



AGENDA REPORT

Meeting Date: April 29, 2008

Item Number: C-1

To: Honorable Mayor & City Council

From: Vincent P. Bertoni, AICP, Director of Community Development
Rita Naziri, Senior Planner
Michele McGrath, Senior Planner
Joyce Parker-Bozylinski, AICP, Consulting Planner

Subject: Consideration of Planning Commission's recommendation for approval of a General Plan Amendment, Zone Text Amendment, Zone Change, Specific Plan, Development Agreement and Environmental Impact Report for a Proposed Mixed Use Project at 9876 Wilshire Boulevard (The Beverly Hilton Revitalization Project)

Attachments:

1. Resolution Approving a General Plan Amendment
2. Resolution Approving the Beverly Hilton Specific Plan with Specific Plan and Conditions of Approval Attached (including CEQA Resolution and Final EIR which will be provided at the meeting)
3. Redline of Beverly Hilton Specific Plan
4. Redline of Conditions of Approval
5. Parking Memorandum from Fehr & Peers (April 21, 2008)
6. Appendix C – Table C-1
7. Revised Project Plans (under separate cover)

RECOMMENDATION

Staff recommends that the City Council:

1. Receive a staff presentation
2. Deliberate on the attached Resolutions
3. Adopt General Plan Resolution
4. Adopt Beverly Hilton Specific Plan Resolution with Conditions
5. Continue this matter to the meeting of May 6, 2008 to conduct second reading of the Ordinances for the Zone Text and Map Amendment and Development Agreement.

PROJECT DESCRIPTION

The project site occupies the eastern end of the 17-acre "Robinsons-May/Beverly Hilton Triangle" which is considered the western gateway to Beverly Hills because of its location at the Beverly Hills-Los Angeles city boundary. Comprising three separate parcels, the site totals 8.97 acres and is currently developed with The Beverly Hilton and ancillary facilities including an executive conference center, hotel administrative offices, professional offices, a five-story parking structure with one subterranean level, retail uses, hotel restaurant, and the former Trader Vic's Restaurant.

Under the revised project, as directed by the City Council on April 15, 2008, the project site would be redeveloped and reconfigured with the following components:

- Residence A , 6 to 8 stories, 26 – 36 dwelling units
- Residence B, 16-18 stories, 64 – 74 dwelling units
- Waldorf=Astoria Hotel with 2 to 12 stories and 170 guest rooms
- Conference Center, 2 stories with no guest rooms
- Poolside Cabana, 1-story with no units or guest rooms
- The existing Beverly Hilton hotel will be retained with upgrades and renovations, including hotel guestrooms, public meeting spaces, restaurant, and spa/salon/fitness facilities which were all recently renovated. The existing ballrooms and meeting rooms would also be retained.

The project will provide the following number of parking spaces:

1,572 Striped Parking Spaces
280 spaces with mechanical lift
331 accommodated in drive aisles with valet service
2,183 parking spaces

The 280 parking spaces provided through the use of mechanical lifts would be required at the discretion of the Community Development Director based on a good faith determination that there is a need for additional parking. A memorandum from Fehr & Peers, the traffic consultant working for Impact Science Incorporated on the behalf of the City, is attached as Attachment 4. The memorandum addresses parking demand, parking code requirements and parking adequacy for the project. The applicant has also revised their plans to reflect revisions to the parking garage and the plans are attached for City Council consideration (Attachment 7, bound separately).

Table C-1 from Appendix C of the Final EIR, which compares the original project to the revised project, is included as Attachment 6 for City Council information. The CEQA Resolution and Final EIR, which are attachments to the Resolutions, will be provided at the April 29, 2008 meeting. The Council has already received copies of these materials at previous meetings, but for reference they will also be provided at this meeting.

BACKGROUND

The City Council held public hearings on the draft Environmental Impact Report and project on March 25th and March 27th and received extensive public testimony. On April 1st, April 8th and April 15th, the City Council received additional presentations from staff and the applicant and received additional public testimony. The public hearing was

closed on April 15, 2008. On April 21st the City Council considered and approved the Resolution certifying the Final Environmental Impact Report for the project and introduced for first reading Ordinances for the Zoning Text and Map Amendment and Development Agreement.

DISCUSSION

The purpose of this hearing is to take action on the attached Resolution (Attachment 1) approving the General Plan Amendment amending the Housing Element of the General Plan and Land Use Map and the Resolution (Attachment 2) approving the Beverly Hilton Specific Plan with conditions.

General Plan Amendment

The Resolution amending the General Plan would change the land use designation for the entire project site from "Low Density General Commercial" to "Specific Plan: Beverly Hilton" and make the following text changes (shown in underline and strikeout format) to the Housing Element.

