ATTACHMENT 5

FINAL EIR-APPENDIX C

THE BEVERLY HILTON REVITALIZATION PLAN

Final Environmental Impact Report

Appendix C

SCH No. 2006091053

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APPENDIX C

INTRODUCTION

The Final EIR for the Beverly Hilton Revitalization Plan Project was printed and distributed to the City of Beverly Hills Planning Commission in February 2008. On March 25, 2008, after the Final EIR had been made public and the Planning Commission had completed its process and forwarded a recommendation to the City Council, the applicant presented the City with a new variation on the project. During the City Council hearing process, the applicant and the City worked together to further refine this new variation and, on April 15, 2008 a majority of the City Council agreed upon a variation of the project referred to herein as the Revised Project. The Revised Project is a combination of the original project, Alternative 4 – Modified Residential Building Height Alternative, and Alternative 6 - Modified Building Height and Elimination of Condos at the New Luxury Hotel, and is designed to address comments raised during the City Council hearing process.

This document describes the Revised Project and evaluates the associated potential environmental impacts. The Revised Project and its potential impacts are compared to the project evaluated in the Draft EIR, referred to herein as the original project. The Revised Project constitutes a variation on two of the alternatives already evaluated; Alternative 4 was evaluated in the Draft EIR, which was circulated for public review between August 7 and September 28, 2007, and Alternative 6, which was a project variation defined by the City and the applicant and evaluated during the course of the Planning Commission review of the project. This appendix analyzes whether the changes to the project that constitute the Revised Project represent significant new information that would require further analysis or recirculation of the EIR.

It should be noted that, for purposes of ultimately making recommendations for project approval, the Planning Commission and City Council are not limited to consideration of only the original project, the alternatives defined and evaluated in the Draft EIR and during the course of hearings on the project, or the Revised Project described in this appendix, in whole or in part. Should decision makers choose, they may ultimately recommend or approve a combination of elements of the project and/or alternatives considered in the Draft EIR or during the subsequent public hearing process (for example, land use, height, setback, parking, etc.).

In summary: CEQA does not constrain decision-makers by requiring consideration or approval *only* of the project or alternatives set forth in the Draft EIR. The City Council may ultimately define the project of its choosing by drawing from any or all of the above and/or by defining new project components.

Depending on the magnitude of such changes new impact analysis may be required, however that is not the case with respect to the Revised Project.

Recirculation of the Draft EIR is not required based on the analysis contained in this Appendix and based on the standards defined in Section 15088.5 of the CEQA Guidelines. This section of the CEQA Guidelines states that a lead agency is required to recirculate an EIR when significant new information is added to the EIR. Significant new information can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. Significant new information requiring recirculation could include a new significant environmental impact or a substantial increase in the severity of an environmental impact. The changes that have been made to the original project and result in the Revised Project are designed to reduce impacts. Because (1) no new significant impacts result from these changes, (2) there is not a substantial increase in the severity of an environmental impact as a result of the changes, and (3) no new significant information has been added to the Draft EIR, recirculation of the Draft EIR is not necessary. Further, the Revised Project is not considerably different from the alternatives already considered in the Draft EIR and during review of this project by the Planning Commission and City Council.

Revised Project – Combination of Original Project, Alternative 4 – Modified Residential Building Height Alternative, and Alternative 6 – Reduced Building Heights and Elimination of Condos at the New Luxury Hotel

Project Description

The Revised Project is a combination of the original project, Alternative 4 – Modified Residential Building Height Alternative, and Alternative 6 - Reduced Building Heights and Elimination of Condos at the New Luxury Hotel. The Revised Project is shown in **Figure C-1, Revised Project Site Plan**, attached hereto. A breakdown of the components of the Revised Project and original project are provided in **Table C-1, Original Project and Revised Project.**

Table C-1
Original Project and Revised Project

	Beverly Hilton Hotel [1]	New Beverly Hilton Hotel Rooms [2]	New Luxury Hotel	Conference Center [2]	Residence A	Residence B	Poolside Cabanas	Total
Original Project								
Hotel (rooms)	402	50	120	-	-	-	-	522 rooms
Condominiums (units)			30	-	42	48	-	120 units
Height (feet)	95	39	17 to 121 to 150	n/a	112 to 150	149	10	
Number of Stories	8	3	2 to 11 to 14	n/a	10 to 13	13	1	
Square Feet	380,333		206,063	14,848	173,273	190,383	N/A	970,620 [3]
FAR								2.49:1[3]
Revised Project								
Hotel (rooms)	402	Eliminated	170	-	-	-	-	522 rooms
Condominiums (units) [4]				-	24 to 34	64 to 76	-	110 units
Height (feet)	95		21 to 136	29	70 to 97	173 to 200	10	
Number of Stories	8		2 to 12	2	6 to 8	16 to 18	1	
Square Feet	380,333		207,100	14,848	108,152	263,300	14,679	973565 sf
FAR								2.50:1[3]

sf = square feet

1 *Under the Revised Project, the number of hotel rooms and square feet is for the total Beverly Hilton Hotel. The Revised Project would demolish approximately 204,349 square feet of the existing development on the project site and add approximately 27,781 square feet of new development for a net decrease of 163,204 square feet.*

2 *Under the original project the New Conference Center would be located on the ground floor beneath two floors of hotel rooms in the New Beverly Hilton Hotel Rooms building proposed to be located on Wilshire Boulevard. Under the Revised Project, the New Conference Center would be developed in that same location. For this reason, the height and number of floors are provided for the New Beverly Hilton Hotel Rooms building under the Original Project and for the Conference Center under the Revised Project.*

3 *The original project included the provision of one-story cabanas around the pool. However, because it was unknown if the cabanas would be developed as buildings or tents, the 14,679 square feet was not included in the net overall square footage for the project. Consequently, this square footage was not considered in the calculation of the FAR for the original project, but it is considered in the calculation of the Revised Project.*

4 *Under the Revised Project, the number of units will be determined when final plans are prepared, and the analysis contained herein assumes the maximum contemplated number.*

Under the Revised Project changes would occur in each of the new buildings proposed under the original project. The *net new* square footage under the Revised Project would be 430,028 square feet, a increase of 2,945 square feet compared to the 427,083 square feet proposed under the original project. [1].

The New Luxury Hotel under the original project proposed to develop 30 condominiums on floors above the 120 hotel rooms proposed for development in New Luxury Hotel. The Revised Project eliminates the 30 condominiums. The Revised Project also eliminates the New Beverly Hilton Hotel Rooms wing along Wilshire Boulevard that was proposed to contain 50 hotel rooms and relocates them to the New Luxury Hotel. All new hotel rooms would be contained within the New Luxury Hotel, and the overall total number of hotel rooms, 170, would remain unchanged. The New Luxury Hotel building would be 207,100 square feet under the Revised Project, an increase of 1,037 square feet when compared with the 206,063 square feet proposed under the original project.

The original project proposed to develop a total of 120 residential units (42 units in Residence A, 48 units in Residence B, and 30 units atop the New Luxury Hotel); under the Revised Project there would be 88 to 110 residential units (24 to 34 units in Residence A and 64 to 76 units in Residence B). Although the applicant has not yet determined the floor plates of the individual residential units, the square footage of the buildings would be the same regardless of the number of residential units developed. Residence A would be 108,152 square feet, a reduction of 65,120 square feet when compared with the 173,273 square feet proposed under the original project. Residence B would be 263,300 square feet, an increase of 72,917 square feet when compared with the 190,383 square feet proposed under the original project. The total residential square footage for the Residence A and B buildings proposed under the Revised Project would be 371,453, square feet, an increase of 7,797 square feet when compared with the 363,656 square feet proposed under the original project. For purposes of this analysis, it is assumed that the maximum number of residences (110) would be developed. In the event 88 residences are constructed, the analysis contained herein would be adequate under CEQA since any environmental impacts would be reduced. No changes to the Wilshire Tower are proposed under the original project or Revised Project.

Under the Revised Project, the New Luxury Hotel building would step up in height from the 2-story restaurant portion at the eastern end (25' above the reference datum and 46' above adjacent grade),

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1 The original project included the provision of one-story cabanas around the pool. However, because it was unknown if the cabanas would be developed as buildings or tents, the 14,679 square feet was not included in the overall square footage for the project. Consequently, this square footage was not considered in the overall square footage for the original project, but is considered in the calculation of the net overall square footage of the Revised Project. Therefore, while the Revised Project is shown to increase the net overall square footage by 2,945 square feet, if the 14,679 square feet of the cabanas had been included in the net overall square footage of the original project, the net overall square footage would be 441,762 square feet (427,083 + 14,679) and the Revised Project would result in a decrease of net overall square footage of 11,734 square feet (441,762 – 430,028).

closest to the intersection of Wilshire and Santa Monica Boulevards, to 12 stories (136′ above the reference datum and 150′ above adjacent grade). The building proposed under the original project ranged from 2 stories at the eastern end (17′ above the reference datum and 38′ above adjacent grade) to 14 stories at its western end (up to 150′ above the reference datum and 166′ above adjacent grade), with an 11-story central portion (112′ above the reference datum and 129′ above adjacent grade); approximately two-thirds of the total length of the building was proposed to be 14 stories in height.

The original project proposed the development of 50 new guestrooms in the New Hilton Hotel Rooms wing atop a New Conference Center adjacent to Wilshire Boulevard. In the original project this building ranged in height from 1 story/21 feet to 3 stories/45 feet tall. Under the Revised Project, the New Beverly Hilton Hotel Rooms wing has been eliminated; the rooms it contained have been relocated to the New Luxury Hotel building and the remaining Conference Center would be 2 stories tall (up to 29′ feet above the reference datum or 38 feet above adjacent grade).

The setback from the northern property line to the 2-story restaurant portion of the New Luxury Hotel building would be increased from 10′8″ to the property line under the original project to 30′ to the property line under the Revised Project, and the setback to the northernmost point of the 12-story portion of the building would be increased from 33′10″ under the original project to 52′6″. From the intersection of Wilshire and Santa Monica Boulevards, the two-story portion of the New Luxury Hotel building would be set back 83′3″ and the 12-story portion would be set back 129′. This is comparable to the original project setbacks of 83′ and 128′, respectively. The New Luxury Hotel building would set back 5 feet from the southern property line along Santa Monica Boulevard under the Revised Project, whereas it was built up to the property line under the original project.

At the request of the Planning Commission, the right-in/right-out driveway for the New Luxury Hotel was relocated approximately 229 feet to the west to allow for greater landscaping and a more dramatic entry statement. This relocation provides several benefits:

- The relocation increases the separation between the New Luxury Hotel driveway and Metro Bus stop near the Wilshire Boulevard/Santa Monica Boulevard intersection. This relocation is intended to reduce the potential for conflict between vehicles exiting the driveway and transit vehicles.

- This relocation increases the separation between the New Luxury Hotel driveway and the Wilshire Boulevard/Santa Monica Boulevard intersection. This increased separation will reduce the possibility that vehicles exiting the hotel driveway will conflict with vehicles turning at the intersection.

Under the Revised Project, Residence A would step up in height from 6 stories (70′ above the reference datum and 74′ above adjacent grade) closest to Wilshire Boulevard to 8 stories at its southern end (97′ above the reference datum and 101′ above adjacent grade). Under the original project, Residence A ranged from 10 stories nearest Wilshire Boulevard (112′ above the reference datum and 114′ above adjacent grade) to 13 stories to the south (150′ above the reference datum and 154′ above adjacent grade). Accordingly, the Revised Project reduces Residence A building height by 40′ to 53′. The building footprint has been increased slightly compared to the original project, from 96′ by 179′ to 96′ by 183′. The building setback from the northern property line along Wilshire Boulevard has been deepened to 54′11″ (67′10″ from the existing curb line) to correspond to the setback as measured at the midpoint of the northernmost arm of the hotel's existing Wilshire Tower, a substantial increase over the original project building setback of 30′ from the northern property line and 40′ from the curb line. The building setback from Merv Griffin Way would remain the same as under the original project (approximately 31′ at the northern end of the building and 100′ at the southern end of the building).

Under the Revised Project, Residence B would range from 16 stories (173′ above the reference datum and 178′ above adjacent grade) to 18 stories (200′ above the reference datum and 218′ above adjacent grade). This represents an increase of 11′ to 51′ over the original project's maximum building height of 167′ feet at the southwest corner of the property closest to Merv Griffin Way and Santa Monica Boulevard. As with Residence A, the Revised Project building footprint (96′ by 183′) represents a very slight increase in length over the original project building footprint (96′ by 179′). The building setback from the southern property line and Santa Monica Boulevard would be comparable to the original project at 19′6″ and 35′9″, respectively. The setback from the western property line along Merv Griffin Way would be unchanged from the original project (18′).

The Revised Plan increases the amount of landscaping along the project site's Wilshire Boulevard frontage ("New Wilshire Parkway Gardens") compared to the original project. This landscaping is possible because of the increased setbacks for buildings along the Wilshire Boulevard frontage, including the two-story restaurant portion of the New Luxury Hotel building, the new Conference Center (which is now south of the new entry driveway for the New Luxury Hotel), and Residence A.

Based upon the requirement for 2.0 parking spaces per residential unit, 20 fewer parking spaces would be required under the Revised Project. Because the same number of hotel rooms, 170, and hotel support space would be provided under the Revised Project and original project, the parking demand for hotel uses would remain the same. Under the Revised Project, parking may occur under one of four scenarios, as described below. Under all four scenarios, the Revised Project would provide more parking spaces than the demand identified in the EIR, and in the staff recommended option would provide more parking than required by City of Beverly Hills Municipal Code.

Scenario 1 is the provision of 1,422 parking spaces, with an additional 200 valet spaces provided in drive aisles. The original project proposed the provision of 1,422 parking spaces inclusive of valet spaces, which would meet project demand according to the DEIR.

Scenario 2 is the provision of the Planning Commission-recommended number of parking spaces – 1,733 marked parking spaces, and aisle capacity to accommodate not less than 2,183 vehicles with valet services.

Scenario 3 would be a blending of Scenarios 1 and 2, with a parking space count of between 1422 and 2183.

Scenario 4 is the approach recommended by staff, and calls for the provision of 1,572 marked parking spaces, 280 individual spaces served with mechanical lifts to minimize space and increase efficiency, and 331 valet spaces for a total of 2,183 spaces.

The Floor Area Ratio (FAR) of the Revised Project is 2.5, a slight increase from the original project FAR of 2.49:1. Although the FAR is substantially the same as the original project, the Revised Project exceeds the maximum FAR of 2:1 currently permitted on the project site under the C-3 zoning standards. In addition, similar to the original project, the proposed Residence A and B buildings, as well as the New Luxury Hotel building, would exceed 45 feet in height and have more than three stories. Therefore, the Revised Project would still require approval of the proposed General Plan Amendment and Specific Plan needed for the original project, with modifications reflecting the fact that the maximum height and number of stories for the New Luxury Hotel and Residence A Building under the Revised Project would be reduced and the height and number of stories for the Residence B Building would be increased.

