the hotel is approved by conditional use permit, the minimum parking requirement is 1 sp for two occupants, so would be 265 spaces (15 sf/occupant, max occupant is 529).
19. City of Beverly Hill Code 10-3-2730 B14.
20. Total 3,223 sf where 3,223 sf is dining/bar area.
21. **Section 10-3-2688 F. Appurtenant parking is exempt. 67 rooms (half of 134 total rooms) * 15 sf/room = 1,005 sq. ft. can be deducted from FOH sq. ft. 14,356 - 1,005 = 13,351 sf.**

Table 2
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
ONE BEVERLY HILLS PROJECT

Land Use	Hotel	Hotel Restaurant & Lounge	Destination Restaurant & Lounge	Meeting Room	Banquet Space	Residential [4]	Shared Parking Demand
Size	134 Rms	5,540 KSF	8,816 KSF	3,467 KSF	4,475 KSF	193 DU	
Parking Rate[2]							
Gross Spaces	114 Spc.	88 Spc.	139 Spc.	105 Spc.	136 Spc.	558 Spc.	
Time of Day [3]	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	
6:00 AM	108	0	0	0	0	558	666
7:00 AM	108	9	0	0	0	558	675
8:00 AM	103	26	0	53	41	558	781
9:00 AM	91	9	0	105	82	558	845
10:00 AM	80	9	0	105	82	558	834
11:00 AM	80	4	21	105	82	558	850
12:00 PM	74	88	70	105	88	558	983
1:00 PM	74	88	76	105	88	558	989
2:00 PM	80	29	63	105	88	558	923
3:00 PM	80	9	63	105	88	558	903
4:00 PM	86	9	63	105	88	558	909
5:00 PM	91	26	83	105	136	558	999
6:00 PM	97	48	125	53	136	558	1,017
7:00 PM	97	53	132	32	136	558	1,008
8:00 PM	103	62	139	32	136	558	1,030
9:00 PM	108	59	125	11	136	558	997
10:00 PM	108	53	125	0	68	558	912
11:00 PM	114	35	125	0	0	558	832
12:00 AM	114	26	70	0	0	558	768

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates per Beverly Hills Municipal Code. See Table 1 for details.
- [3] Time of day parking rates based on the weekend parking demand ratios (for customers), as summarized in Table 2-6 of the "Shared Parking" manual.
- [4] Parking allocated for residential use is assumed to be separate and secured; thus, it is not available for sharing with other project components.



MEMORANDUM

Date: September 13, 2016
To: Joe Power, Rincon Consultants
From: Sarah Brandenburg, Fehr & Peers
Subject: Supplemental Transportation Data for One Beverly Hills

LA15-2776

During the Planning Commission meeting on August 23rd several questions were raised regarding site access and transportation for the One Beverly Hills project. This memorandum provides supplemental information on the following:

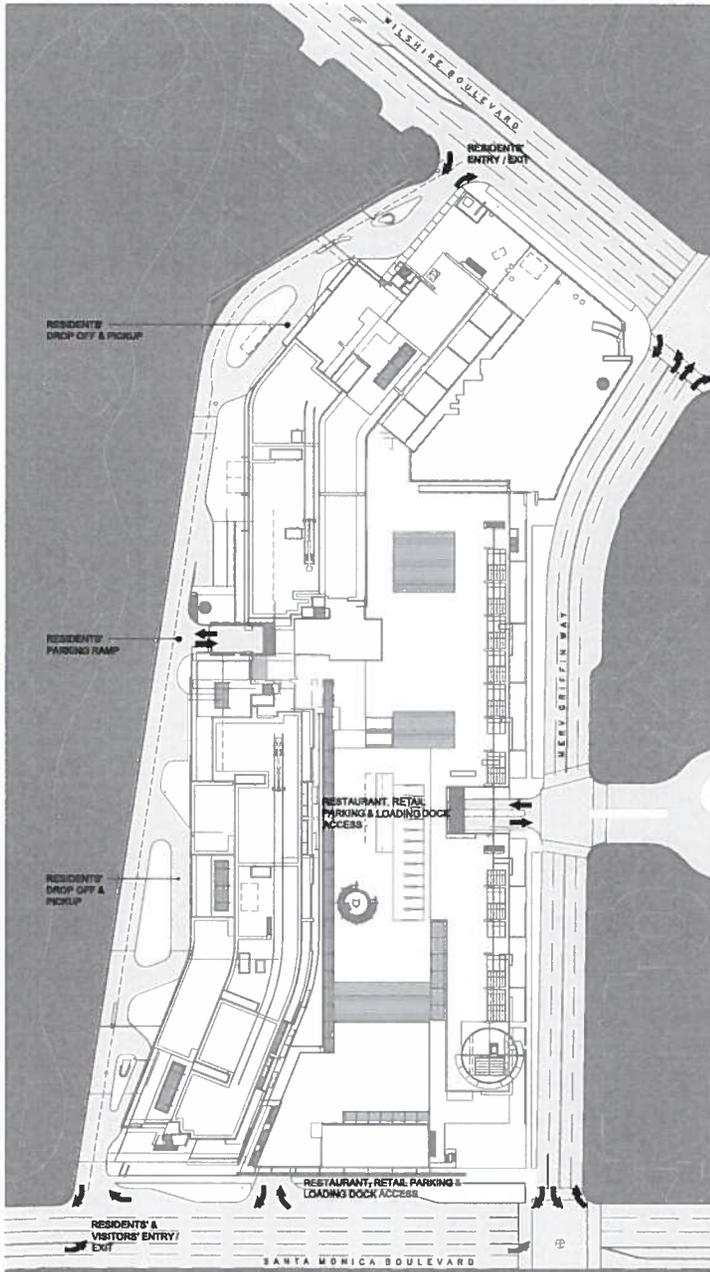
1. Left-Turn Access Options for Hotel Motor Court
2. Potential Diagonal Entrance to Hotel Motor Court
3. Hotel Motor Court Access to/from Merv Griffin Way
4. Truck Trips utilizing Loading Dock
5. Construction Access from Santa Monica Boulevard

Each of these items is discussed in further detail below.

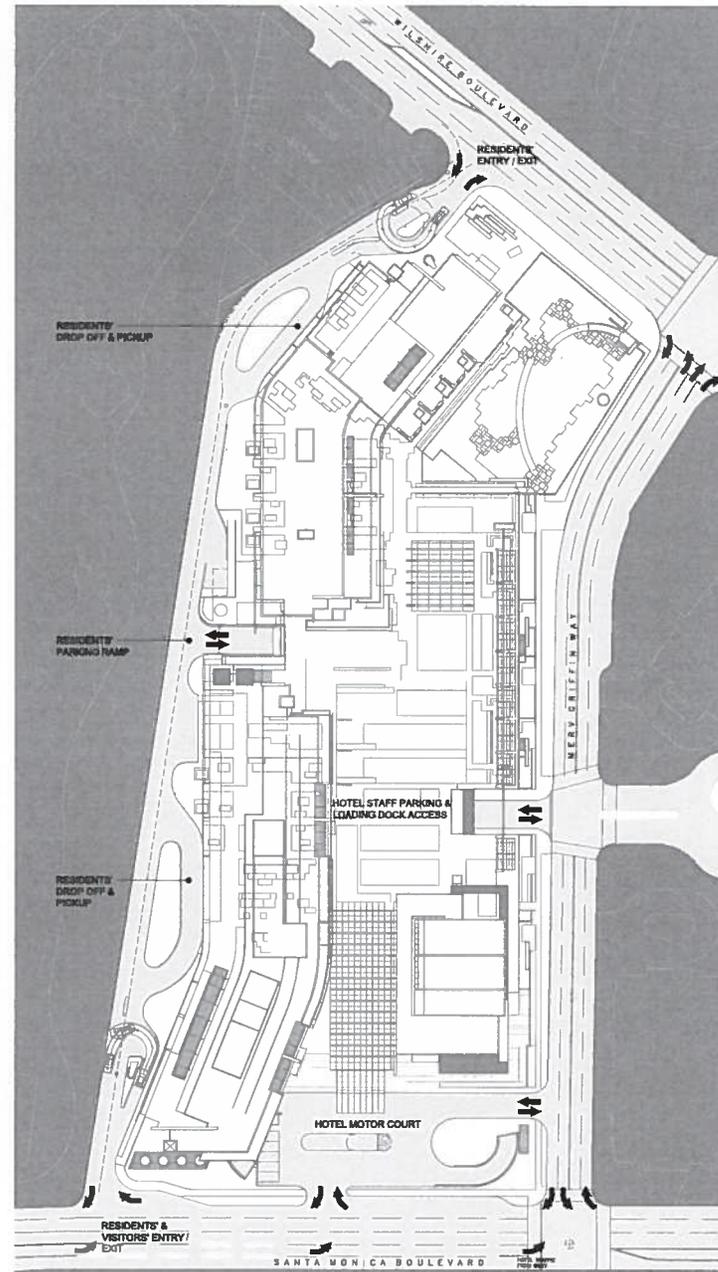
1. Left-Turn Access Options for Hotel Motor Court

The figure below illustrates site access under the Approved Project in comparison to the Proposed Project. Both the Approved Project and Proposed Project have two driveways that provide site access along Santa Monica Boulevard. Access to the residential area on the western edge of the site is the same in the Approved Project and Proposed Project (right-in/out and left-in). The remaining driveway on Santa Monica Boulevard provided access to the commercial uses of the Approved Project and would instead provide access to the Hotel Motor Court under the Proposed Project. Under the Approved Project, access was limited to right-in/out while the Proposed Project is also recommending left-turn inbound access at the driveway.