The text of Program 4.3 of Objective 4.3 of the Housing Element of the General Plan, as that Program is set forth in Section 1.3 (Summary of Housing Program) and Section 3 (Statement of Goals, Objectives and Policies Relative to Maintenance, Preservation, Improvement and Development of Housing for the Next Five Years) of the Housing Element would be amended to read as follows:

"Program 4.3 Develop standards for mixed residential-commercial structures developments, with and without low income housing components, including additional height, in areas currently zoned for commercial use and consider appropriateness of various areas, such as:

-South side of Wilshire Blvd., east of Beverly Dr. (Between Stanley Dr. and LeDoux Rd., extend to north side of Charleville Blvd.)

-Eastern area of Business Triangle.

-South side of Burton Way (commercially zoned parcels).

-Olympic Boulevard (commercially zoned parcels).

-La Cienega Boulevard north of Wilshire Boulevard.

-City-owned property where some or all of the residential units would be for lower income households.

-East side of South Beverly Drive.

-9876 Wilshire Boulevard (The Beverly Hilton site)."

Beverly Hilton Specific Plan

The Resolution approving the Beverly Hilton Specific Plan will approve the revised project as presented to the City Council and provide the regulations governing the use of the property. Conditions of approval, as recommended by the Planning Commission

and new conditions or modifications to existing conditions, are attached to the specific plan. A redline of the Beverly Hilton Specific Plan and the Conditions of Approval are included as Attachment 5 to this report and the changes are noted in an underline/strikeout format. The redline shows the changes made to the documents from the Planning Commission approval. A clean copy of both documents is attached to the Resolution.

The conditions related to construction are the same conditions placed on the adjacent 9900 Wilshire project with some modifications. The construction related conditions were developed to address the concerns raised by the Beverly Hills Unified School District (BHUSD) during the hearings for this project and the 9900 Wilshire project.

A few items for City Council consideration as they relate to parking and phasing are presented below. During the Development Agreement discussion at the last City Council hearing, the Council indicated they wanted a minimum of 10% compact spaces. The applicant is requesting consideration of allowing 15% compact spaces and staff is in support of that request with a requirement that the size of the standard and compact spaces is modified as noted below. The applicant has agreed to this requirement. Staff is in support of allowing 15% compact spaces for a variety of reasons including not but limited to the fact that a majority of the parking for the two hotels will be valet parking. In addition, based upon parking demand and code requirements (See Attachment 4) for this site staff is comfortable with 15% compact spaces. The 15% requirement would be well within parking demand and code requirements and would be consistent how the city has applied code requirements in the past. As the project has evolved over the course of the public hearings, the number of parking spaces has changed but has always met both code and demand requirements

As discussed in the last staff report, the applicant had redesigned the underground parking garage to eliminate parking Level 4 located under the Residence A building. The parking spaces that were proposed on this level were relocated to the three upper levels by widening the connection tunnel that connects the parking garage located under Residence A and B with the parking garage under the Waldorf=Astoria. As originally designed, the tunnel was only wide enough to accommodate a two way traffic aisle. The tunnel will now be widened to accommodate parking on both sides of the drive aisle. This redesign was in part accomplished by allowing up to 15% compact spaces.

The applicant proposed standard spaces that would be 9 feet by 18 feet and compact spaces that would be 7 feet 6 inches by 15 feet in revised parking plans submitted to the City. While the Specific Plan approved by the Planning Commission allowed up to 25% compact spaces, no compact spaces were shown on the plans approved by the Commission. However, the Specific Plan approved by the Planning Commission indicated that standard parking spaces would need to be 8 feet 6 inches by 19 feet and the compact spaces would need to be 8 feet by 16 feet.

Staff reviewed the proposed parking stall dimensions with the City Traffic Engineer and developed the following guidelines.

- Tandem can be utilized for both hotel and residential uses but compact spaces cannot be utilized for residential uses.
- In order to maximize the number of available parking space, if there is a choice between parking space width or depth, staff would recommend more width. The

City usually requires a 26' aisle and 19' stall depth but has allowed smaller spaces for other projects. Staff would recommend that for standard stalls the size should be 9 feet by 18 feet with the 24' aisle width instead of the 8 feet 6 inches by 19 feet proposed by the applicant and that compact spaces be 8 feet by 16 feet instead of the 7 feet 6 inches by 15 feet that the applicant proposed.

- Allowing an increase in the number of tandem spaces and compact spaces can be successful so long as there is a good parking management program, including valet.
- Residential parking should be physically separated from parking for hotel guest if possible. Currently the location of the proposed residential spaces is not shown on the parking plan but the Specific Plan requires the spaces to be segregated from the hotel spaces.