The original project proposed the use of Santa Monica Boulevard as the primary haul route, but also identified Wilshire Boulevard as a possible haul route. Under the Revised Project, the construction haul route would be confined to Santa Monica Boulevard and would entirely avoid Wilshire Boulevard. The duration of the construction period under the Revised Project is anticipated to be 50 months, the same duration as was projected for the original project.

Aesthetics

Aesthetic Character and Views

Visual Character and Quality. The Revised Project would modify proposed new buildings on the site in several ways.

The New Luxury Hotel building would step up in height from the 2-story restaurant portion at the eastern end (25′ above the reference datum and 42′ above adjacent grade), closest to the intersection of Wilshire and Santa Monica Boulevards, to 12 stories (136′ above the reference datum and 150′ above adjacent grade). The building proposed under the original project ranged from 2 stories at the eastern end (17′ above the reference datum and 38′ above adjacent grade) to 14 stories at its western end (up to 150′ above the reference datum and 166′ above adjacent grade), with an 11-story central portion (112′ above the reference datum and 129′ above adjacent grade); approximately two-thirds of the total length of the building was proposed to be 14 stories in height. Therefore, under the Revised Project, the height of the two-story restaurant portion at the intersection of Wilshire and Santa Monica Boulevards would increase by 4 feet compared to the original project, whereas the proposed 12-story maximum building height represents a reduction of 2 stories and 16′ compared to the original project's maximum height. The restaurant increased in height by 4′ in order to allow the ceiling heights to match those at the reconfigured 12-story New Luxury Hotel building.

The Revised Project would slightly enlarge the footprint of the New Luxury Hotel building compared to the original project. The original building was 88′6″ wide (including projecting balconies) and 228′ long (273′ long including the 2-story restaurant portion) and under the Revised Project would be 94′ wide (including projecting balconies) and 243′ long (289′ long including the 46′-long two-story restaurant portion). The Revised Project building is therefore 5′4″ wider and 16′ longer than the original project building, taking into consideration the 2-story restaurant portion.

The setback from the northern property line along Wilshire Boulevard to the 2-story restaurant portion of the New Luxury Hotel building would be increased from 10′8″ under the original project to 30′ under the Revised Project, and the setback of the northernmost point of the 12-story portion of the building from the northern property line along Wilshire Boulevard would be increased from 33′10″ under the original project to 52′6″ under the Revised Project. From the easternmost property line, where the northern and southern property lines meet near the intersection of Wilshire and Santa Monica Boulevards, the two-story portion of the New Luxury Hotel building would be set back 83′3″ and the 12-story portion would be set back 129′3″. This is comparable to the original project setbacks of 83′3″ and 128′, respectively. The building would be built up to the property line along Santa Monica Boulevard under the Revised Project and the original project.

The Revised Project entirely deletes the New Hilton Hotel Rooms wing along Wilshire Boulevard at the intersection of Wilshire and Santa Monica Boulevards, with only the New Conference Center to be constructed at this location. The New Conference Center would be two stories tall (29′ above the reference datum and up to 38′ above adjacent grade), a reduction of 1 story and 10′ compared to the original project. (It is worth noting that the height of the existing Wilshire Edge building is also 17′ above

the reference datum, and up to 37′ above adjacent grade at its easternmost point.) The New Conference Center would be set back approximately 30′ from the northern property line, an increase of 27′ over the 11′ setback of the New Hilton Hotel Rooms wing proposed under the original project.

Under the Revised Project, Residence A would step up from 6 stories (70′ above the reference datum and 74′ above adjacent grade) closest to Wilshire Boulevard to 8 stories at its southern end (97′ above the reference datum and 101′ above adjacent grade). Under the original project, Residence A ranged from 10 stories nearest Wilshire Boulevard (112′ above the reference datum and 114′ above adjacent grade) to 13 stories to the south (150′ above the reference datum and 154′ above adjacent grade). Accordingly, the Revised Project reduces Residence A building height by 40′ to 53′. The building footprint has been increased slightly compared to the original project, from 96′ by 179′ to 96′ by 183′. The building setback from the northern property line along Wilshire Boulevard has been deepened to 54′11″ (67′11″ from the existing curb line) to correspond to the setback as measured at the midpoint of the northernmost arm of the hotel's existing Wilshire Tower, a substantial increase over the original project building setback of 30′ from the northern property line and 43′ from the Wilshire curb line. The building setback from Merv Griffin Way would remain the same as under the original project (approximately 31′ at the northern end of the building and 100′ at the southern end of the building).

Under the Revised Project, Residence B would range from 16 stories (173′ above the reference datum and 178′ above adjacent grade) to 18 stories (200′ above the reference datum and 218′ above adjacent grade). This represents an increase of 11′ to 51′ over the original project's maximum building height of 167′ feet at the southwest corner of the property closest to Merv Griffin Way and Santa Monica Boulevard. As with Residence A, the Revised Project building footprint (96′ by 183′) represents a very slight increase in length over the original project building footprint (96′ by 179′). The building setback from the southern property line and Santa Monica Boulevard would be comparable to the original project at 19′6″ and 35′9″, respectively. The setback from the western property line along Merv Griffin Way would be unchanged from the original project (18′).

As with the original project, the Revised Project still proposes increased intensity of uses on-site, introduces residential uses where none currently exist, and proposes building heights in excess of those now found on the project site. However, with respect to compatibility with the General Plan Land Use Element Objectives related to Areas of Transitional Conflict, Scale of the City, and development criteria for new commercial development adjacent to existing residential uses, the proposed General Plan Housing Element Amendment is intended to clarify that the site is considered an appropriate location for mixed use development. Further, the site is consistent with and implements Section 2.2 of the Land Use Element of the General Plan, as amended in conjunction with the 9900 Wilshire project, because the project site is an anchor location at the intersection of Wilshire and Santa Monica Boulevards and serves

as a gateway location that is appropriate for higher-intensity development and greater building heights. The proposed mix of uses and steps in building heights provide an adequate transition from the single family residential neighborhood to the north as well as the El Rodeo School to the north.

In light of the proposed General Plan Amendment as well as revisions to the original project, the Revised Project is considered consistent with the General Plan and impacts related to Visual Character and Quality are considered less than significant. Project revisions incorporated into the Revised Project supporting this conclusion include the following:

- **The New Luxury Hotel** would be reduced in height compared to the original project and the building setback from Wilshire, the most sensitive frontage of the property, has been increased by 20 feet; setbacks of the 2-story and 12-story portions of the building from the easternmost property line, where the northern and southern property lines meet at the intersection of Wilshire & Santa Monica, remain unchanged.

- **The New Hilton Hotel Rooms Wing** has been deleted from the Revised Project, reducing the intensity of development on-site and the height of buildings on the project site's Wilshire Boulevard frontage. The building setback for the remaining **New Conference Center** at this location has been substantially increased compared to the original project, as has the landscape treatment along the Wilshire Boulevard frontage.

- **Residence A** is considerably reduced in height compared to the original project, incorporates progressive building height stepbacks, and is now lower in height than the existing, adjacent Wilshire Tower, which is 95′ to the roofdeck and between 120′ and 132′ to the top of the mechanical penthouse. The Wilshire Tower serves as a benchmark for building heights along the Wilshire Boulevard frontage in the project vicinity. Residence A exceeds the height of the existing 4-story, 50′ Palm Court Oasis building that currently occupies the proposed Residence A site by between 2 and 4 stories, but also incorporates greater setbacks from both Merv Griffin Way and Wilshire Boulevard than the Palm Court Oasis building.

  The building setback from the northern property line and Wilshire Boulevard curb line has been increased to correspond to that of the adjacent Wilshire Tower as well as the North Tower of the recently approved 9900 Wilshire project immediately to the west of the project site. Residence A is also lower in height, and has a smaller building footprint than the approved 9900 Wilshire project's North Building, which steps up from 7 stories along Wilshire to 13 stories (161′ above the reference datum and adjacent grade) further to the south.

Finally, the landscaped open space on the corner of Merv Griffin Way and Wilshire Boulevard has been increased and complements both Beverly Gardens Park and the landscaped public garden proposed at this intersection on the 9900 Wilshire project site.

- While **Residence B** has increased in height, it is sited on the least visually sensitive part of the project site. The Revised Project retains the approximate Residence B building footprint of the original project, so that setbacks from adjacent property lines and roadways remain unchanged. As with Residence A, Building B has been viewed and considered in the context of the height and mass of the recently approved 9900 Wilshire project to the west, the South Building of which ranges from 13 to 15 stories (up to 165′ above the reference datum and 205′ above adjacent grade). Residence B contributes to a gradual, progressive increase in building heights along Santa Monica Boulevard beginning at the eastern end of the Hilton site, where the 2-story and 12-story New Luxury Hotel is planned, and moving west to the 9900 Wilshire South Building, with the high-rises of Century City still farther west.

Views. A number of project revisions serve to reduce impacts on views of the hotel, including the Wilshire Tower, from the intersection of Wilshire and Santa Monica Boulevards compared to the original project. These revisions include the reduction in the maximum height of the New Luxury Hotel building to 12 stories; the increased setbacks of the two-story restaurant building and 12-story portion from the northern property line along Wilshire Boulevard; the elimination of the New Hilton Hotel Rooms wing from the New Conference Center on Wilshire Boulevard; the substantially increased setback of the New Conference Center from the northern property line; and the introduction of additional landscaping (the New Wilshire Parkway Garden) along the property's Wilshire frontage. The Revised Project would not significantly obstruct views of the hotel from this intersection and potential impacts views from this vantage are not considered a significant impact as this would be with the original project.

Revisions to Residence A serves to reduce impacts on views of the hotel from Wilshire Boulevard as well as views from west-facing guestrooms in the hotel's Wilshire Tower. These revisions include (1) the substantial reduction in building height and the incorporation of building height stepbacks, such that Residence A heights are comparable to that of Wilshire Tower; (2) the increased setback that now corresponds to the setback as measured at the midpoint of the northernmost arm of Wilshire Tower; (3) the relocation of the Residence A driveway south of the building; and (4) the increase in landscaped open space at the intersection of Merv Griffin Way and Wilshire Boulevard, and along Wilshire Boulevard (the New Wilshire Parkway Garden). Views from west-facing guestrooms in Wilshire Tower are still substantially obstructed by the revised Residence A, although it should be noted that the recently approved North Building on the adjacent 9900 Wilshire project site, which ranges from 9 to 13 stories, is several hundred feet in length, and is sited nearly due west of Residence A, will also contribute to

substantial obstruction of views from the same guestrooms following buildout. Nonetheless, Residence A is still considered to result in significant view impacts on west-facing Wilshire Tower guestrooms, even though the developer's proposal impacts the developer's view.

Residence B would range from 16 to 18 stories, an increase of between 3 and 5 stories (11' to 51') over the original project. However, Residence B would not obstruct, interrupt or diminish any valued focal or panoramic views, and the building's impacts on views would remain less than significant. Further, although the Residence B is taller than the original project, the additional height does not result in any new or substantially more severe impacts beyond those already fully disclosed in the Draft EIR analysis of the original project and alternatives. As such, the additional height is not a substantial project revision and does not constitute new information that would warrant additional environmental review or recirculation.

Light and Glare

Construction

Under the Revised Project, nighttime lighting needs and impacts during construction would not vary markedly from those associated with the original project. During construction, nighttime lighting would only be required for security purposes. Any lighting needed for construction would not create substantial new sources of light or glare that would adversely affect views in the area and impacts would be less than significant. Construction activities would not create sources of glare since construction is not expected to involve bright light sources that would be visible from off site. Further, because of the applicant's intent to keep the Beverly Hilton Hotel open and operating throughout construction, lighting that would impact hotel guests is not contemplated. Impacts would be equivalent to the original project, and are less than significant.

Operation

The residential and new hotel buildings would be lighted at night, with interior and exterior building illumination visible from off site, as under the original project. Project implementation would increase light levels on the project site over existing conditions and would contribute to higher ambient nighttime light levels in the project vicinity. As discussed in Section 4.1.2, Light and Glare, the project vicinity is already developed with mid-rise buildings including the existing Wilshire Tower, within the Business Triangle east of the Beverly Hilton, and south of Santa Monica Boulevard, as well as high-rises in nearby Century City. As discussed in Section 4.1.2, Light and Glare, in the Draft EIR, project implementation would introduce new land uses and substantially increase building heights on the project site from the existing condition. Accordingly, project implementation would increase ambient nighttime light levels

on the project site and in the project vicinity, but impacts would be reduced to less than significant levels with mitigation.

Under the Revised Project, the Residence A and B buildings would be lighted at night in a manner similar to that proposed by the original project, with interior and exterior building illumination visible from off site. Project implementation would increase light levels on the project site over existing conditions and would contribute to higher ambient nighttime light levels in the project vicinity. The Revised Project Residence A building would BE reduced to 6 to 8 stories from the 10 to 13 stories proposed under the original project. In addition, the building setback from the northern property line along Wilshire Boulevard has been deepened to 54'11" (67'11" from the existing curb line, a substantial increase over the original project building setback of 30' from the northern property line and 43' from the Wilshire curb line. The building setback from Merv Griffin Way would remain the same as under the original project (approximately 31' at the northern end of the building and 100' at the southern end of the building).

Together, these changes would decrease the visibility of the Residence A Building from off-site vantage points, especially the residential neighborhood to the north, and would reduce the impact on ambient nighttime light levels in the project area.

Under the Revised Project, the Residence B Building would step up in height from 16 stories/173 feet on the northerly portion to 18 stories/200 feet on the southerly portion nearest Santa Monica Boulevard. The original project proposed to develop the Residence B Building with a single height of 13 stories/150 feet. Because of the increased height, the Residence B Building would create slightly more nighttime lighting; however, this building is located on the southerly portion of the site away from the residences north of Wilshire Boulevard and would step up at the southern end nearest the commercial uses on Santa Monica Boulevard and Century City.

The New Luxury Hotel building would step up in height from the 2-story restaurant portion at the eastern end closest to the intersection of Wilshire and Santa Monica Boulevards, to 12 stories at the western end. The building proposed under the original project ranged from 2 stories at the eastern end to 14 stories at its western end. Therefore, nighttime lighting associated with the revised New Luxury Hotel would be somewhat reduced since the building would be two stories shorter with the setback from Wilshire Boulevard increased compared with the original project.

The elimination of the new Beverly Hilton Hotel Rooms above the Conference Center under the Revised Project would reduce this building to 2 stories from 3 stories, reducing its visibility from off-site vantage points, especially the residential neighborhood to the north, and would reduce its impacts on ambient nighttime light levels in the project area.