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2 Vehicle Circulation - 12.06.12 City of Beverly Hills Entitled



1 Vehicle Circulation - Proposed



Figure 1
Vehicle Circulation Comparison

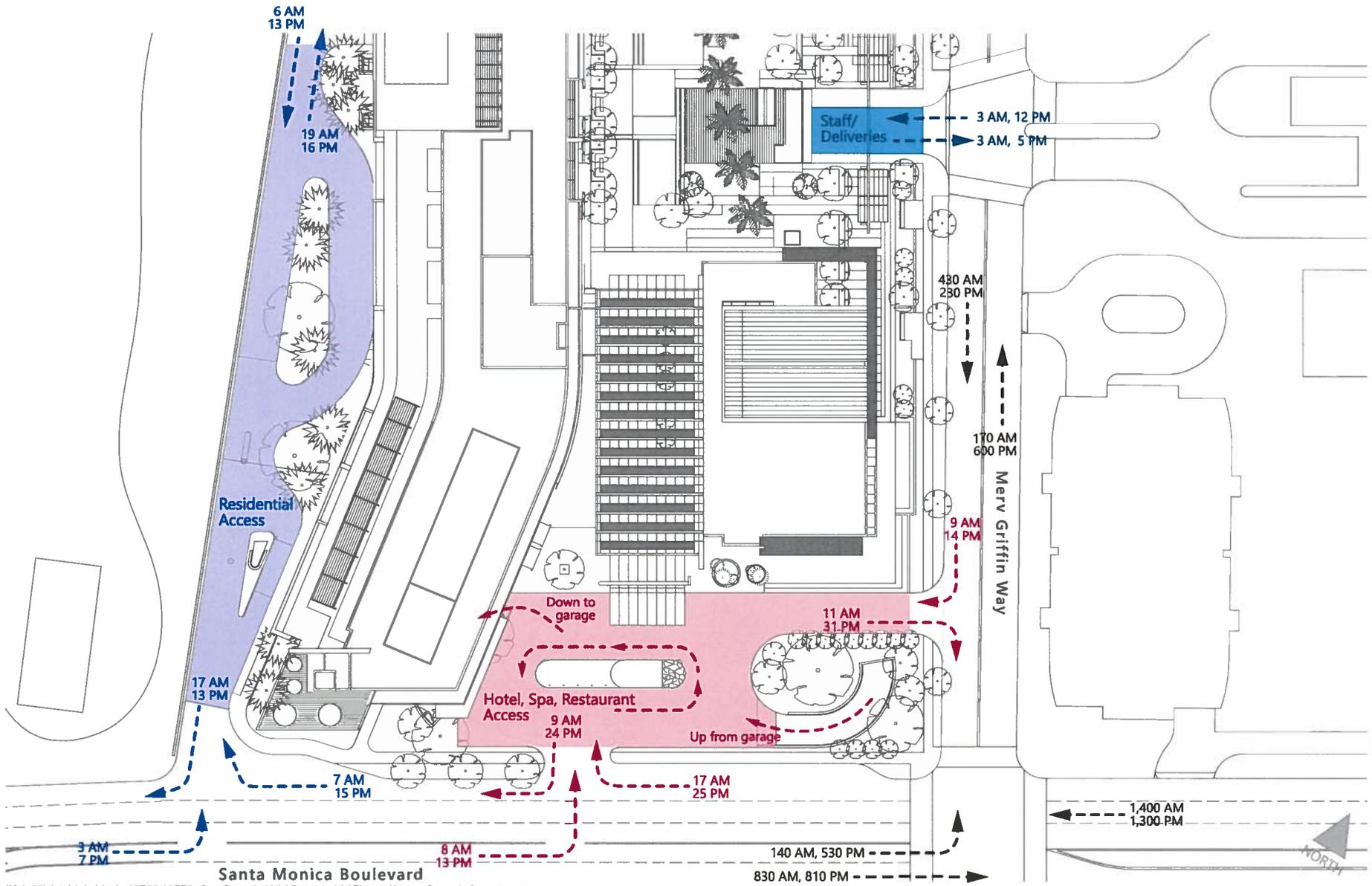




The Approved Project and Beverly Hilton Revitalization project are installing a traffic signal at the intersection of Merv Griffin Way and Santa Monica Boulevard. The traffic signal will reduce delays for vehicles traveling southbound on Merv Griffin Way and turning onto Santa Monica Boulevard and for vehicles making a left-turn from eastbound Santa Monica Boulevard onto Merv Griffin Way. The travel patterns between Merv Griffin Way and Santa Monica Boulevard are currently highly directional based on the time of day. During the morning commute period, vehicles travel southbound on Merv Griffin Way and make a right-turn onto Santa Monica Boulevard (375 vehicles in the AM peak hour in comparison to 190 vehicles in the PM peak hour under existing conditions). During the evening commute period, vehicles travel on eastbound Santa Monica Boulevard and make a left-turn onto Merv Griffin Way (480 vehicles in the PM peak hour in comparison to 120 vehicles in the AM peak hour under existing conditions). The majority of vehicles utilizing Merv Griffin Way are traveling to/from Whittier Drive to access uses to the north.

During the PM peak hour, 480 vehicles are currently able to make the left-turn from Santa Monica Boulevard onto Merv Griffin Way due to the metering of westbound traffic flows along Santa Monica Boulevard resulting from the upstream traffic signal at Wilshire Boulevard. When the traffic signal at the Santa Monica Boulevard & Wilshire Boulevard intersection has a green phase for vehicles traveling along Wilshire Boulevard, gaps in vehicle flows occur along westbound Santa Monica Boulevard. This allows vehicles to make an eastbound left-turn from Santa Monica Boulevard onto Merv Griffin Way. With the installation of the signal at Merv Griffin Way, additional capacity will be provided for this eastbound left-turn movement to accommodate both the Proposed Project and other planned nearby development projects (including the Beverly Hilton Revitalization project).

Figure 2 displays an overview of the preferred access option proposed for the One Beverly Hills site. The figure shows vehicle-trips entering and exiting each driveway during the AM and PM peak travel hours along with traffic volumes anticipated in Year 2020 accounting for the development of the Beverly Hilton Revitalization project, related projects in the study area (approximately 35 projects as shown in Table 3-1 of the SEIR) and ambient growth (1 percent per year). As shown, the PM peak hour presents the highest combination of project-trips and background traffic volumes along Santa Monica Boulevard. Therefore, the additional information below focuses on PM peak hour operations.