While the parking plans are conceptual in nature, a condition of approval has been added that would require the applicant to submit final parking plans for the review and approval of the Community Development Director and the Specific Plan has been modified to reflect the parking space dimensions outlined in the guidelines. In addition, the revised parking plans will be provided by the applicant prior to the City Council meeting.

The other item that staff wanted to advise the City Council of is a new phasing plan as outlined by the applicant. Originally Phase I included the demolition of the Palm/Oasis Court, installation of a temporary access driveway, demolition of the existing access driveway, and installation of a second temporary access driveway. Phase 2 included the demolition of the Wilshire Edge and the Trader Vic's parking lot. Phase 3 included the construction of subterranean parking, the Residences A building and the Waldorf=Astoria building, as well as the construction of a temporary driveway. Phase 4 included the demolition of the aboveground parking structure and Phase 5 included the construction of the Residences B building and finishing requirements, including final access driveways for the site.

While the overall construction timing will not change, staff has included the details of the new phasing program which includes how many hotel rooms and how much parking must be available during and after each construction phase in the Specific Plan. This would ensure that the phasing does not impact parking supply and is consistent with the Final EIR. Impact Sciences Incorporated, the City's environmental consultant, has reviewed the new phasing plan and found that the new phasing plan will not create any new significant impacts.

The new phasing plan consists of the following elements:

Phase I

- 1) Demolish the Wilshire Edge (hotel support and office) and the Trader Vic's parking lot
- 2) Construct the underground parking under the Waldorf=Astoria and the underground connection tunnel
- 3) Construct the Waldorf=Astoria
- 4) Construct 2-story conference center east of the Hilton Tower

During the construction of Phase I, the Oasis/Palm Court (181 rooms) and the existing poolside rooms (36) would remain. The maximum number of operational hotel rooms during this phase would be 569 (i.e. existing 352 Hilton rooms, 36 poolside rooms and 181 Oasis/Palm Court). Staff has added a condition of approval that requires the Oasis/Palm Court to be closed prior to the issuance of a Certificate of Occupancy for the Waldorf=Astoria. This would mean at the end of Phase I, there would be 558 hotel rooms (352 in the Hilton Tower, 170 at the Waldorf=Astoria and 36 pool side rooms) but no residences. The 181 Oasis/Palm Court rooms either will not be used at all or only 11 rooms could be used so that the total number of useable hotel rooms will not exceed the 569 rooms that currently exist on the site today. The number of operational parking spaces (marked and valet) available during construction would be 818.

Phase II

- 1) Demolish the Oasis/Palm Court and the old conference center west of Hilton Tower
- 2) Reconfigure the Beverly Hilton entry drive and construct the garage under the Residence A building and the rest of the underground connection tunnel
- 3) Construct the Residence A building
- 4) Construct the one story lobby/retail portion west of the Hilton Tower

In Phase II, 181 rooms would be demolished (Oasis/Palm Court) but the poolside (36) rooms would remain. The maximum number of operational hotel rooms during this phase would be 558 (352 rooms in the Beverly Hilton, 170 rooms in Waldorf=Astoria, and 36 poolside/cabana rooms). Number of operational parking spaces (marked and valet) during construction: 919 (Waldorf=Astoria spaces (405 spaces) and existing above ground parking structure spaces (514 spaces). Before Residence A receives a certificate of occupancy the existing poolside hotel rooms would be required to be taken out of service.

Phase III

- 1) Demolition of the above ground parking garage
- 2) Pool would be taken out of service and the poolside rooms demolished
- 3) Construct the parking garage under Residence B building
- 4) Remodel pool area with poolside cabanas
- 5) Construct Residence B building

Maximum number of operational hotel rooms during this phase: 522 (Waldorf=Astoria (170) and Hilton (352)). Number of operational parking spaces (marked and valet) during construction: 1,405 (Waldorf=Astoria (405 spaces) and the residence A portion of the subterranean parking structure (approximately 1,000 spaces). After Phase III, there would be a total of 522 hotel rooms and up to 110 residences and all the required parking would be in place.

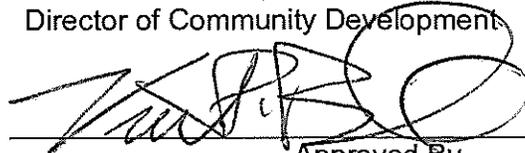
Staff is recommending that the City Council take the following actions:

- 1) Adopt the attached General Plan Amendment Resolution
- 2) Adopt the attached Beverly Hilton Specific Plan Resolution with conditions of approval and;

Meeting Date: April 29, 2008

- 3) Continue meeting until May 6, 2008 to consider second reading of the Ordinances for Zone Text and Map Amendment and Development Agreement.

Vincent P. Bertoni, AICP
Director of Community Development



Approved By