However, the reduction in the visibility of the Residence A and the Conference Center buildings' nighttime illumination would be offset by the increase in height, and therefore visible nighttime illumination associated with the increase in height of the Residence B Building. Nighttime lighting impacts associated with the Revised Project would, therefore, be comparable to those associated with the original project, and would remain less than significant.

Similar to the original project, the building materials proposed for the Revised Project would be low-reflectivity and would be designed to minimize glare. On the northern portion of the site, building heights would be reduced and setbacks from surrounding roadways would be increased, resulting in a slightly reduced potential for glare affecting off-site land uses or activities to the north, while the increase in height of the Residence B Building would be slightly greater due to the increase in height of this building. Therefore, glare impacts under the Revised Project would be comparable to those associated with the original project, and are less than significant.

Shade and Shadow

Under the Revised Project, building footprints would be similar to those in the original project. However, the Revised Project would modify the building height and configuration in several ways: First, the step-down heights of the New Luxury Hotel would be decreased from 14 stories (150' above the reference datum and 166' above adjacent grade) and 10 stories (112' above the reference datum and 129' above adjacent grade) to 12 stories (131' above the reference datum and 145' above adjacent grade). Second, the height of the height of Residence B would be increased to 16 stories (173' above the reference datum or 178' above adjacent grade) and 18 stories (200' above the reference datum and 218' above adjacent grade) from 13 stories (149' above the reference datum and 163' above adjacent grade). Third, the height of Residence A would be decreased from 10 stories (112' above the reference datum and 114' above adjacent grade) to 6 stories (70' above the reference datum and 74' above adjacent grade) and 8 stories (97' from datum/101' from the adjacent grade)). Additionally, the setback of Residence A from Wilshire Boulevard has been increased by 39 feet to match the setback of the Wilshire Tower and the setback of the Executive Conference Center from Wilshire Boulevard has been increased by 21 feet. Finally, the Revised Project eliminates both the proposed Beverly Hilton Hotel Rooms wing along Wilshire Boulevard.

The shadows cast by Residence A and the Executive Conference Center would result in fewer shading and shadow impacts on-site and to the site vicinity. The shadows cast by the Residence B would increase from those cast by the original project's Residence B building, as discussed in the Draft EIR Section 4.1.3, Shade and Shadow. The increase in shadows cast by the Revised Project Residence B would result in greater shading and shadow impacts to the 9900 Wilshire property during the Summer and Winter Solstices and greater impacts to the low density residential to the north of the project site during the

Winter Solstice. With respect to the approved 9900 Wilshire project during the Summer Solstice (June 21st), when the sun is more directly overhead and shadows are at their shortest, the Revised Project would shade portions of the retail and restaurant building on the southeast portion of the property and portions of the gardens in the middle of the project site until approximately 10:30 AM. During the Winter Solstice (December 21st), when the sun is low and shadows are at their longest, Residences A and B would shade portions of the North Building until approximately 8:00 AM, and Residence B would shade the Entry and Perimeter Gardens of the approved 9900 Wilshire project until approximately 9:00AM. The shade and shadow analysis of the Revised Project is attached hereto and is entitled "Shade and Shadow Analysis."

However, the reduced heights of Residence A, Executive Conference Center, and the New Luxury Hotel would result in fewer impacts to the most sensitive low density residential neighboring to the north of the project site as well as the perimeter gardens to the north of the project site. On-site shade impacts would experience similar marginal increases at some locations, and fewer impacts at other locations of the project site. Since Residence A, the Executive Conference Center, and the New Luxury Hotel would result in fewer shade and shadow impacts to sensitive areas, and Residence B would result in increased shade and shadow impacts in less sensitive areas, the Revised Project is considered environmentally superior to the original project relative to shade and shadow impacts.

Air Quality

Air quality impacts are evaluated in two categories: construction emissions and operational emissions. Construction-related emissions are associated with construction activities such as demolition, earthmoving, use of construction equipment, and application of coatings to surfaces. Operational emissions are primarily associated with mobile source emissions based on vehicle trips generated by the project.

Construction

The Revised Project would involve demolition of the same existing buildings and structures on the site and the excavation and construction of a new subterranean parking structure as the original project. The total residential square footage for the Residence A and B buildings proposed under the Revised Project would be 371,453, square feet, an increase of 7,797 square feet when compared with the 363,656 square feet proposed under the original project. However, because the number of new condominium units are fewer, and the building square footage is approximately the same as than under the original project, impacts during the building construction phases would be approximately the same as development of the original project. Further, while the actual square footage of residential land uses under the Revised

Project is greater than the original proposed project, air pollutants emissions from the construction of residential land uses are calculated based on the number of dwelling units and not the total square footage. Consequently, construction-related emissions associated with the Revised Project would potentially be slightly less than or equal to those of the original project.

Although the Revised Project may reduce impacts somewhat, the reduction in residential units associated with this Revised Project would not reduce the daily construction emissions of nitrogen oxides (NOx) to less than significant levels. The Revised Project would also result in similar localized respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) impacts as the original project because demolition, grading, and excavation activities would be unchanged.

The Revised Project would use only Santa Monica Boulevard for the transport of hauling trucks. The exclusive use of Santa Monica Boulevard for the haul route, the Revised Project will not result in a new significant impact or substantially increase the severity of any environmental impact because the same number of construction vehicles are expected. Designating the haul route on Santa Monica Boulevard increases the distance between the sensitive receptors such as the El Rodeo School, residences to the north of the Revised Project, and residential uses along the Wilshire Corridor, thereby decreasing any likelihood that these land uses would be adversely impacted by the construction of the Revised Project. The Santa Monica corridor between the project site and the 405 Freeway is more commercial in nature with relatively few sensitive receptors such as residential developments. For these reasons, the Revised Project is considered equal to the original project with respect to construction-related air quality impacts.

Further, limiting the hauling of demolition debris and excavated soil to nighttime hours would have minimal, if any, impact on air quality based on SCAQMD methodologies. Because the SCAQMD significance thresholds are based on a midnight-to-midnight daily limit, shifting hauling activity from one portion of the day to another has no discernable effect. Furthermore, mobile sources of emissions do not have a substantial localized impact and are excluded from the LST analysis, per SCAQMD guidelines. Therefore, the nearby El Rodeo School, residences, and Los Angeles Country Club would be largely unaffected.

Extending construction hours though the use of after-hours construction permits in order to limit exposure of the children at the El Rodeo Elementary School similarly will not result in a new significant impact or substantially increase the severity of any environmental impact. Changes in the hours of construction activities, such as starting earlier than 8:00 AM and ending later than 5:00 PM, would not result in substantially different impacts from those shown in the EIR, provided the amount of equipment in use, volume of earthmoving activity, and daily equipment involved in a particular activity (e.g. demolition, grading, excavation, and building construction) would operate 8 hours per day. This assumption is considered conservative since (1) not all equipment on a construction site generally operates concurrently and (2) not all equipment is used for a full, continuous 8-hour period.

Furthermore, it has been stated by SCAQMD staff that URBEMIS2007 (the revised modeling program used to calculate for air quality impacts) does not assume 8 hours of continuous operation for all pieces of equipment, since construction is not necessarily continuous. Therefore, extending the hours into evening or morning hours would not be expected to increase the emissions above what was conservatively estimated in the EIR.

Operation

The Revised Project would result in a slightly reduced trip generation relative to the original project during operation because 10 fewer residential units would be developed. During operation, the Revised Project would result in a total of 5,101 daily trips, including 248 AM peak hour trips and 385 PM peak hour trips. The Revised Project would generate 35 fewer daily trips, 3 fewer AM peak hour trips, and 3 fewer PM peak hour trips than the original project. Since the number of trips associated with the Revised Project would be fewer than that of the original project due to the reduced number of condominium units, the Revised Project would result in slightly reduced operational impacts on air quality relative to the original project. Therefore, the Revised Project would have reduced operational impacts on air quality with respect to operational emissions when compared to the original project.

As discussed in Section 4.2 of the Draft EIR, the original project would not result in significant operational air quality emissions. The Revised Project would generate fewer operational-related air emissions compared to those generated by the original project, due the decreased trip generation. **Table C-2, Estimated Revised Project Operational Emissions**, provides a comparison of the anticipated operational emissions compared to the emissions from the original project. As shown in the table, the net operational emissions of the Revised Project are generally less than those of the original project and no significant impacts would occur.

The operational impacts for the Revised Project were determined using URBEMIS2007, which is the most recent version of the model and was not yet available when the EIR was prepared. Therefore, while URBEMIS2007 would result in numerical differences compared to the previous version, the overall impacts would remain less than significant both on a project-level emissions basis and a net emissions basis.

Table C-2
Estimated Revised Project Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summertime Emissions[1]						
Operational (Mobile) Sources	28.74	32.07	287.44	0.33	54.23	10.56
Area Sources	6.79	5.74	8.84	0.00	0.03	0.03
Summertime Emission Totals	35.53	37.81	296.28	0.33	54.26	10.59
Emissions Due To Existing Uses	52.97	51.38	476.61	0.40	28.14	6.92
Net Emissions	- 17.44	- 13.57	- 180.33	- 0.07	26.12	3.67
Recommended Threshold	55	55	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO
Original Project Net Emissions	7.59	- 0.36	- 4.04	0.03	7.81	5.35
Wintertime Emissions[2]						
Operational (Mobile) Sources	30.78	38.52	281.71	0.28	54.23	10.56
Area Sources	6.46	6.29	4.46	0.00	0.06	0.06
Wintertime Emission Totals	37.24	44.81	286.17	0.28	54.29	10.62
Emissions Due To Existing Uses	47.75	64.36	480.71	0.36	28.14	6.92
Net Emissions	- 10.51	- 19.55	- 194.54	- 0.08	26.15	3.70
Recommended Threshold	55	55	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO
Original Project Net Emissions	6.71	2.83	- 15.75	0.03	5.93	5.47

Source: Impact Sciences, Inc. Emissions calculations are provided as an attachment to this appendix entitled :Air Quality Calculations".

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

[1] *Summertime Emissions are representative of the conditions that may occur during the ozone season (May 1 to October 31).*

[2] *Wintertime Emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).*

Cultural Resources

Since the Revised Project would involve demolition of portions of the Beverly Hilton property which are eligible for listing in the California Register, the Revised Project's impacts on historic resources would be comparable to those associated with the original project, and are significant and unavoidable, although mitigation would be required.

Geology and Soils

The Revised Project would construct the same number of buildings and comparable subterranean parking structures as the original project, and would comply with the Uniform Building Code. Therefore, the Revised Project would result in comparable geology impacts compared to the original project.

Any impacts would remain less than significant with the Revised Project.

Hazards and Hazardous Materials

Similar to the original project, the Revised Project would develop land uses which would not generate or use large quantities of hazardous and/or toxic materials. Also similar to the original project, the Revised Project would remove ACM, LBPs and PCBs during construction in accordance with SCAQMD and mitigation measures similar to the original project. Therefore, the Revised Project would result in comparable hazards impacts compared to the original project, which are less than significant.

Hydrology and Water Quality

Similar to the original project, construction activities under the Revised Project would be subject to NPDES Permit requirements, and an SWPPP would be prepared. Also similar to the original project, the Revised Project would develop land uses which have the potential to affect surface and ground water quality by generating urban runoff. Therefore, the Revised Project would result in comparable hydrology and water quality impacts compared to the original project, although the impacts may be somewhat less due to the reduction in the area of subterranean parking. Regardless, the impacts of the Revised Project remain less than significant.

Land Use and Planning

With respect to compatibility with the General Plan Land Use Element Objectives related to Areas of Transitional Conflict, Scale of the City and certain development criteria for commercial areas, based on the proposed General Plan Amendment clarifying that the site is now an appropriate location for higher-intensity and mixed-use development, and based on revisions to the original project, the Revised Project is considered consistent with the General Plan. Project revisions incorporated into the Revised Project supporting this conclusion include the following:

- Increased Residence A setback from the northern property line on Wilshire Boulevard to match the setback of the midpoint of the northernmost arm of Wilshire Tower, which establishes the scale of the area;
- Increased New Luxury Hotel setbacks from Wilshire Boulevard and from the corner of Wilshire and Santa Monica Boulevards, and to achieve compatibility with the height pattern established by Wilshire Tower;
- Reduction of Residence A's height to reduce aesthetic impacts to the Wilshire Tower; and

- Reduction of the Conference Center's overall height to 2 stories (29' above the reference datum and up to 38 feet above adjacent grade), which is below the General Plan height limit.

Because the Revised Project is consistent with the Land Use Element, it will result in reduced land use impacts compared to the original project. Specifically, the Revised Project provides gradual transitional steps up in building height from north to south (6 stories to 8 stories to 16 stories and 18 stories) and east to west (2 stories to 12 stories to 16 and 18 stories) with the existing Wilshire Tower serving as a central anchor to the site. By minimizing building height and maximizing setbacks and landscaping along the Wilshire Boulevard frontage, the Revised Project provides the necessary sensitivity and transition to the residential area neighborhood of the project site. Although the Revised Project includes taller buildings along Santa Monica Boulevard, these buildings contribute to the progressive and transitional increase in building heights moving from East to West as discussed above, and are compatible with commercial land uses located to the south of the Project site. Santa Monica Boulevard is a less visually sensitive commercial corridor lined by mid-rise buildings to the west and high-rises in Century City to the west, and is the appropriate location on the project site for increased height, away from the more sensitive Wilshire Boulevard corridor. As such, the Revised Project is consistent with Objectives 1.3 and 1.4 of the General Plan Land Use Element.

Further, after additional analysis by City staff, the City has concluded that both the original project and the Revised Project are consistent with the Conservation Element of the General Plan for the following reasons:

- The Conservation Element does not mandate the preservation of historic buildings; and

- The Conservation Element does include a goal of preserving the heritage and maintaining historical continuity for buildings that are demolished, which is accomplished through photo and video documentation of the structure prior to demolition. This is required by the mitigation measures recommended for the original project and the Revised Project.

The Revised Project, like the original project, calls for retention of the Wilshire Tower in its present appearance, although other portions of the existing development would be demolished. The Revised Project provides a balance between retaining historical resources and redeveloping the site. Rounding out the Revised Project's treatment of historical resources is the require to document, through photographs and video, the existing development for retention by the City's library, as required by the mitigation measures proposed for the Revised Project.

Because the Revised Project would implement Residence A building heights that are stepped-back and generally reduced to be more consistent with adjacent Wilshire Tower, the Revised Project would result

in less severe conflicts with the Land Use Element of the City's General Plan than were associated with the original project. The Revised Project would still require adoption of a Specific Plan, an amendment to the General Plan land use designation and a zone change. However, due to the reduced conflict with the Land Use Element and the reassessment of the Conservation Element impacts, the Revised Project would result in fewer land use impacts than the original project, and those impacts are less than significant.