\\p\03\data\Jobs\Active\2700s\2776_One Beverly Hills\Graphics\All\Figures\Motor Court A-Overview at

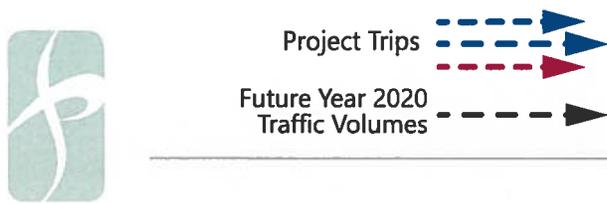


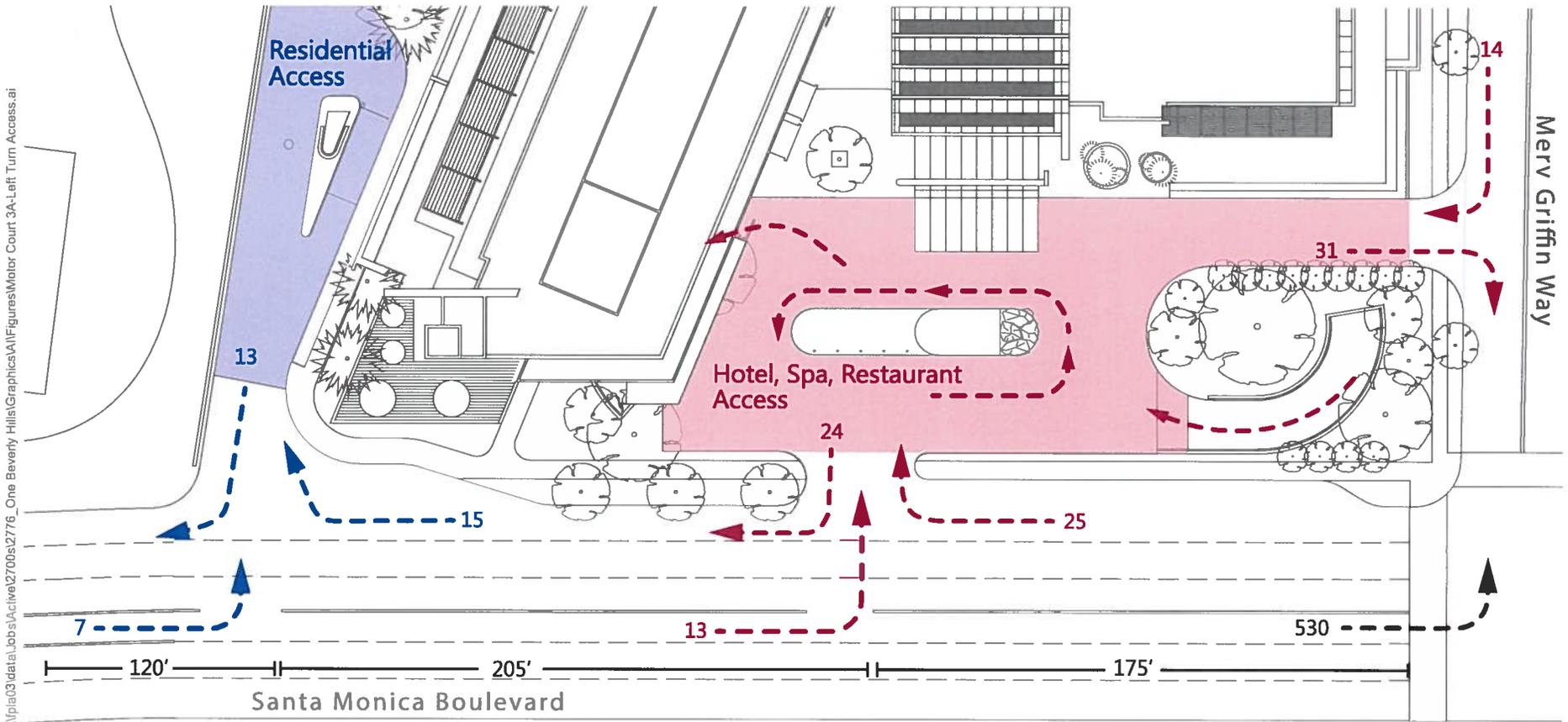
Figure 2
Project Overview
Project Trips and Future Year 2020 Traffic Volumes



The preferred access option proposed for the One Beverly Hills project would permit access from eastbound Santa Monica Boulevard directly into the Hotel Motor Court. However, multiple access options were studied as part of the SEIR. The following options are presented for additional consideration:

- 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

Figures 3A through 3D display each of these access options. The table below summarizes the advantages and constraints of each option.



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Figure 3-A

Left Turn Access to Motor Court
PM Peak Hour Project Trips and
Future Year 2020 Traffic Volumes



Project Trips 


Year 2020
Traffic Volumes 

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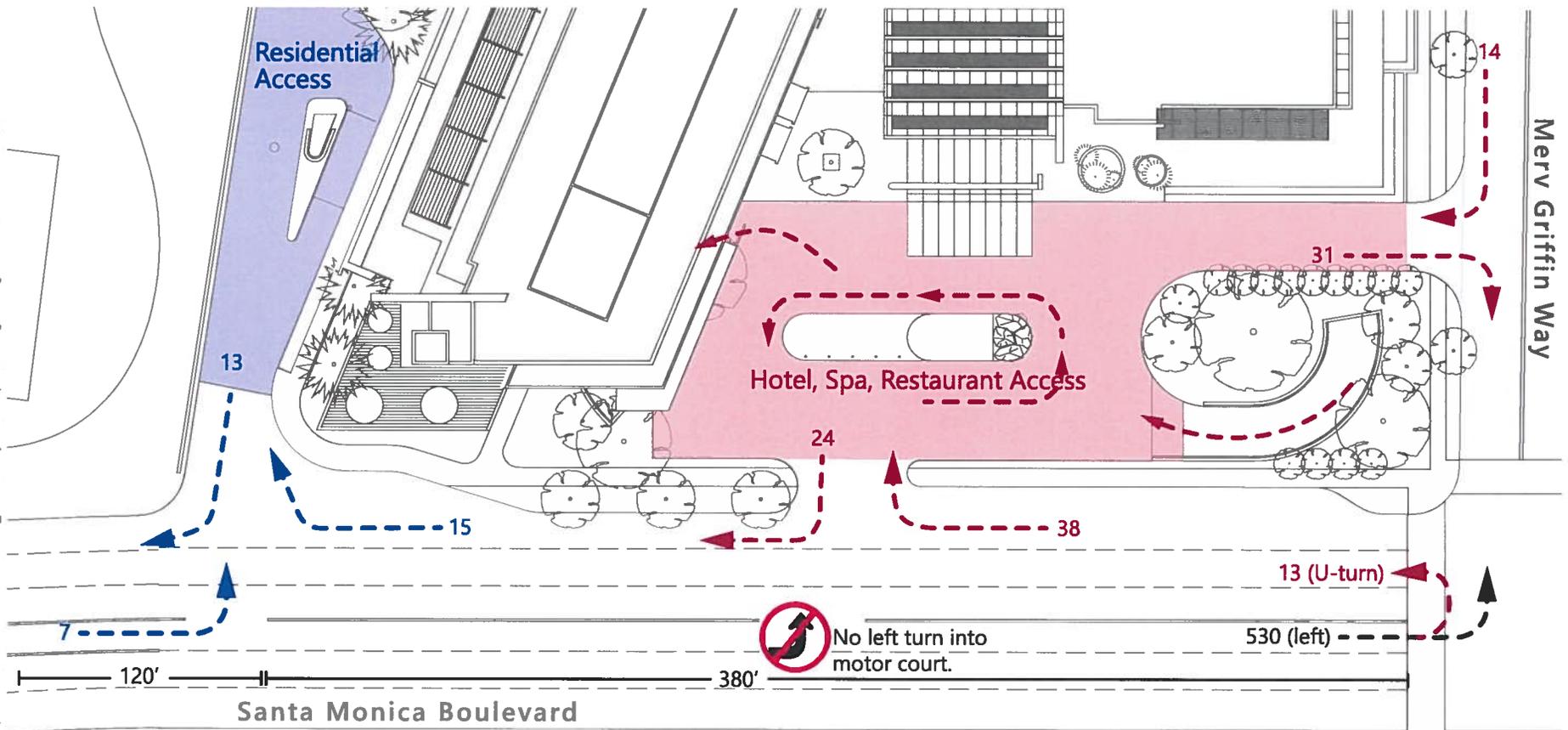


Figure 3-B

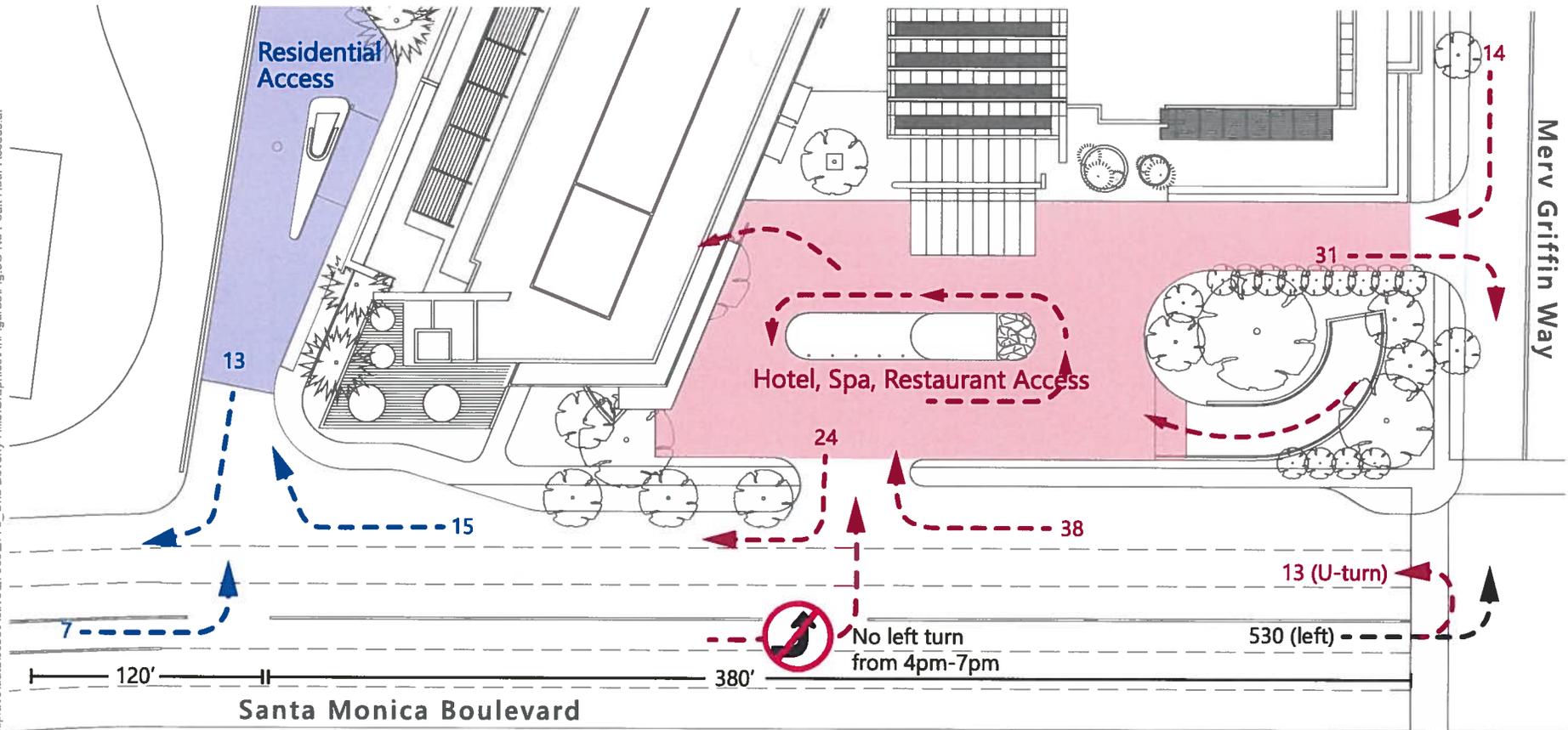
No Left Turn Access to Motor Court PM Peak Hour Project Trips and Future Year 2020 Traffic Volumes



Project Trips  

Year 2020 Traffic Volumes 

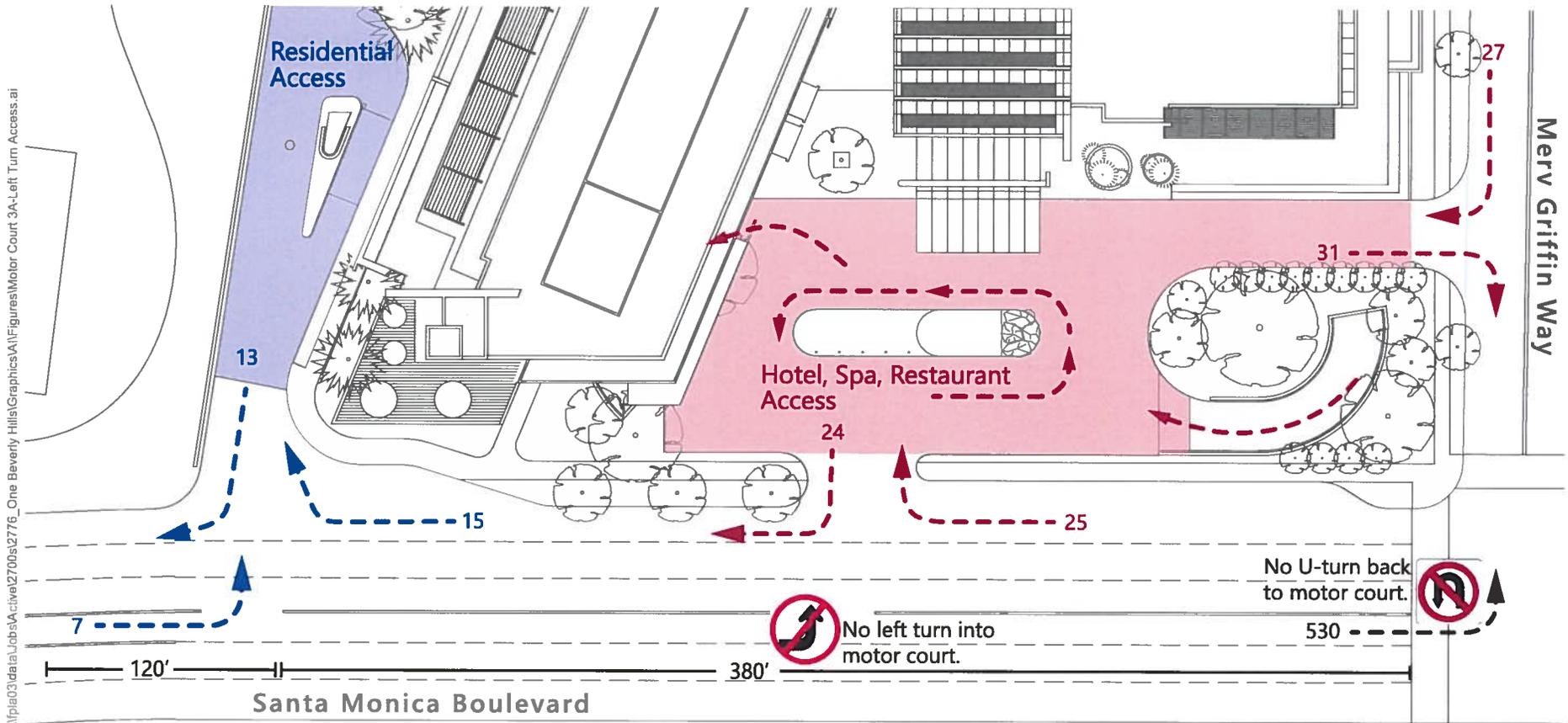
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Project Trips  

Year 2020 Traffic Volumes 

Figure 3-C
No Peak Hour Access to Motor Court
PM Peak Hour Project Trips and
Future Year 2020 Traffic Volumes



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Figure 3-D

No Left Turn or U-Turn Access to Motor Court
 PM Peak Hour Project Trips and
 Future Year 2020 Traffic Volumes