Noise

Noise impacts are evaluated in two categories: construction noise sources and operational noise sources. Construction-related noise sources are associated with construction activities such as demolition, earthmoving, and the use of construction equipment. Operational noise is primarily associated with stationary sources such as rooftop mechanical equipment and mobile sources such as vehicles traveling to and from the project site.

Construction

Under the Revised Project, the project would be contain the same amount of hotel rooms (522) and have 10 fewer condominium units, for a total of 110 condominium units. Due to the unit reduction and overall reduction in subterranean parking levels, the extent of construction activity required for the Revised Project would be slightly less than that of the original project. Therefore, the Revised Project would generate incrementally less severe construction-related noise and groundborne vibration. However, given the fact that extensive excavation and construction activities would occur within close proximity of sensitive receptors to the north, east, and west of the project site, construction noise impacts, resulting from construction activities occurring outside hours permitted by the noise ordinance, as well as groundborne vibration impacts would still remain significant. Since construction-related noise and groundborne vibration impacts would be slightly less than the original project, the Revised Project is considered slightly environmentally superior to the original project with respect to construction-related noise and groundborne vibration.

Although ambient nighttime noise levels are generally less than daytime noise levels, the use of Santa Monica Boulevard for nighttime hauling is not anticipated to result in significant noise impacts, since Santa Monica Boulevard is a predominantly commercial corridor. Commercial land uses are less sensitive to increased noise levels, particularly in comparison to Wilshire Boulevard which has residential development along certain segments. Accordingly, noise impacts associated with nighttime hauling would be comparable to those associated with the original project. The haul route would not utilize Wilshire Boulevard. The Draft EIR determined that exterior construction activities outside the hours specified in the City's Noise Ordinance (8:00 a.m. to 6:00 p.m.) and during weekends and holidays as well

as vibration from construction activities would result in a significant and unavoidable impacts. Because impacts outside of construction hours were already determined to be significant in conjunction with the original project, and because the haul route would not be located on a residential street, impacts associated with nighttime hauling would not create substantially more impacts than have already been identified.

Operation

During operation, the Revised Project would result in a total of 5,101 daily trips, including 248 AM peak hour trips and 385 PM peak hour trips. The Revised Project would generate 35 fewer daily trips, 3 fewer AM peak hour trips, and 3 fewer PM peak hour trips than the original project. As discussed in Section 4.8 of the Draft EIR, the original project would not result in significant operational noise impacts. Due to the slight reduction in the number of trips and associated roadway noise with implementation of the Revised Project, operational noise impacts would be less severe than those associated with the original project. Therefore, the Revised Project would result in reduced operational impacts compared to the original project. Further, the Revised Project does not have any significant traffic impacts, and includes improvements to the adjacent roadways that are likely to have beneficial effect on traffic in the area.

Population and Housing

The Revised Project would reduce the total number of condominium units to 110 units from 120 units and the total number of hotel rooms, 170, would remain the same. As discussed in Section 4.9, Population and Housing of the Draft EIR, a generation rate of 2.24 persons per household is based on the 2000 Census for the City of Beverly Hills, where the project would be constructed. Applying this population factor to the proposed persons per unit factor to the Revised Project the Revised Project would result in 246 residents, a reduction of 22 residents compared to the 269 residents that would be generated by the original project. Therefore, impacts related to housing and population would be incrementally lower and impacts related to employment growth the same under the Revised Project as compared to the original project. However, no growth projections established by SCAG would be exceeded under either development scenario. For these reasons, the Revised Project would result in reduced impacts compared to the original project, and impacts remain less than significant.

Public Services

Fire Protection

Since the Revised Project would generally reduce building height and the number of condominium units, the Revised Project would result in fewer fire protection impacts than, and thus reduced impacts compared to, the original project, and any impacts would be less than significant.

Police Protection

Since the Revised Project would reduce the number of condominium units and thus the number of project residents, the Revised Project would result in fewer police service calls than, and thus reduced impacts compared to, the original project, and any impacts would be less than significant.

Schools

Since the Revised Project would generate fewer new students than the original project, the Revised Project would result in fewer impacts to schools than, and thus reduced impacts compared to, the original project. With respect to impacts on El Rodeo School related to project construction, mitigation measures and conditions of approval are recommended to address School concerns.

Recreation and Parks

Since the Revised Project would generate fewer new City residents than the original project, the Revised Project would result in fewer recreation and parks impacts than, and thus reduced impacts compared to, the original project. Further, the Revised Plan contains additional open space areas that could be used for recreational purposes. Any impacts related to recreation and parks will be less than significant.

Library Services

Since the Revised Project would generate fewer new City residents than the original project, the Revised Project would result in fewer library service impacts than, and thus reduced impacts compared to, the original project, and any impacts would be less than significant.

Transportation, Traffic, Parking and Circulation

Under the Revised Project, the residential component of the project would be reduced to a maximum of 110 condominiums, ten fewer than would be developed with the original project. This would result in a slightly lower trip generation than that of the original project, as shown in **Table C-3, Original Project and Revised Project Trip Generation**.

Table C-3
Original Project and Revised Project Trip Generation

	Daily	AM	Midday	PM	Saturday
Original Project	5,136	251	364	388	215
Revised Project	5,101	248	360	385	212

Source: Fehr and Peers, March 2008.

The Revised Project would impact the same intersections as the original project during both the AM and PM peak hours. However, due to the slight reduction in the number of trips associated with the Revised Project, impacts to future traffic and the levels of service for intersections and roadways in the project vicinity would be slightly less severe than those associated with the original project.

The Draft EIR determined that the provision of 1,422 parking spaces would be adequate and no significant impacts would occur. Due to the reduction in the number condominium units, parking demand under the Revised Project would be lower than the demand under the original project. Based upon the requirement for 2.0 parking spaces per residential unit, 20 fewer parking spaces would be required under the Revised Project. Because the same number of hotel rooms, 170, and hotel support space would be provided under the Revised Project and original project, the parking demand for hotel uses would remain the same. Under the Revised Project, parking would be established according to one of four scenarios, as described below. Under all four scenarios, the Revised Project would provide more parking spaces than the DEIR Demand Study deemed to be necessary.

Scenario 1 is the provision of 1,422 parking spaces, with an additional 200 valet spaces provided in drive aisles. The original project proposed the provision of 1,422 parking spaces inclusive of valet spaces.

Scenario 2 is the provision of the Planning Commission-recommended number of parking spaces – 1,733 marked parking spaces, and aisle capacity to accommodate not less than 2,183 vehicles with valet services. The provision of 1,733 parking spaces was evaluated under Alternative 7, which proposed building out the existing subterranean parking level P4 to match the dimensions of subterranean parking level P3 in order to provide an additional 311 spaces. By re-equipping the parking structure with mechanical lifts and implementing valet services as needed, an additional 450 valet spaces could be provided. The analysis of Alternative 7 determined no new significant or more substantial significant impacts would occur when compared to those that would occur with development of the original project.

Scenario 3 would be a blending of Scenarios 1 and 2, such that the number of required spaces is between 1422 and 2183.

Scenario 4 is the provision of 1,572 marked parking spaces, 280 individual spaces served with mechanical lifts to minimize space and increase efficiency, and 331 valet spaces for a total of 2,183 spaces. As discussed above, the provision of an additional partial level of subterranean parking and re-engineering of the parking areas to provide additional parking spaces would not create new significant or more substantial significant impacts would occur when compared to those that would occur with development of the original project.

The number of parking spaces supplied under the Revised Project under the four scenarios described above would range from 1,422 (plus 200 valet spaces) to 2,183 spaces in various configurations, and would meet the parking demand identified in the DEIR. Additionally, the increased parking spaces would help to reduce impacts during special events such as the Golden Globe Awards Ceremony. For these reasons, adequate parking would be provided to accommodate anticipated demand associated with the implementation of the Revised Project and no significant parking impacts would result.

At the request of the City of Beverly Hills Planning Commission, the Revised Project driveway located on Wilshire Boulevard was relocated subsequent to the completion of the Draft EIR. With this adjustment, the right-in/right-out driveway for the New Luxury Hotel was relocated approximately 229 feet to the west along Wilshire Boulevard. This relocation provides several benefits including:

- The relocation provides further separation between the driveway and Metro Bus stop near the corner of Wilshire Boulevard/Santa Monica Boulevard intersection. This relocation would reduce potential conflicts between vehicles exiting the driveway and the transit vehicles.

- This relocation creates greater separation between the New Luxury Hotel driveway and intersection of Wilshire Boulevard/Santa Monica Boulevard. This greater separation will reduce the possibility that vehicles exiting the driveway will conflict with vehicles turning at the intersection.

The Draft EIR concluded that the original driveway spacing was adequate and that there were no significant transportation impacts related to the driveway placement. With this revision, the driveway spacing is further improved, thereby ensuring that there are no significant transportation impacts.

The Revised Project would result in fewer trip impacts on transportation and traffic due to the reduced trip generation. Therefore, the Revised Project would result in fewer trip impacts compared to the original project and impacts would be slightly reduced with respect to transportation, traffic, parking and circulation. Further, the Revised Project incorporates sufficient parking to serve the uses, and will not result in any significant unmitigable impacts with respect to traffic, parking and circulation.

Utilities and Service Systems

Water

Due to the reduction in the number of condominium units, the Revised Project would generate a lower annual water demand than the original project. Also, the Beverly Hilton Revitalization Plan will seek LEED certification and will include water conservation measures that may include gray water re-use. Therefore, the Revised Project would result in fewer water impacts than, and thus reduced impacts compared to, the original project and any impacts would be less than significant.

Wastewater

Due to the reduction in the number of condominium units, the Revised Project would generate a lower annual quantity of wastewater than the original project. Therefore, the Revised Project would result in fewer wastewater impacts than, and thus reduced impacts compared to, the original project, and any impacts would be less than significant.

Solid Waste

Due to the reduction in the number of condominium units and hotel rooms, the Revised Project would generate a lower annual quantity of solid waste than the original project. Therefore, the Revised Project would result in fewer solid waste impacts than, and thus reduced impacts compared to, the original project , and any impacts would be less than significant.

Energy

Electricity

Due to the reduction in the number of condominium units and hotel rooms, the Revised Project would have a lower electricity demand than the original project. Therefore, the Revised Project would result in fewer electricity impacts than, and thus reduced impacts compared to, the original project, and any impacts would be less than significant.

Natural Gas

Due to the reduction in the number of condominium units, the Revised Project would have a lower natural gas demand than the original project. Therefore, the Revised Project would result in fewer natural gas impacts than, and thus reduced impacts compared to, the original project, and any impacts would be less than significant.

Relationship to Project Objectives

The Revised Project would result in the implementation of a project with 10 fewer residential units than the original project, and the building heights and configuration would be modified. All project objectives identified in **Section 3.0, Project Description** of this EIR would also be achieved under the Revised Project. Ten fewer units of housing would be produced, but the Revised Project would still substantially fulfill the project objectives related to housing.

Conclusion

Implementation of the Revised Project would reduce two of the significant and unavoidable impacts associated with implementing the original project, although these impacts would not be reduced to less than significant levels.

- **Aesthetics and Views** – Project implementation would result in significant and unavoidable impacts on views from the hotel's Wilshire Tower west-facing guestrooms. Considered together with the adjacent 9900 Wilshire project, the project would also contribute to cumulatively significant impacts on views from Wilshire Tower guestrooms.

- **Air Quality** – During project construction, NO_x, PM_{10}, and $PM_{2.5}$ emissions would exceed SCAQMD established significance thresholds and result in significant unavoidable impacts would result, even after incorporation of mitigation.

The following significant impacts identified for the original project would still occur with implementation of the Revised Project:

- **Cultural Resources** – Demolition of portions of The Beverly Hilton, including the Wilshire Edge building, pedestrian entry area, pool, and former Trader Vic's restaurant, and the introduction of four new buildings to the project site, would result in significant and unavoidable impacts to an historic resource, as defined in Section 15064.5 of the *CEQA Guidelines*, even after incorporation of mitigation. Demolition of portions of The Beverly Hilton, considered together with demolition of the Robinsons-May building, would contribute to cumulatively significant impacts on cultural resources.

- **Noise** – Project construction outside the hours specified in the City's noise ordinance would result in significant and unavoidable project-level and cumulative off-site noise impacts, even after incorporation of mitigation.

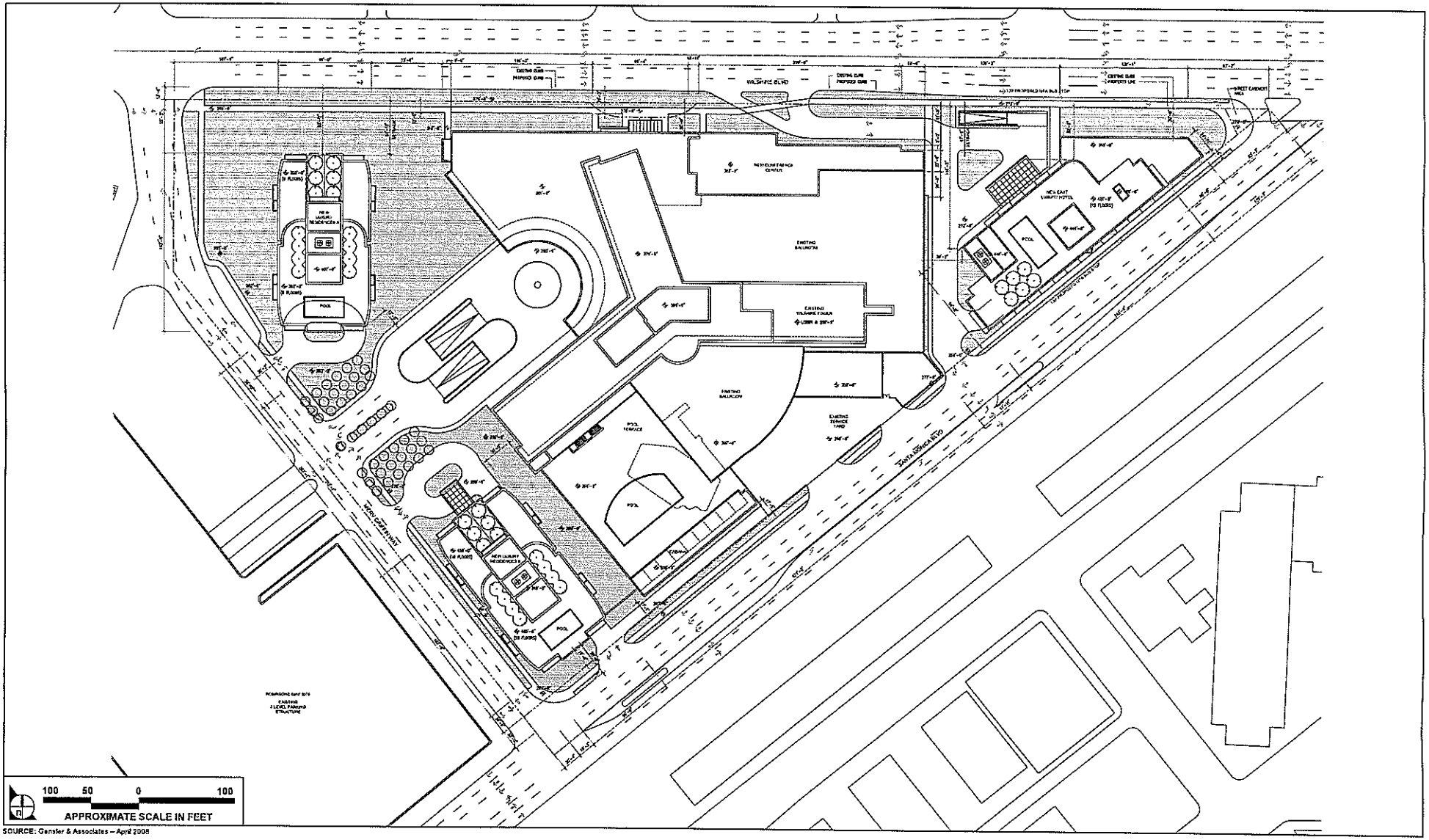
- **Groundborne Vibration** – Project construction would result in ground vibrations that exceed the Federal Railway Administration (FRA) groundborne vibration threshold, resulting in project-level and cumulative significant and unavoidable impacts at off-site sensitive receptors, even after incorporation of mitigation.