Project Trips --- ---

Year 2020 Traffic Volumes ---

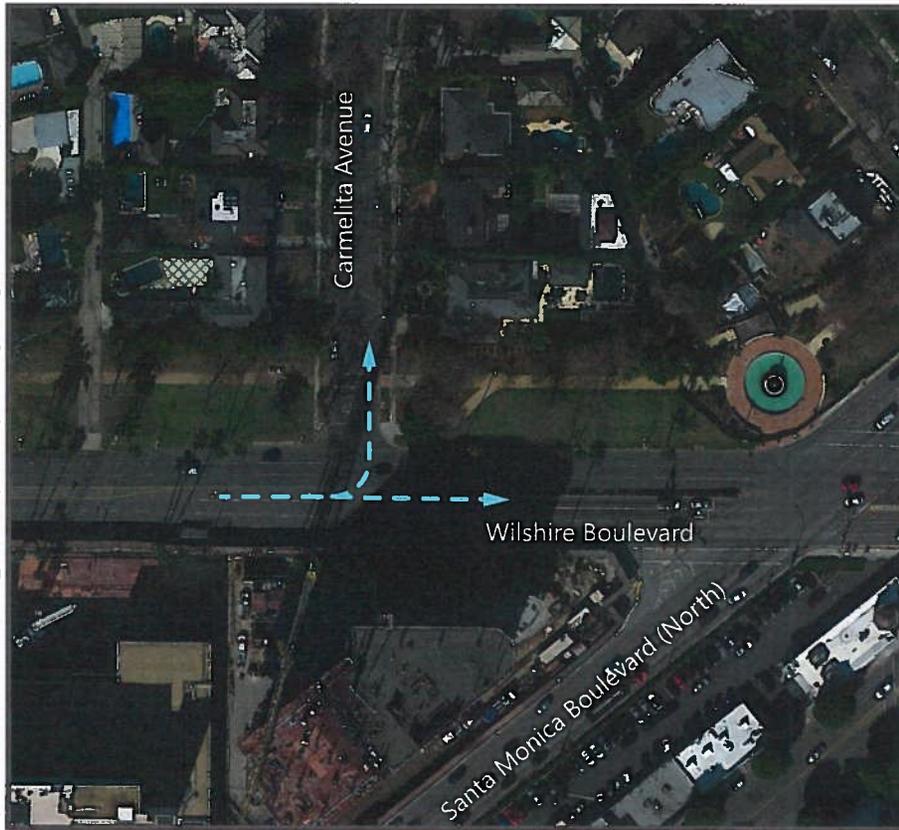


Left-Turn Access Options for Hotel Motor Court	Advantages	Constraints
<p>A. Provide left-turn access (as proposed under the preferred access option)</p>	<p>Disperses project-trips as vehicles have multiple options to enter the site.</p> <p>Project-trips are relatively low in comparison to background traffic volumes utilizing left-turn pocket (<15 project trips in comparison to 530 vehicles during PM peak hour).</p> <p>Vehicle queuing study showed maximum queue of 450 feet with 500 feet of available storage (accounts for all vehicles utilizing turn lane, including residential driveway).</p> <p>Design is similar to other continuous/shared left-turn pockets in Beverly Hills (see Figure 4).</p>	<p>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).</p> <p>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 Blvd but could occur during other times of day).</p>
<p>B. Remove left-turn access</p>	<p>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 turn into the site.</p> <p>Would avoid project-trips occasionally blocking vehicles utilizing left-turn pocket to access Merv Griffin Way.</p>	<p>Vehicle queueing study showed that maximum queue (550 feet) may extend beyond available storage during PM peak hour.</p> <p>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).</p>



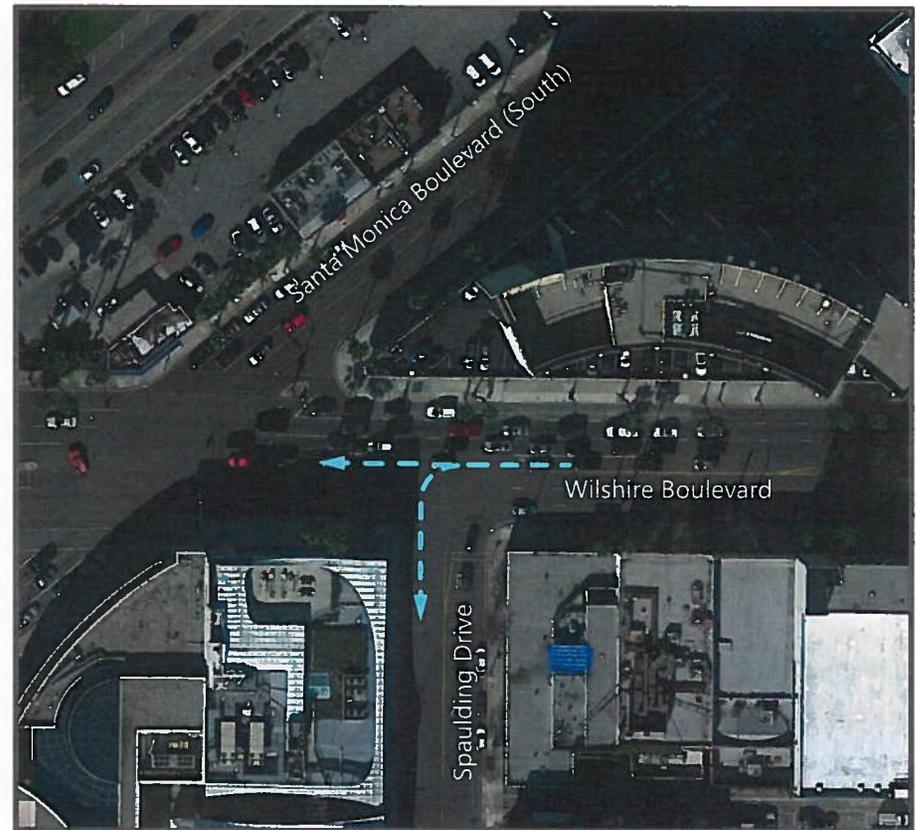
Left-Turn Access Options for Hotel Motor Court	Advantages	Constraints
<p>C. Restrict left-turn access during peak hours (4:00 – 7:00 PM)</p>	<p>Based on background traffic volumes, would recommend that access restrictions only be considered from 4:00-7:00 PM.</p> <p>Provides direct access to site and disperses project trips during most hours of the day.</p>	<p>Difficult to sign peak hour turn restrictions given available right-of-way on Santa Monica Blvd; vehicles may not obey signage.</p> <p>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.</p>
<p>D. Remove left-turn access and restrict U-turns at Merv Griffin Way</p>	<p>Maximum capacity for background vehicles utilizing left-turn at Merv Griffin Way.</p> <p>Accounting for re-routing of vehicles to the Wilshire Boulevard & Merv Griffin Way/Whittier Drive intersection, the LOS would continue to operate acceptably.</p>	<p>Project-trips utilizing eastbound Santa Monica Blvd would instead access the site by:</p> <ul style="list-style-type: none"> - Utilizing Wilshire Blvd instead of Santa Monica Blvd and traveling south on Merv Griffin Way - Making a left-turn on Merv Griffin Way and then turning around at the Project Loading Dock or Hilton to travel back to the Motor Court - Continuing on Santa Monica Blvd and making a left-turn at Linden Dr to travel to Elevado Ave and then Whittier Dr to access Merv Griffin Way <p>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.</p>

V:\p1a03\data\Jobs\Active\2700s\2776_One Beverly Hills\Graphics\AV\Figures\Fig 4-Left Turn Lane Examples.ai



Intersection of Santa Monica Boulevard (North) & Wilshire Boulevard:

Eastbound Wilshire has a left-turn lane that also provides access to Carmelita Avenue



Intersection of Santa Monica Boulevard (South) & Wilshire Boulevard:

Westbound Wilshire has a left-turn lane that also provides access to Spaulding Drive



Figure 4

Shared/Continuous Left-Turn Lane
Examples in Beverly Hills





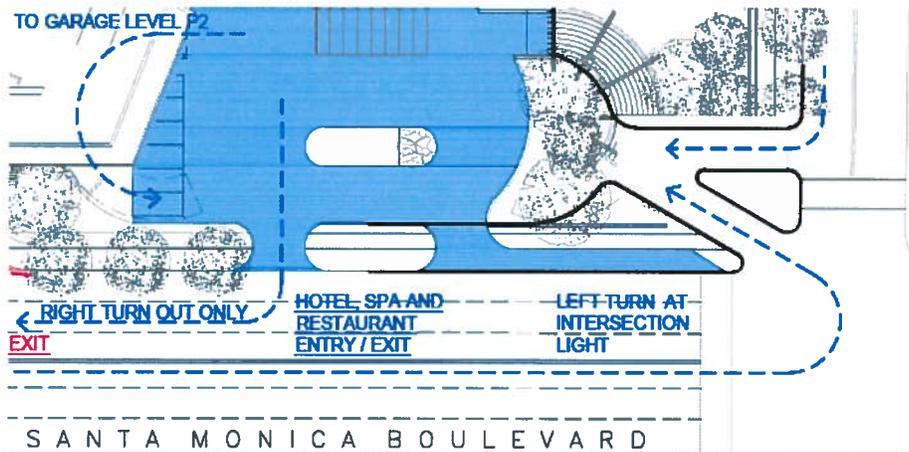
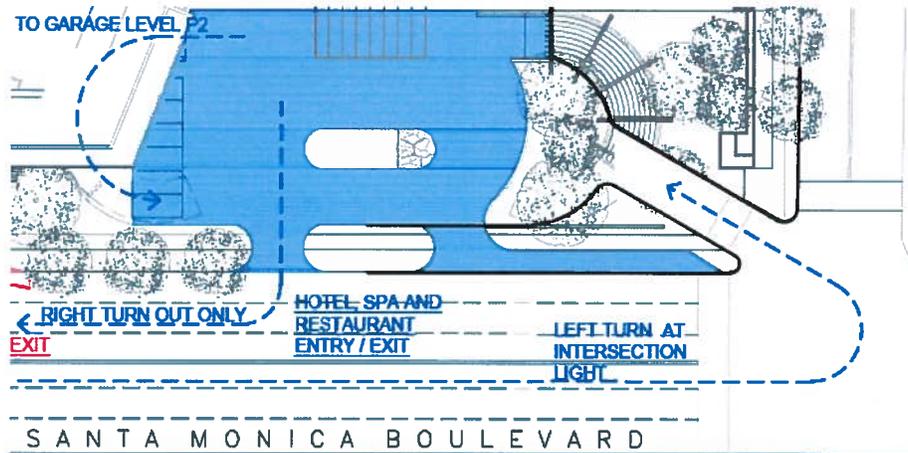
Based on the information presented above, the proposed site access (Option A) is still recommended as the preferred access option for the following reasons:

- The future traffic signal at the intersection of Merv Griffin Way and Santa Monica Boulevard will reduce delays for vehicles making a left-turn from eastbound Santa Monica Boulevard onto Merv Griffin Way.
- The left-turn access into the Hotel Motor Court will also be able to utilize the green-time provided by the traffic signal at Merv Griffin Way; vehicles can turn directly into the Hotel Motor Court at the same time that vehicles are turning onto Merv Griffin Way.
- The Proposed Project trips utilizing the eastbound left-turn lane are relatively low in comparison to background traffic volumes (<15 project trips in comparison to 530 vehicles during PM peak hour under Future Year 2020 conditions).
- The vehicle queuing study showed a maximum queue of 450 feet with 500 feet of available storage (accounts for all vehicles utilizing the turn lane, including the residential driveway).
- The proposed design is similar to other continuous/shared left-turn pockets in Beverly Hills (such as Wilshire Boulevard & Santa Monica Boulevard North and Wilshire Boulevard & Santa Monica Boulevard South as shown in the previous figure).
- Peak hour turn restrictions would be difficult to sign given available right-of-way on Santa Monica Boulevard; right-of-way is not available for raised median and vehicles may not obey signage.
- The preferred access option disperses project-trips as vehicles have multiple options to enter and exit the site.



2. Diagonal Entrance to Hotel Motor Court

Two of the site access options considered for the Proposed Project contained a diagonal entrance into the Motor Court from the intersection of Santa Monica Boulevard & Merv Griffin Way as illustrated below.





While this entrance is similar to the Beverly Hills Hotel at the corner of Sunset Boulevard & N. Crescent Drive, it was not recommended for implementation due the following reasons:

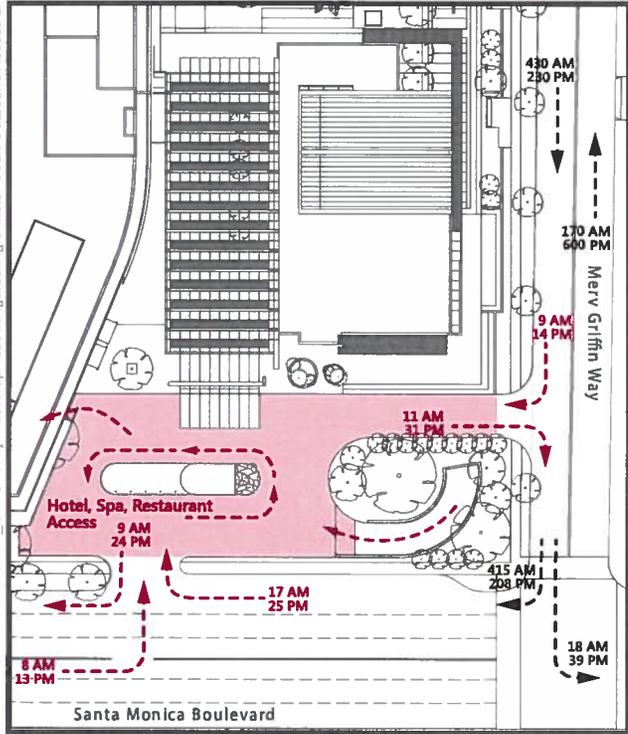
- The One Beverly Hills driveway provides a limited distance between the Hotel Motor Court and the entry point (less than 50 feet) in comparison to the design of the Beverly Hills Hotel (over 250 feet between the entry point and the valet/pick-up/drop-off area).
- The diagonal entrance to the Hotel Motor 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 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. 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.

3. Hotel Motor Court Access to/from Merv Griffin Way

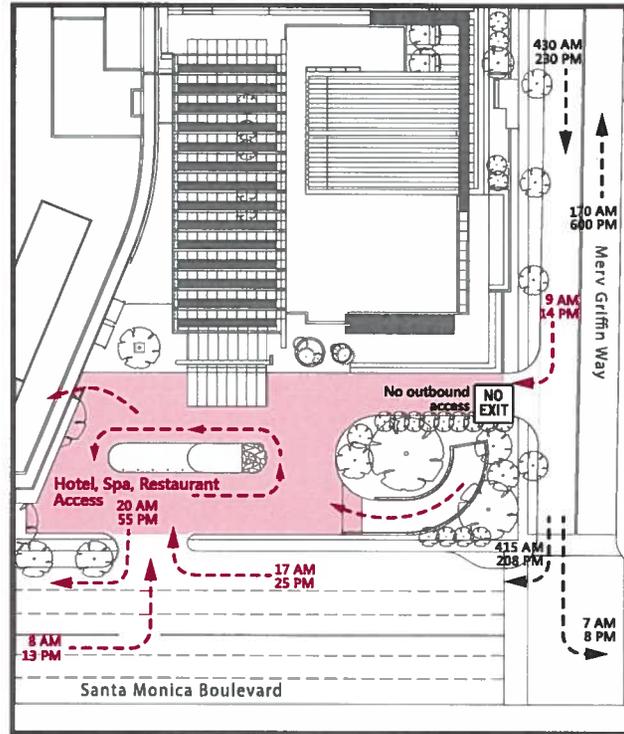
The analysis conducted for the SEIR considered both one-way and two-way access between the Hotel Motor Court and Merv Griffin Way. The preferred access option proposed for the One Beverly Hills project would permit two-way (inbound and outbound) access between the Hotel Motor Court and Merv Griffin Way. However, multiple access options were studied as part of the SEIR. The following options are presented for additional consideration:

- A. Provide two-way access (as proposed under the preferred access option)
- B. Provide one-way inbound access only
- C. Restrict outbound access during peak hours

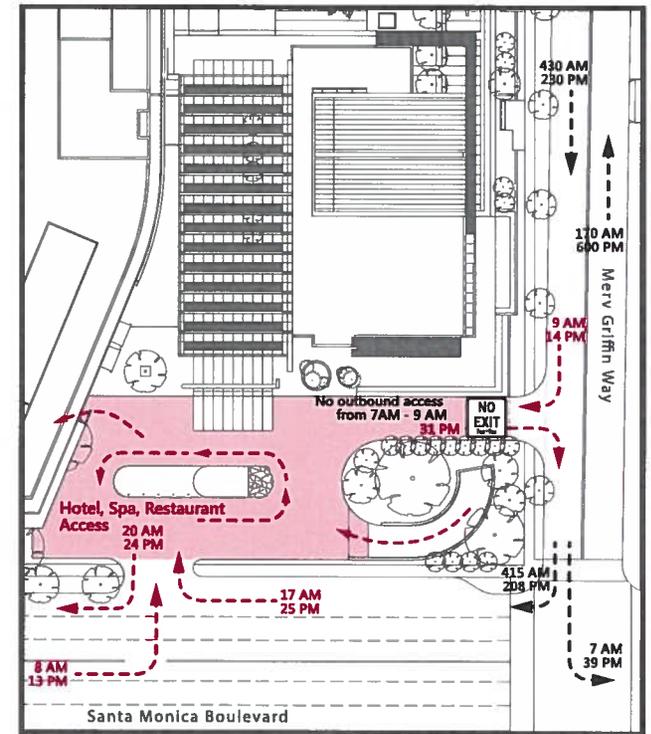
Figure 5 displays each of these access options. The table below summarizes the advantages and constrains of each option.



Option A: Two-Way Access to/from Merv Griffin Way



Option B: Inbound Access Only



Option C: Peak Hour Outbound Access Restrictions



Project Trips 

Future Year 2020 Traffic Volumes 



Figure 5

Merv Griffin Way Access Project Trips and Future Year 2020 Trips



Merv Griffin Way Access Options for Hotel Motor Court	Advantages	Constraints
<p>A. Provide two-way access (as proposed under the preferred access option)</p>	<p>Disperses project-trips as vehicles have multiple options to enter and exit the site.</p> <p>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.</p> <p>Two-way access was analyzed in the SEIR and does not impact nearby intersections (LOS reported in Tables 8-1 and 8-2).</p>	<p>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 between signalized intersection and Hotel Motor Court driveway).</p>
<p>B. Provide one-way inbound access only</p>	<p>Avoids potential blockage of southbound vehicles on Merv Griffin Way.</p> <p>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).</p>	<p>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.</p>



Merv Griffin Way Access Options for Hotel Motor Court	Advantages	Constraints
<p>C. Restrict outbound access during peak hours (7:00 – 9:00 AM)</p>	<p>Provides direct access to Merv Griffin Way during the majority of the day.</p> <p>Avoids potential blockage of southbound vehicles on Merv Griffin Way.</p> <p>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).</p>	<p>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).</p>

Based on the information presented above, the proposed site access option providing two-way access to/from Merv Griffin Way (Option A) is still recommended. To minimize the potential of southbound vehicles traveling on Merv Griffin Way being blocked by vehicles exiting the Motor Court, "Keep Clear" signage and pavement markings could be implemented at the project driveway.



4. Truck Trips at Loading Dock

The Proposed Project would have deliveries between 6:00 AM and 2:30 PM Monday through Saturday. Table RTC-8 in the SEIR (and shown below) presents the number of truck trips per day for the Proposed Project in comparison to the Approved Project. As shown, the Proposed Project would generate an additional 24 truck trips per week, with an average increase of 4 truck trips per day.

Table RTC-8 from SEIR

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

Site Operations	Daily Truck Trips (6:00 AM - 2:30 PM)							Weekly
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Approved Project	4	6	4	3	6	1	0	24
One Beverly Hills	8	10	8	8	10	4	0	48
Net Additional Truck Trips	4	4	4	5	4	3	0	24

The truck data presented in the SEIR does not reflect the number of garbage trucks that would serve the project. Table 1 shows the number of garbage trucks that would serve the Approved Project (5 trucks per week) and the Proposed One Beverly Hills Project (6 trucks per week). The Proposed Project would require one additional garbage truck per week resulting in an overall increase of 25 truck trips per week. As discussed in the SEIR, the truck trips were included in the trip generation estimates for the Proposed Project, and therefore, reflected in the traffic impact analysis. The one additional garbage truck per week is not expected to result in any new traffic impacts.



Table 1
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
<i>Plus Garbage Trucks</i>	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
<i>Plus Garbage Trucks</i>	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

Note: Garbage truck service days are unknown at this time and subject to provider schedules.



5. Construction Access from Santa Monica Boulevard

As explained in the Final SEIR, the proposed haul route for construction truck trips has been revised to avoid Wilshire Boulevard and instead utilize Santa Monica Boulevard for both inbound and outbound trips. As shown in Figure 2-8a of the Final SEIR, construction vehicles (including trucks) would access the One Beverly Hills site as follows:

- Construction vehicles would enter the project site from eastbound Santa Monica Boulevard at the western project boundary (at the location of the future residential driveway) utilizing the existing eastbound turn pocket; a flagman would stop traffic on westbound Santa Monica Boulevard when large trucks are entering the site.
- Once vehicles are on-site, they would load/unload materials, and then they would turn around within the project site.
- Construction vehicles would exit the site directly onto westbound Santa Monica Boulevard (at the existing service road); a flagman would stop traffic on westbound Santa Monica Boulevard when large trucks are exiting the site.

The feasibility of trucks making the left-turn movement from eastbound Santa Monica Boulevard into the project site was raised as a potential concern during the Planning Commission meeting. However, this movement is similar to how construction vehicles enter the Beverly Hilton Revitalization site as summarized below:

- For construction of the Beverly Hilton Revitalization project, trucks typically access the site by turning left from eastbound Santa Monica Boulevard onto Merv Griffin Way. The trucks then proceed by making a right turn onto Wilshire Boulevard, and a right turn onto westbound Santa Monica Boulevard to enter the construction site.
- During the past two to three weeks, Wilshire Boulevard has been under construction (the right-turn lane has been closed), which has resulted in a change to site access from that described above. Construction trucks enter and exit the Beverly Hilton Revitalization site directly to/from Santa Monica Boulevard (instead of utilizing Merv Griffin Way). Trucks have two options for accessing the site: 1) they turn directly into the construction site from eastbound Santa Monica Boulevard, or 2) they make a U-turn from eastbound Santa Monica Boulevard onto westbound Santa Monica Boulevard and then back into the project



site (vehicles would access the Proposed Project similar to the first option and there would be no need for vehicles to back into the project site).

- A flagman stops traffic on Santa Monica Boulevard when large trucks enter or exit the Beverly Hilton Revitalization site. The flagman stops traffic in sync with the traffic signal at Santa Monica Boulevard & Wilshire Boulevard, and therefore, the flagman contributes to little or no traffic delays along Santa Monica Boulevard.

Based on the findings above, the proposed hauling route along Santa Monica Boulevard is feasible for truck access to/from the Proposed Project site.



Rincon Consultants, Inc.

Environmental Scientists Planners Engineers

M E M O R A N D U M

- **Ventura**
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Ventura, California 93003
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F A X 6 4 4 4 2 4 0
- **San Luis Obispo**
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San Luis Obispo, California 93401
8 0 5 5 4 7 0 9 0 0
F A X 5 4 7 0 9 0 1
- **Carlsbad**
2215 Faraday Avenue, Suite A
Carlsbad, California 92008
7 6 0 9 1 8 9 4 4 4
F A X 9 1 8 9 4 4 9
- **Monterey**
437 Figueroa Street, Suite 203
Monterey, California 93940
8 3 1 3 3 3 0 3 1 0
F A X 3 3 3 0 3 4 0
- **Santa Barbara**
209 East Victoria Avenue
Santa Barbara, California 93101
8 0 5 6 4 4 4 4 5 5
F A X 6 4 4 4 2 4 0
- **Oakland**
449 15th Street, Suite 303
Oakland, California 94612
5 1 0 8 3 4 4 4 5 5
F A X 8 3 4 4 4 3 3
- **Riverside**
5005 La Mar Drive, Suite 201
Riverside, California 92507
9 5 1 7 8 2 0 0 6 1
F A X 7 8 2 0 0 9 7
- **Fresno**
255 W. Fallbrook Avenue
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Fresno, California 93711
5 5 9 2 2 8 9 9 2 5
- **Sacramento**
4825 J Street
Suite 200
Sacramento, California 95819
9 1 6 7 0 6 1 3 7 4
- **Los Angeles**
706 South Hill Street
Suite 1200
Los Angeles, California 90014
2 1 3 7 8 8 4 8 4 2

Date: September 8, 2016

To: Andre Sahakian, Associate Planner

Organization: City of Beverly Hills

From: Lindsey Sarquilla, Senior Environmental Planner, and Joe Power, Principal

Re: 9900 Wilshire Boulevard (One Beverly Hills) Project - Loading Dock Operational Noise

The purpose of this memorandum is to supplement the 9900 Wilshire Boulevard (One Beverly Hills) Project Final Supplemental Environmental Impact Report (SEIR) by quantifying the proposed loading dock’s operational noise impacts.

As discussed in the Final SEIR, the Project includes a loading dock across from the entrance to the Hilton Hotel, which would be accessed from Merv Griffin Way and located below grade. The Project would have deliveries between 6:00 AM and 2:30 PM Monday through Saturday, or over an approximately 8.5-hour period. All loading dock operations would occur within the enclosed loading dock service area below grade. Consequently, line-of-sight between the loading dock service area and adjacent Hilton Hotel rooms is obstructed. The entrance to the loading dock ramp is at least 100 feet from the nearest Hilton Hotel room, while the loading dock service area itself is 200 feet from the nearest hotel room. The ramp down to the loading dock service area is 90 feet long.

Operational noise from the loading dock service area would consist primarily of tractor trailers maneuvering within the service area. Box vans/step vans, tractor trailers, and garbage trucks would make deliveries to the site. As shown in Table 8-9, the Proposed Project would generate up to 24 more deliveries per week than the Approved Project, with a maximum increase of five trips in one day. The Proposed Project would also increase garbage truck trips to the project site by one trip per week in comparison to the Approved Project. Assuming that delivery trips and garbage truck trips occurred on the same day, the Proposed Project would result in a maximum increase of six daily trips over the Approved Project.