- **Construction Traffic** –Project construction would result in a considerable, and therefore significant, contribution to cumulatively significant traffic impacts as a result of the potential overlapping construction phases of the Beverly Hilton Revitalization Plan and 9900 Wilshire projects.

By reducing building heights at the New Luxury Hotel, the New Conference center, and Residence A, and increasing building setbacks from property lines and surrounding roadways, the Revised Project eliminates significant and unavoidable impacts related to Visual Character and Quality as well as on views of the Wilshire Tower from the intersection of Wilshire and Santa Monica Boulevards. The Revised Project also slightly reduces construction-related and operational air emissions, operational noise, population and housing, public services, transportation and traffic, and utilities and service systems. All other impacts associated with the Revised Project would be comparable to impacts associated with the original project. No additional significant impacts above and beyond those identified for the original project would result from implementation of the Revised Project.

For these reasons, the Revised Project is considered environmentally superior to the original project and no impacts associated with the Revised Project trigger the need to recirculate the Draft EIR.

Figure C-1

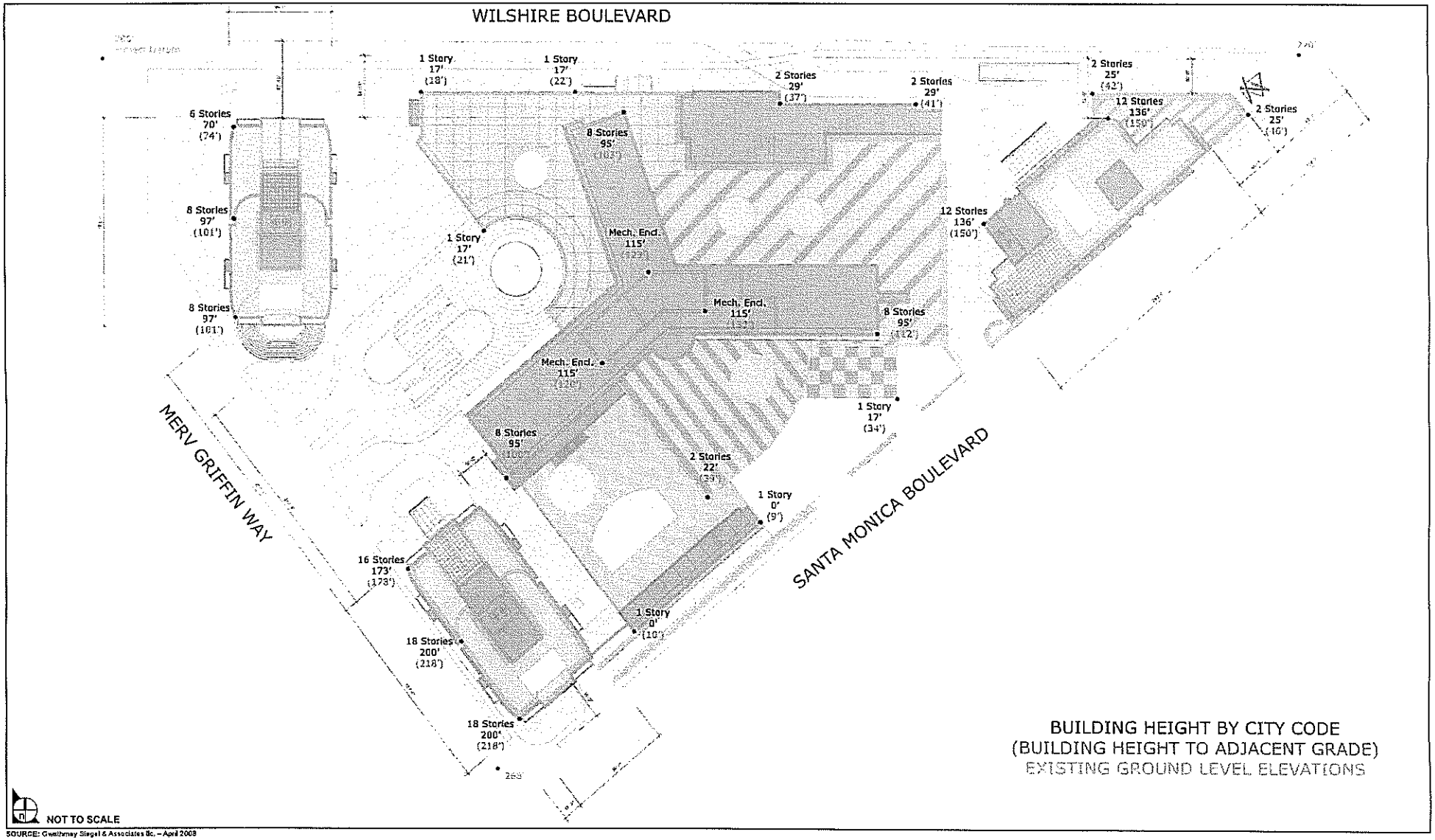


SOURCE: Gensler & Associates – April 2008

FIGURE C-1

Revised Project Site Plan

713-003•04/08



SOURCE: Gwathmey Siegel & Associates llc, – April 2008

FIGURE C-2

Revised Project Building Heights Summary

713-003-04/08

Air Quality Calculations

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name:
Project Name: Berly Hilton Revitalization Alternative 6
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6.79	5.74	8.84	0.00	0.03	0.03	6,927.02

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	28.74	32.07	287.44	0.33	54.23	10.56	32,513.44

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	35.53	37.81	296.28	0.33	54.26	10.59	39,440.46

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.42	5.68	4.20	0.00	0.01	0.01	6,918.59
Hearth - No Summer Emissions							
Landscape	0.37	0.06	4.64	0.00	0.02	0.02	8.43
Consumer Products	4.21						
Architectural Coatings	1.79						
TOTALS (lbs/day, unmitigated)	6.79	5.74	8.84	0.00	0.03	0.03	6,927.02

4/16/2008 05:05:47 PM

Area Source Changes to Defaults

Percent residential using natural gas changed from 78% to 100%
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 100%
The number of persons per household for consumer product use changed from 3 persons to 2.24 persons

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse high rise	3.13	3.40	31.75	0.04	5.97	1.16	3,590.59
High turnover (sit-down) rest.	2.42	2.46	22.04	0.02	3.79	0.74	2,299.21
Hotel	23.19	26.21	233.65	0.27	44.47	8.66	26,623.64
TOTALS (lbs/day, unmitigated)	28.74	32.07	287.44	0.33	54.23	10.56	32,513.44

Operational Settings:

Includes correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2012 Temperature (F): 80 Season: Summer
Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse high rise	1.72	3.55	dwelling units	110.00	390.50	3,453.97
High turnover (sit-down) rest.		48.72	1000 sq ft	12.27	597.79	2,188.08
Hotel		7.89	rooms	522.00	4,118.58	25,736.02
					5,106.87	31,378.07

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
High turnover (sit-down) rest.				5.0	2.5	92.5
Hotel				5.0	2.5	92.5

4/16/2008 05:06:49 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name:
Project Name: Berly Hilton Revitalization Alternative 6
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6.46	6.29	4.46	0.00	0.06	0.06	7,695.06

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	30.78	38.52	281.71	0.28	54.23	10.56	29,447.83

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	37.24	44.81	286.17	0.28	54.29	10.62	37,142.89

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.42	5.68	4.20	0.00	0.01	0.01	6,918.59
Hearth	0.04	0.61	0.26	0.00	0.05	0.05	776.47
Landscaping - No Winter Emissions							
Consumer Products	4.21						
Architectural Coatings	1.79						
TOTALS (lbs/day, unmitigated)	6.46	6.29	4.46	0.00	0.06	0.06	7,695.06

4/16/2008 05:06:49 PM

Area Source Changes to Defaults

Percent residential using natural gas changed from 78% to 100%
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 100%
The number of persons per household for consumer product use changed from 3 persons to 2.24 persons

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse high rise	3.11	4.09	30.43	0.03	5.97	1.16	3,253.14
High turnover (sit-down) rest.	2.87	2.95	22.43	0.02	3.79	0.74	2,085.44
Hotel	24.80	31.48	228.85	0.23	44.47	8.66	24,109.25
TOTALS (lbs/day, unmitigated)	30.78	38.52	281.71	0.28	54.23	10.56	29,447.83

Operational Settings:

Includes correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2012 Temperature (F): 60 Season: Winter
Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse high rise	1.72	3.55	dwelling units	110.00	390.50	3,453.97
High turnover (sit-down) rest.		48.72	1000 sq ft	12.27	597.79	2,188.08
Hotel		7.89	rooms	522.00	4,118.58	25,736.02
					5,106.87	31,378.07

4/16/2008 05:06:49 PM

Vehicle Fleet Mix

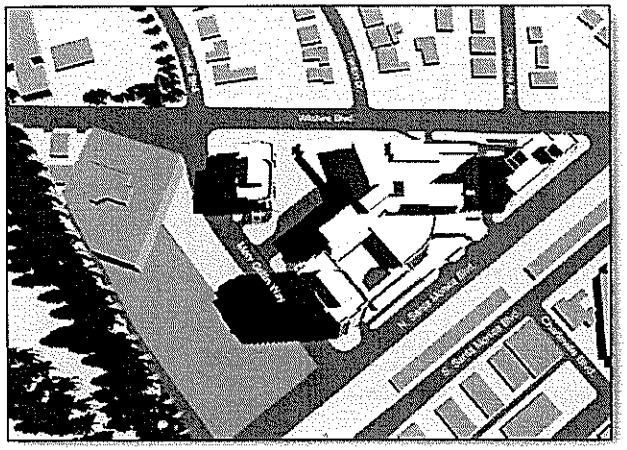
Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
High turnover (sit-down) rest.				5.0	2.5	92.5
Hotel				5.0	2.5	92.5

Shade and Shadow Analysis

With Trees



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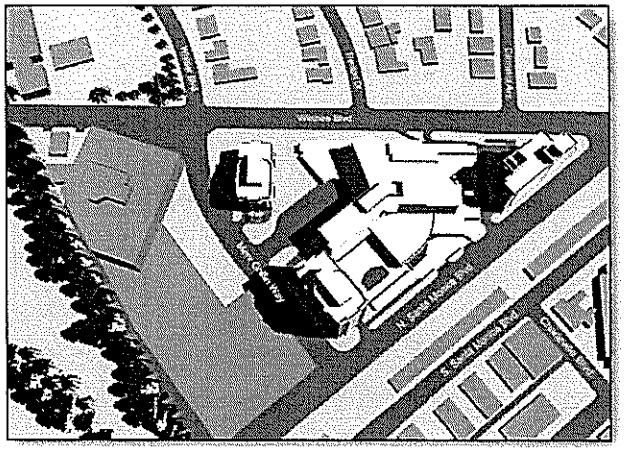

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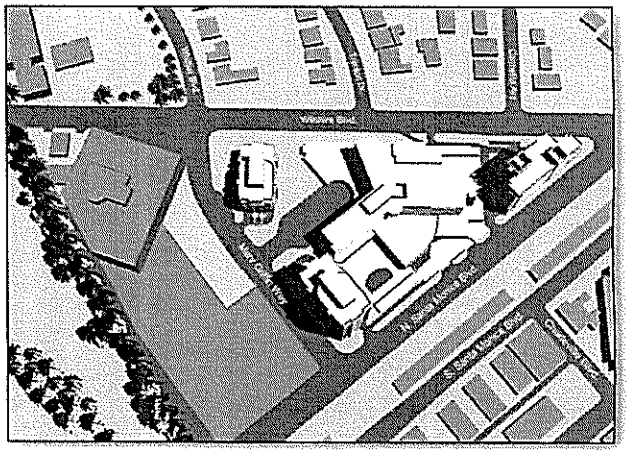
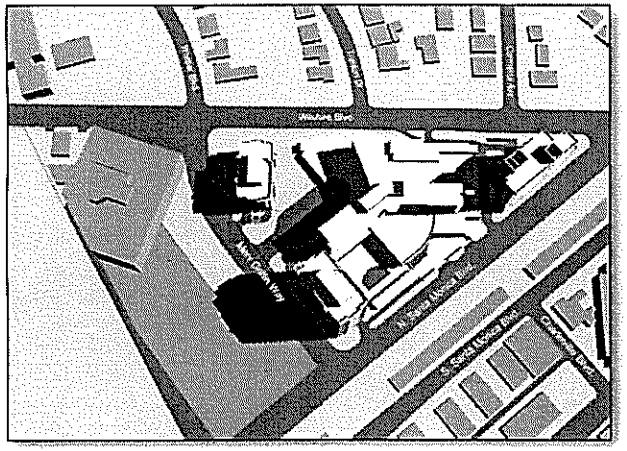
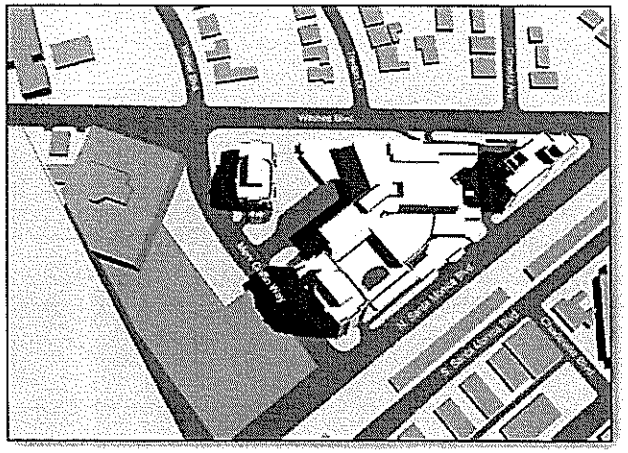
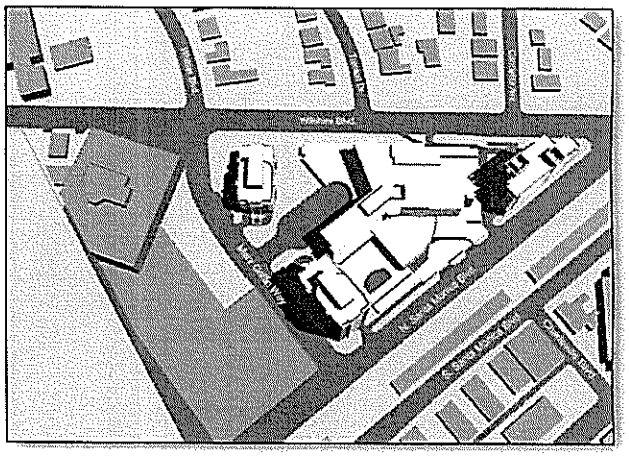


11:00 AM

Without Trees







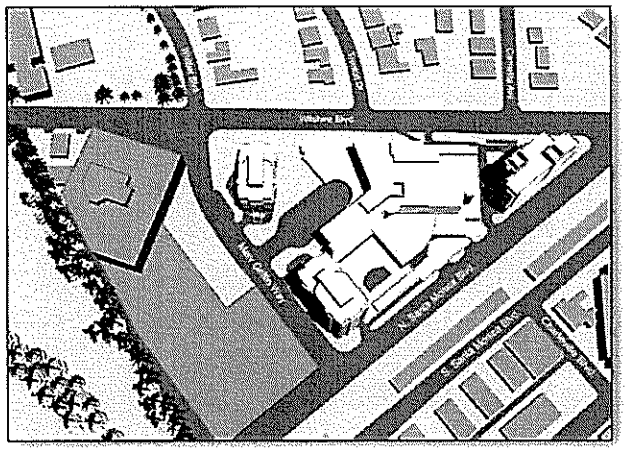
SOURCE: Impact Sciences, Inc. – April 2008

FIGURE C-3

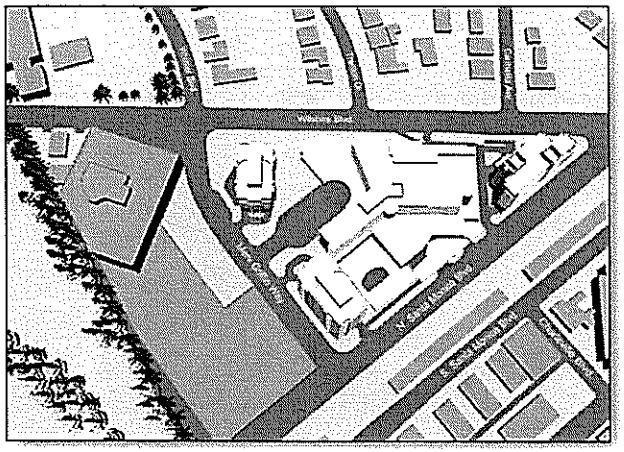
Summer Solstice, 9:00 AM, 10:00 AM and 11:00 AM – Revised Project

713-003-04/08

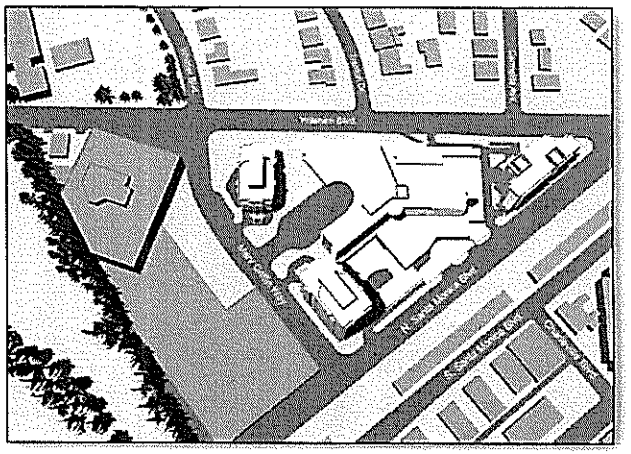
With Trees



12:00 PM

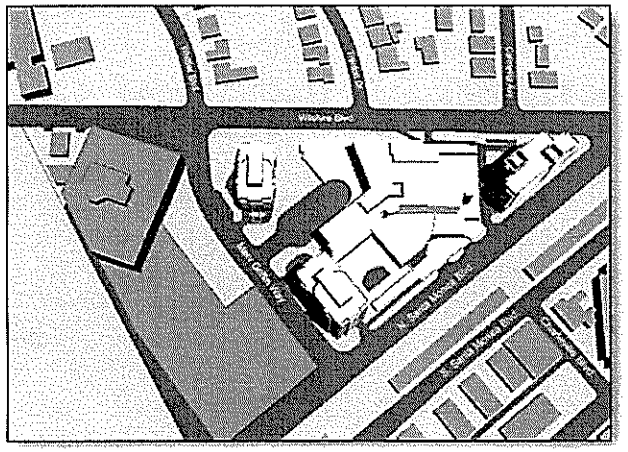


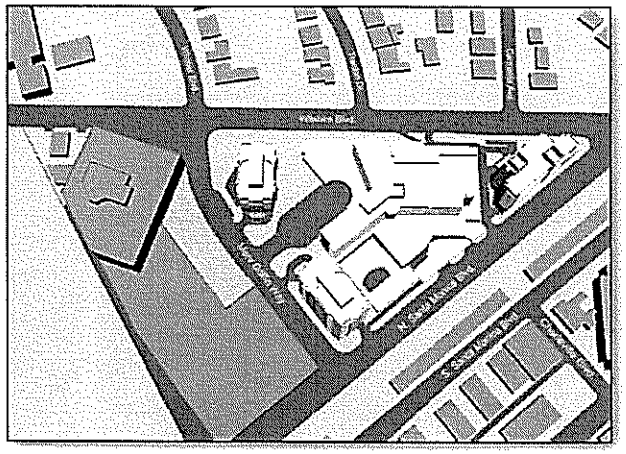
1:00 PM

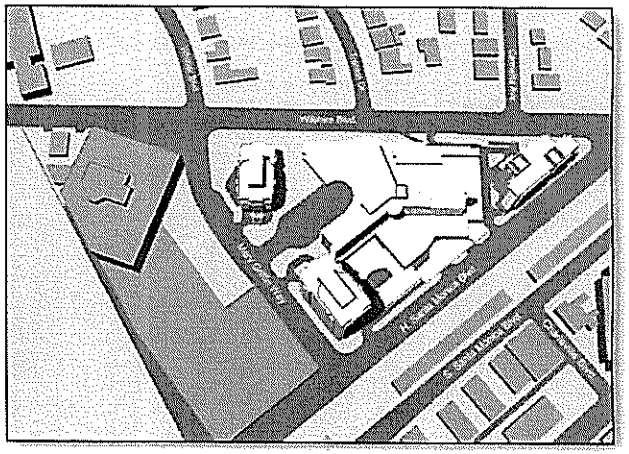


2:00 PM

Without Trees







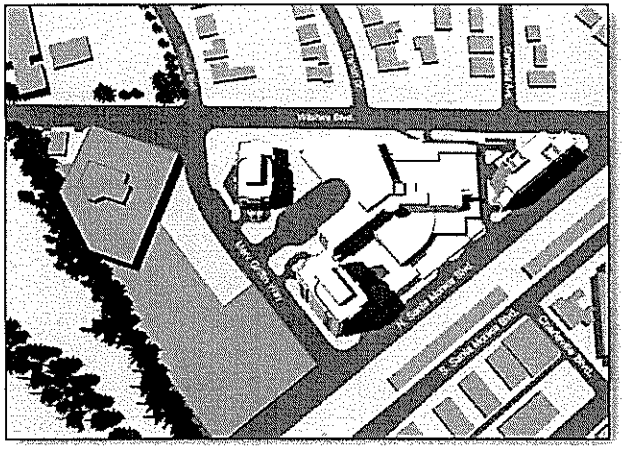
SOURCE: Impact Sciences, Inc. – April 2008

FIGURE C-4

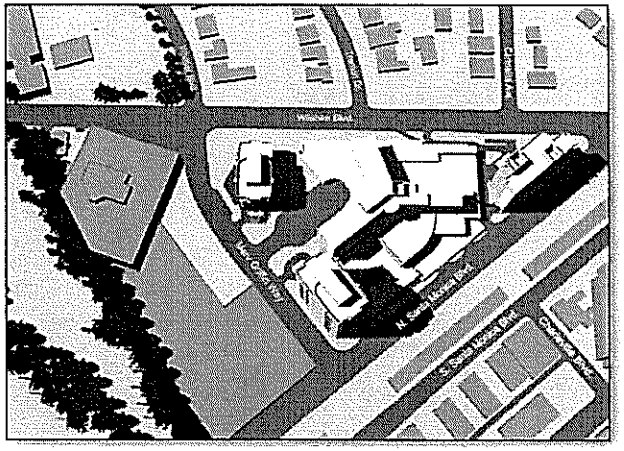
Summer Solstice, 12:00 PM, 1:00 PM and 2:00 PM – Revised Project

713-003•04/08

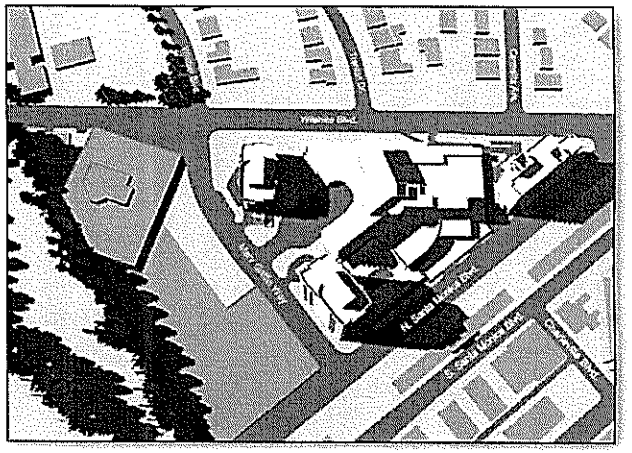
With Trees



3:00 PM

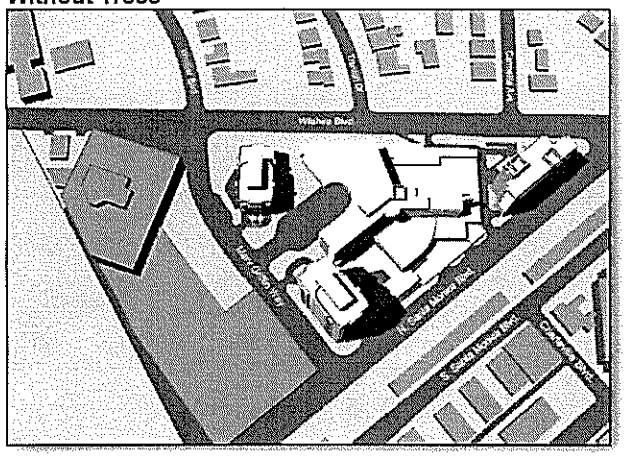


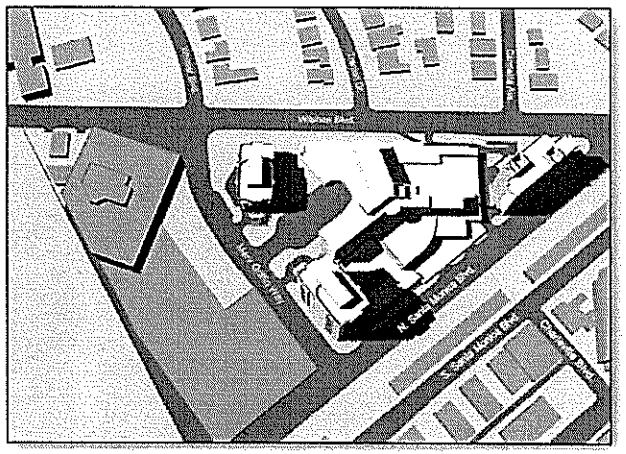
4:00 PM

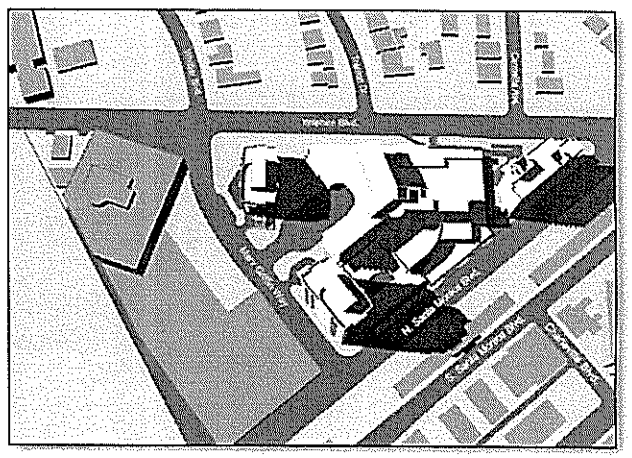


5:00 PM

Without Trees







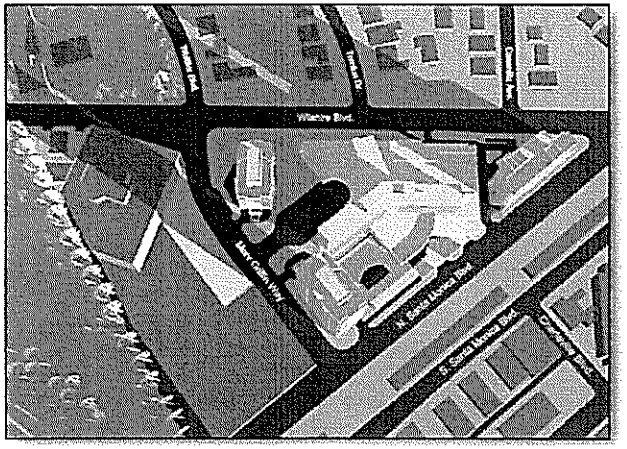
SOURCE: Impact Sciences, Inc. – April 2008