Although multiple vehicles could park within the service area at one time, only one could access or maneuver within the service area at a given time. Current State law restricts diesel truck idling to five minutes or less. Although vans and trucks would complete maneuvering within the service area in less than five minutes, assuming that each delivery would operate within the service area for a total of five minutes results in a conservative assumption that deliveries would occur over 30 minutes per day (five minutes times six total delivery/trash trips). Assuming the trucks would accelerate up the 90 foot ramp at no more than 5 miles per hour, the duration of one truck's acceleration would be approximately 0.2 minutes or 12 seconds. The acceleration of six truck trips up the 90 foot ramp would occur over approximately 1.2 minutes or 72 seconds per day. Table 1 summarizes the duration of loading dock operations by event.

Table 1 Duration of Loading Dock Operations

Event	Distance of Event to Beverly Hilton Hotel Rooms	Number of Additional Events per Day	Duration per Event	Total Duration per Day
Operations within Loading Dock Service Area	200 feet	6	5 minutes ¹	30 minutes
Exiting Ramp	100 feet	6	0.2 minutes or 12 seconds ²	1.2 minutes or 72 seconds

¹ Due to State law diesel trucks can idle for no more than five minutes.

² Trucks at 5 miles per hour would travel 90 feet (distance of the ramp) in approximately 0.2 minutes or 12 seconds.

The California Motor Vehicle Code establishes maximum sound levels (L_{max}) for trucks operating at speeds less than 35 miles per hour (Section 23130) of 86 A-weighted decibels (dBA) at 50 feet. Trucks would access and operate within the loading dock area at less than 35 miles per hour; therefore, the maximum noise level that would be expected from the trucks is 86 dBA L_{max} at 50 feet. In reality, the L_{max} would only be reached during the times that trucks accelerate up the loading dock ramp.

Noise levels typically attenuate (or drop off) at a rate of about 6 dBA per doubling of distance from point sources. The service area and access ramp would be a point source due to its enclosed nature and perpendicular orientation to receptors. Therefore, unobstructed noise from truck trips would be approximately 80 dBA L_{max} at 100 feet (distance from top of ramp to nearest receptor) and 74 dBA L_{max} at 200 feet (the distance from the loading dock service area to the nearest receptor).

Barriers, such as walls, berms, or buildings, that break the line-of-sight between a source and a receptor greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier (diffraction). Typically, a minimum 5 dBA insertion loss can be expected for receptors whose line-of-sight to a source is blocked by a barrier.¹ Because all maneuvering would occur below grade and line-of-sight from the service area to receptors is obstructed, noise from the loading dock service area would be further reduced by at least 5 dBA to 69 dBA L_{max} at 200 feet. Noise from truck acceleration up the ramp would also be blocked by the ramp itself for the majority of the ramp length. However, as trucks finished their ascent at the top of the ramp L_{max} would be 80 dBA at 100 feet.

¹ U.S. Department of Transportation Federal Highway Administration. Noise Barrier Design Handbook. Accessed September 2016 at http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/design/design03.cfm#sec3.5.3

In terms of an equivalent sound level (Leq) over 8.5 hours (the operational period), noise levels from the loading dock service area would be approximately 57 dBA Leq and noise from heavy duty trucks exiting the service area would be approximately 53 dBA Leq at the exterior of the nearest hotel rooms (see attached Loading Dock Noise Impact Estimation sheet for Leq calculation). Combined loading dock operations would generate noise levels of 58.3 dBA Leq at the exterior of the hotel rooms. The Leq from loading dock events is lower than the Lmax expected from these events because Leq takes into account the total duration of the events over the entire operational period, or 8.5 hours. Similarly, the Leq generated by operations within the loading dock is greater than the Leq generated by trucks exiting due to the longer duration of the event (30 minutes for loading dock service area operations versus 1.2 minutes for trucks exiting).

The existing ambient noise level near the loading dock area and at the exterior of the Beverly Hilton Hotel rooms facing Merv Griffin Way is 74 dBA Community Noise Equivalent Level (CNEL) (Measurement Location 3 in the Final SEIR Table 4.4-1, Noise Measurement Results). Existing ambient noise levels plus loading dock operational noise would result in a CNEL of 74.1 dBA (see attached Loading Dock Noise Impact Estimation sheet for CNEL calculation). According to Policy N 1.5 of the City's General Plan Noise Element, an increase of 1 dBA CNEL is considered significant when existing ambient noise levels are greater than 70 dBA CNEL (2010). Loading dock operations would increase existing ambient noise levels at the exterior of hotel rooms by 0.1 dBA CNEL, which is below the significance threshold; therefore, impacts of loading dock operations would not be significant and would not audibly change community noise levels along Merv Griffin Way.

It is important to note that operational noise from the loading dock service area (69 dBA Lmax) would be less than existing ambient noise levels and would be intermittent (occurring no more than six times per day and for less than 30 minutes over a 24-hour period). Trucks accelerating up the ramp would result in an Lmax of about 80 dBA at 100 feet. This exceeds the ambient noise level at this location so individual truck movements may be audible in exterior areas in the vicinity of the loading dock driveway. However, the duration of these events would be only about 1.2 minutes (or 72 seconds) in total over an 8.5-hour period and about 0.2 minutes (12 seconds) for any one trip. Furthermore, standard construction materials and techniques used for residential and commercial developments in Southern California normally result in a minimum exterior-to-interior noise attenuation of 25 dBA with windows closed. Therefore, within the Beverly Hilton hotel rooms facing Merv Griffin Way, the Lmax from the loading dock service area would be approximately 44 dBA and the Lmax from trucks exiting the loading dock would be approximately 55 dBA. Such levels would not be perceptible above ambient noise and would not significantly affect the hotel rooms.

LOADING DOCK NOISE IMPACT ESTIMATION

Scenario: Loading Dock Operations
 Receptor Location: Beverly Hilton Hotel

Noise Source ¹	Ave. Maximum SPL @ 50 ft., dBA	Number	Percentage of Operation Hours In Use ²	Effective Use Factor ³	Distance, Ft.	Leq, dBA
Heavy Duty Truck on Ramp	86	1	0.002	1	100	53
Mitigated Trucks in Loading Dock Service Area	81	1	0.06	1	200	57

TOTAL Leq DURING OPERATIONS: 58.3 dBA

Distance attenuation assumed at: 6 dBA per doubling of distance
 Notes: #N/A = Not Applicable

[1] California Motor Vehicle Code Section 23130 Lmax for trucks operating at less than 35 mph; includes 5 dBA reduction in noise for the "Mitigated Trucks in Loading Dock Service Area" source because the service area is below grade and line-of-sight between the source and receptor would be blocked.

[2] Operational hours are from 6:30 AM to 2:30 PM (8.5 hours). Duration of 6 heavy duty trucks accelerating up ramp extends for a total of 1.2 minutes out of 8.5 hours (or 0.2% of the operation period). Duration of 6 heavy duty trucks maneuvering within loading dock service area extends for a total of 30 minutes out of 8.5 hours (or 6% of the operation period).

[3] Assumed percentage of time that trucks are operating at near maximum sound level.

Loading Dock Noise Impact Analysis

Loading Dock Noise Impacts at Beverly Hilton Hotel Rooms			
Time	Existing Leq dBA ¹	Loading Dock Leq dBA ²	Existing + Loading Dock Leq dBA
0:00	66.9	0.0	66.9
1:00	66.9	0.0	66.9
2:00	66.9	0.0	66.9
3:00	66.9	0.0	66.9
4:00	66.9	0.0	66.9
5:00	66.9	0.0	66.9
6:00	66.9	58.3	67.5
7:00	70	58.3	70.3
8:00	70	58.3	70.3
9:00	70	58.3	70.3
10:00	70	58.3	70.3
11:00	70	58.3	70.3
12:00	70	58.3	70.3
13:00	70	58.3	70.3
14:00	70	58.3	70.3
15:00	70	0.0	70.0
16:00	70	0.0	70.0
17:00	70	0.0	70.0
18:00	66.9	0.0	66.9
19:00	66.9	0.0	66.9
20:00	66.9	0.0	66.9
21:00	66.9	0.0	66.9
22:00	66.9	0.0	66.9
23:00	66.9	0.0	66.9
Existing dBA CNEL³:	74	61.3	74.1
Change dBA CNEL [Existing + Loading Dock] - [Existing]:			0.1

1. Daytime and nighttime Leqs and CNEL from Final SEIR Table 4.4-1 for Measurement Location #3, nearest to Beverly Hilton Hotel rooms

2. Loading dock Leq dBA from Loading Dock Impact Estimation

3. Calculated using CNEL Community Noise Calculator at <https://www.noisemeters.com/apps/ldn-calculator.asp>