FIGURE C-5

Summer Solstice, 3:00 PM, 4:00 PM and 5:00 PM – Revised Project

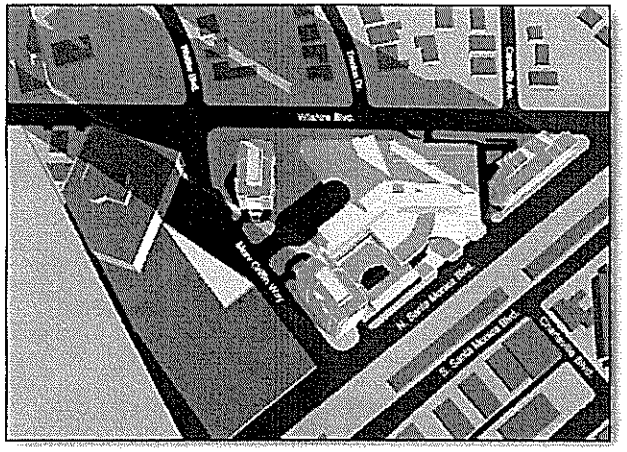
713-003-04/08

With Trees



7:30 AM **8:00 AM** **8:30 AM**

Without Trees



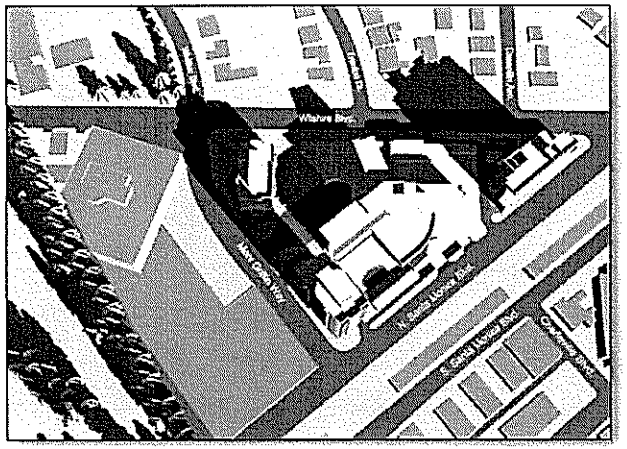
SOURCE: Impact Sciences, Inc. – April 2008

FIGURE C-6

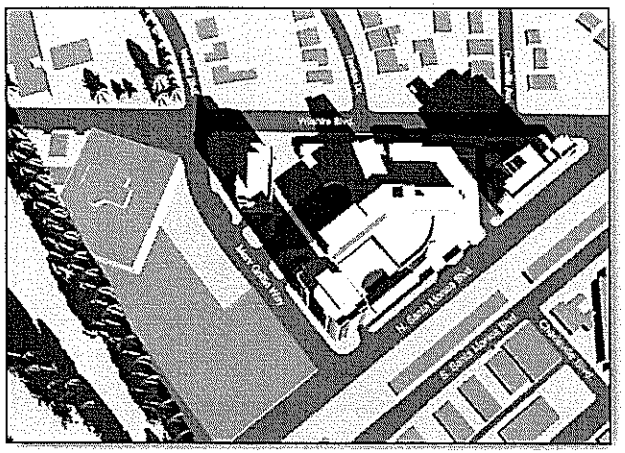
Winter Solstice, 7:30 AM, 8:00 AM and 8:30 AM – Revised Project

713-003-04/08

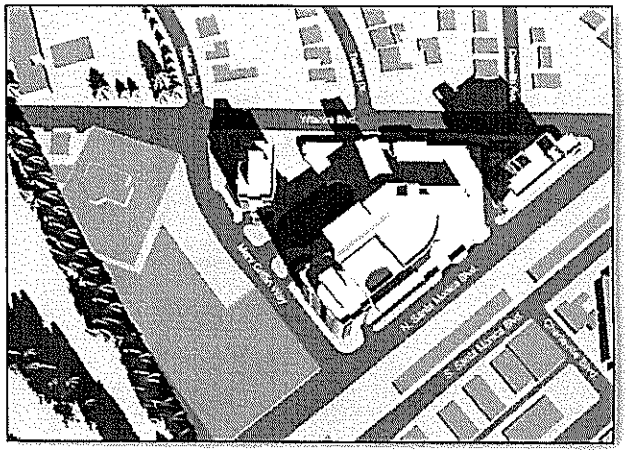
With Trees



9:00 AM

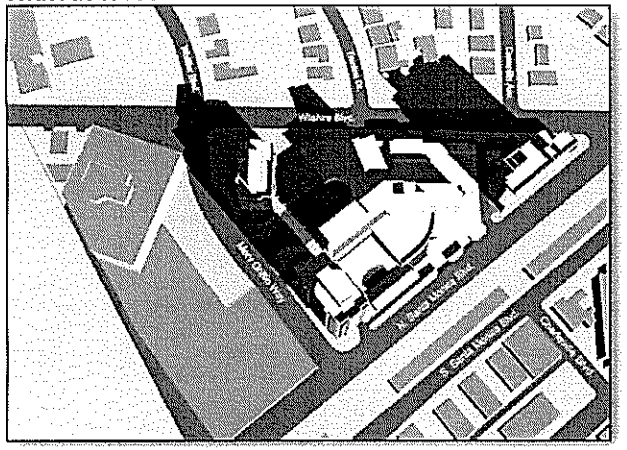


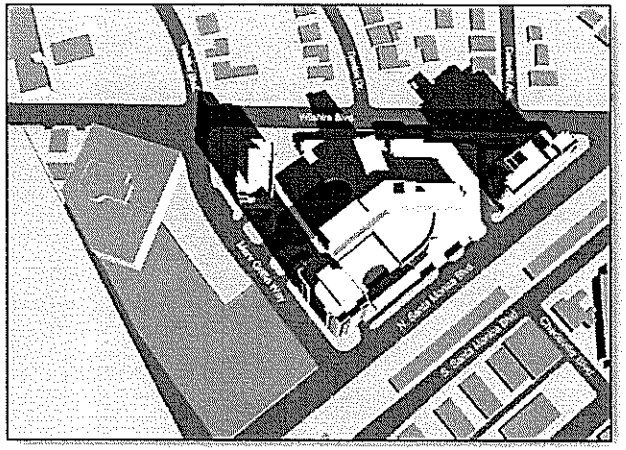
9:30 AM

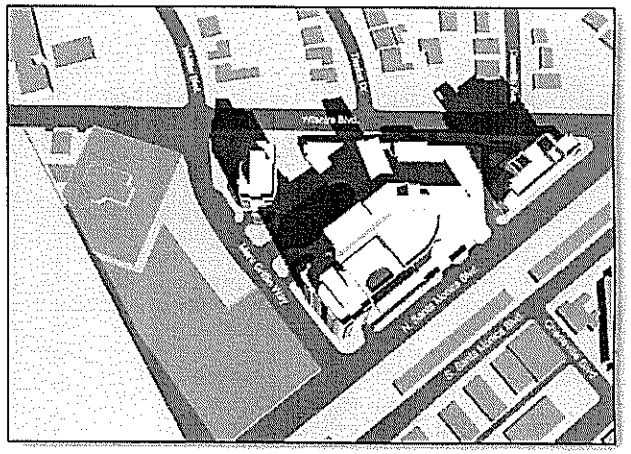


10:00 AM

Without Trees







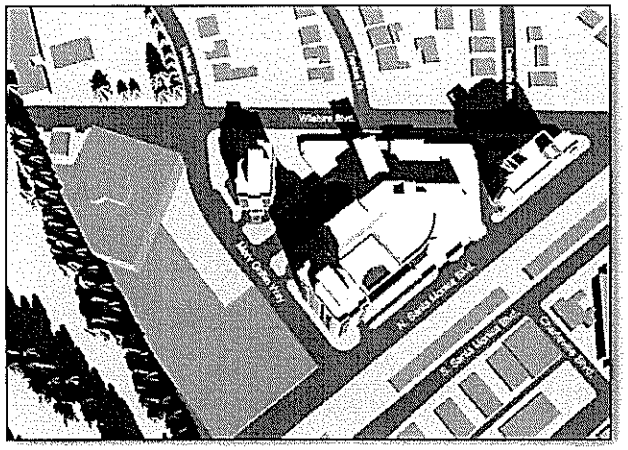
SOURCE: Impact Sciences, Inc. – April 2008

FIGURE C-7

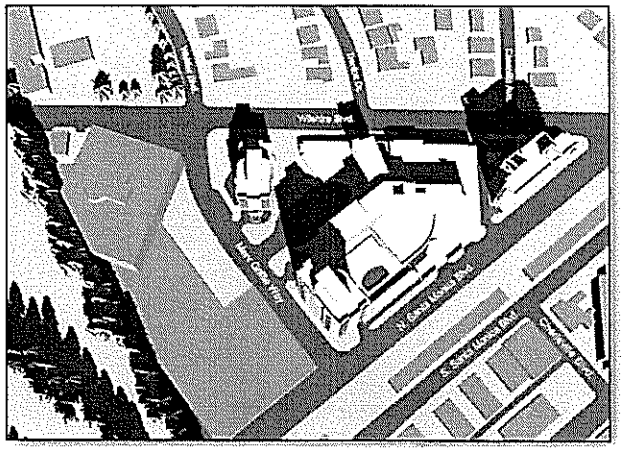
Winter Solstice, 9:00 AM, 9:30 AM and 10:00 AM – Revised Project

713-003-04/08

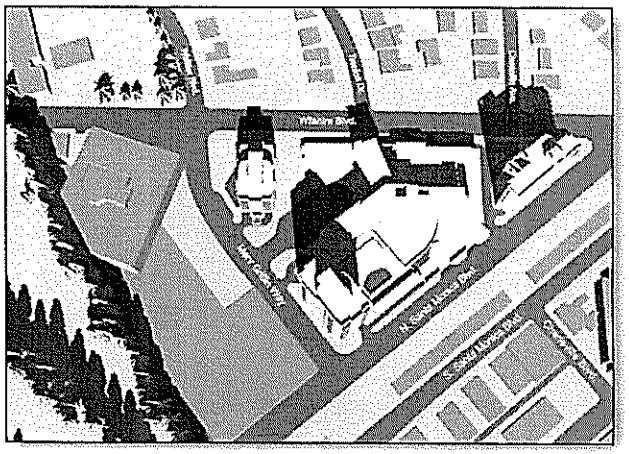
With Trees



10:30 AM

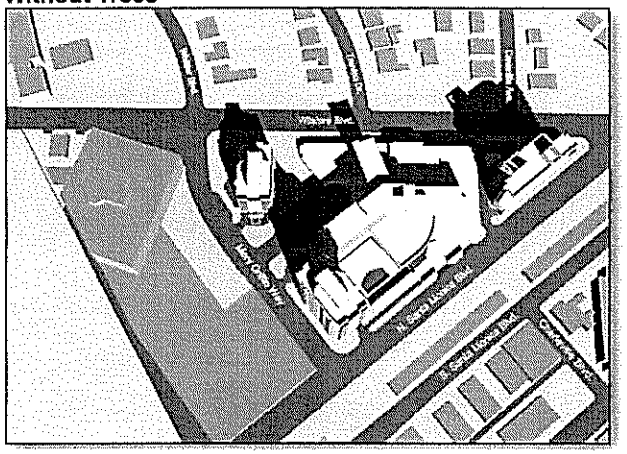


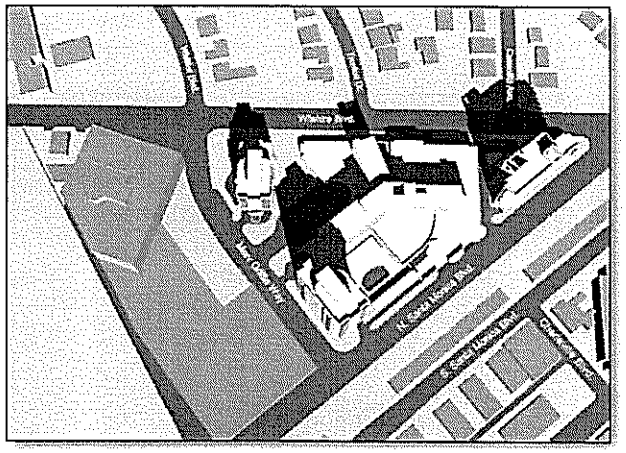
11:00 AM

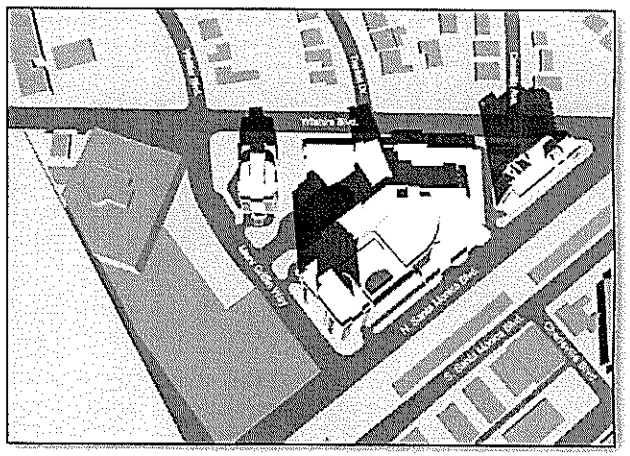


11:30 AM

Without Trees







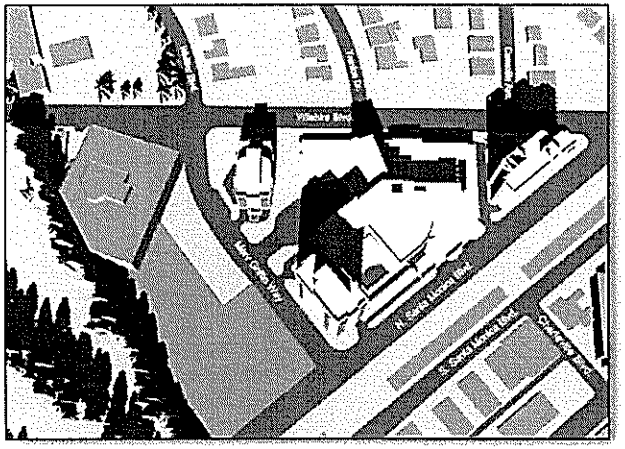
SOURCE: Impact Sciences, Inc. – April 2008

FIGURE C-8

Winter Solstice, 10:30 AM, 11:00 AM and 11:30 AM – Revised Project

713-003-04/08

With Trees



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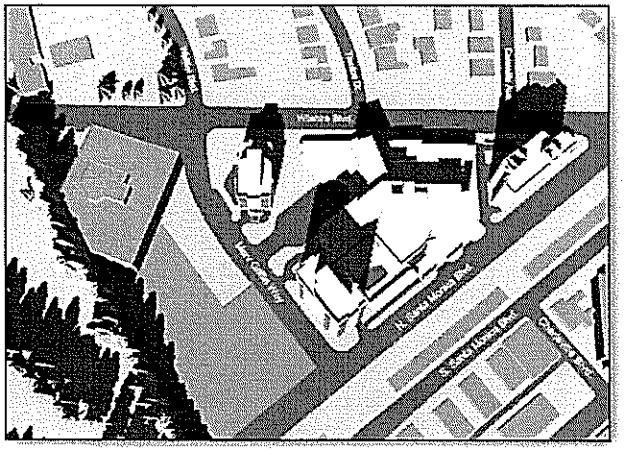
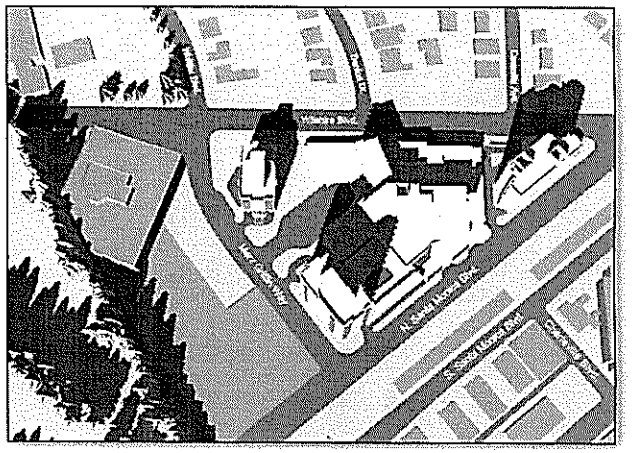
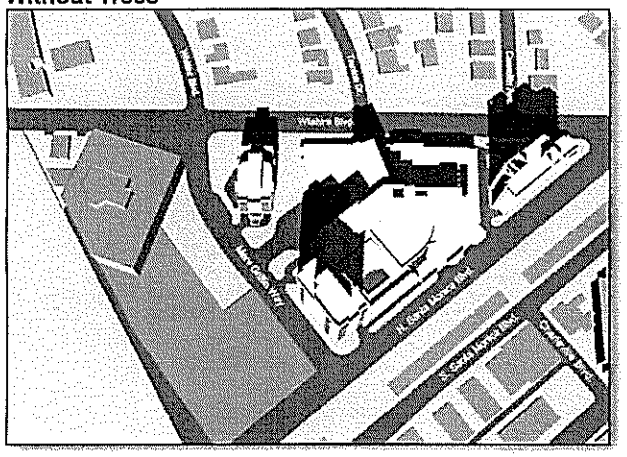


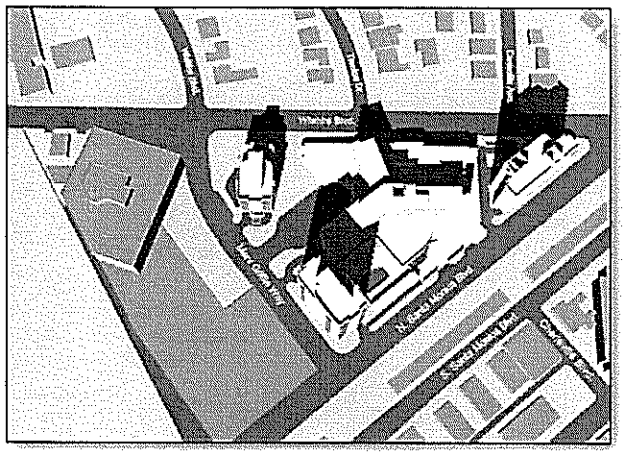
12:30 PM

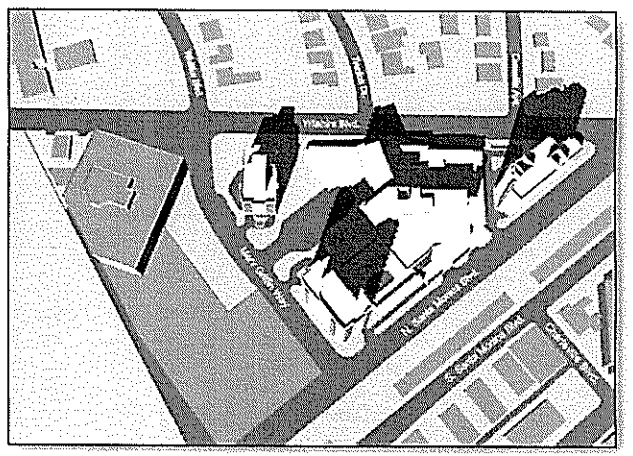


1:00 PM

Without Trees







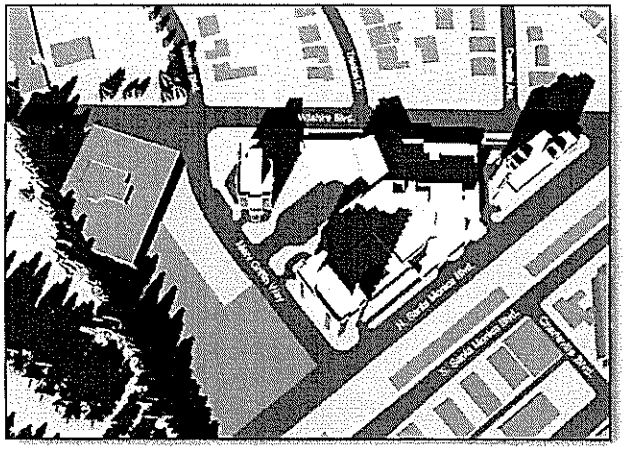
SOURCE: Impact Sciences, Inc. – April 2008

FIGURE C-9

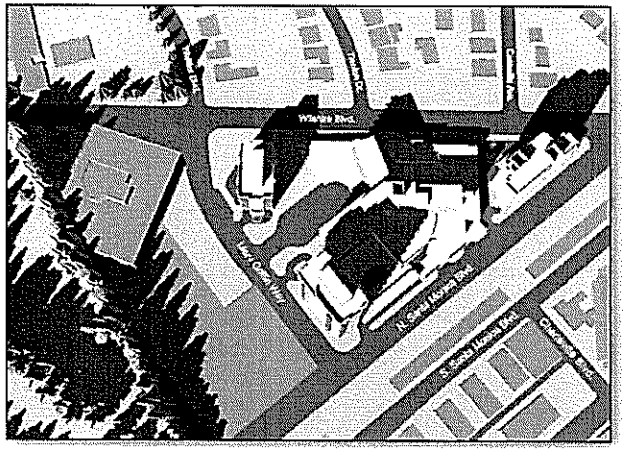
Winter Solstice, 12:00 PM, 12:30 PM and 1:00 PM – Revised Project

713-003-04/08

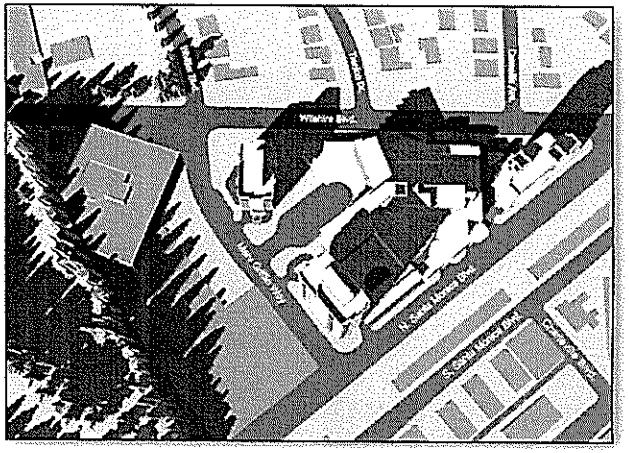
With Trees



1:30 PM

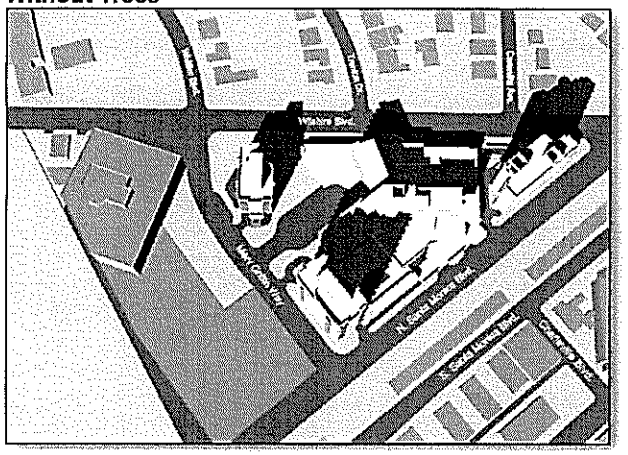


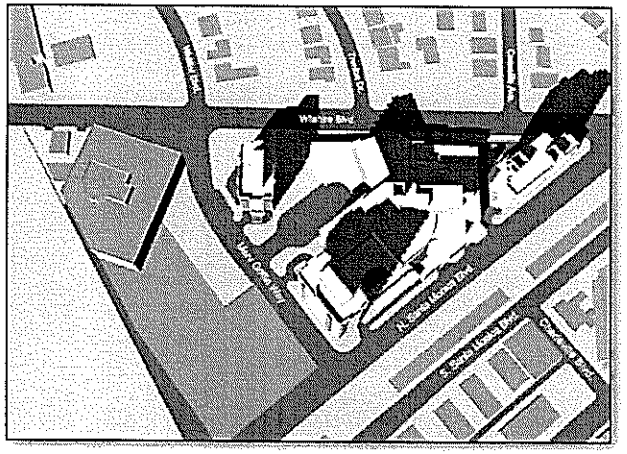
2:00 PM

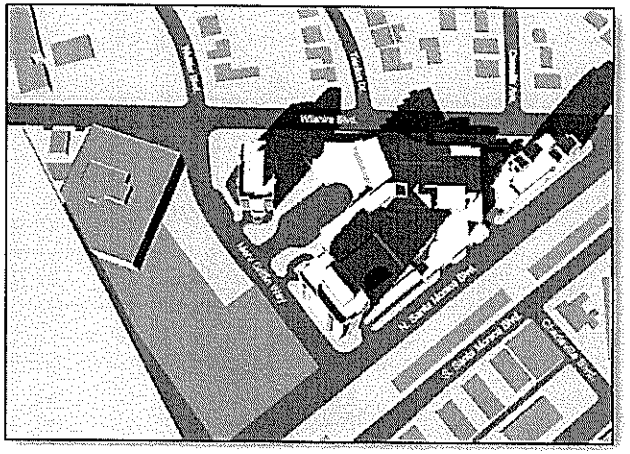


2:30 PM

Without Trees







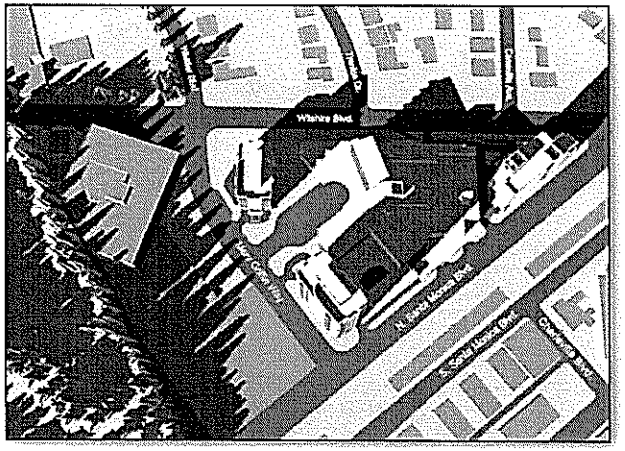
SOURCE: Impact Sciences, Inc. – April 2006

FIGURE **C-10**

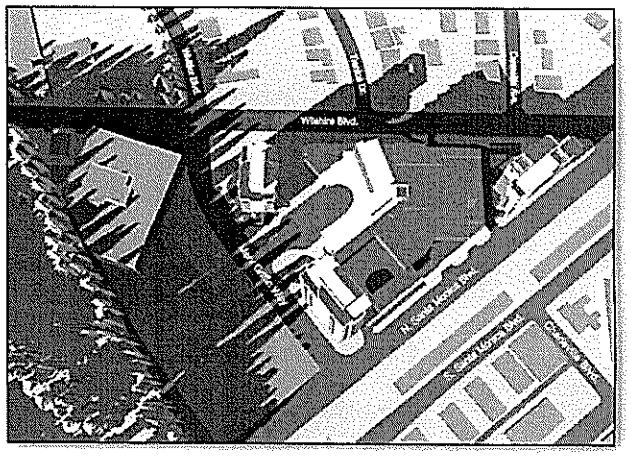
Winter Solstice, 1:30 PM, 2:00 PM and 2:30 PM – Revised Project

713-003-04/06

With Trees

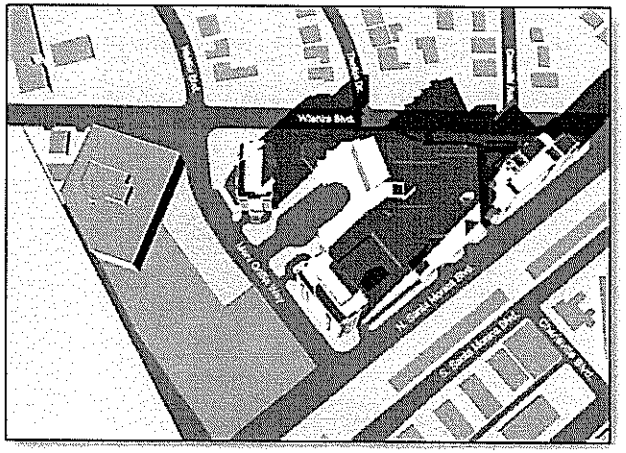


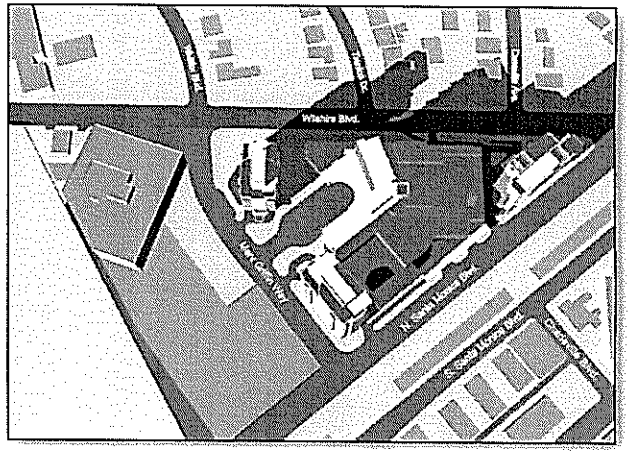
3:00 PM



3:30 PM

Without Trees





SOURCE: Impact Sciences, Inc. – April 2008

FIGURE C-11

Winter Solstice, 3:00 PM and 3:30 PM – Revised Project

713-003-04/08