



**City of Beverly Hills**

**Planning Division**

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## **Planning Commission Report**

**Meeting Date:** October 14, 2010

**Subject:** **CEQA THRESHOLDS OF SIGNIFICANCE**  
Resolution adopting thresholds of significance for traffic impacts

**Recommendation:** Adopt the attached Resolution

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### **REPORT SUMMARY**

As requested by the Planning Commission at its meeting of September 16, 2010, this report transmits a resolution adopting thresholds of significance for traffic impacts.

The public hearing on this matter is closed.

Report Reviewed By:

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David Reyes  
Principal Planner

Attachment(s):  
1. Resolution

Report Author and Contact Information:  
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RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE PLANNING COMMISSION OF THE  
CITY OF BEVERLY HILLS ADOPTING THRESHOLDS OF  
SIGNIFICANCE FOR TRAFFIC IMPACTS

WHEREAS, the City Council of the City of Beverly Hills has requested revisions to the City's thresholds of significance for certain traffic impacts, which are utilized in the City's actions implementing the California Environmental Quality Act (CEQA) to be more aligned with adjacent jurisdictions.

WHEREAS, Planning Commission finds and determines that the City of Beverly Hills' existing thresholds of significance for certain traffic impacts, which are utilized in the City's actions implementing the California Environmental Quality Act (CEQA), have not been amended in over twelve (12) years and are not reflective of the thresholds used by adjacent jurisdictions; and

WHEREAS, on June 24, 2010, the Planning Commission held a public meeting to discuss potential changes to the thresholds, and continued the meeting and discussion to its public meeting on July 22, 2010 and subsequently to September 16, 2010. Notice of the June 24<sup>th</sup> meeting was published in the *Beverly Hills Courier* newspaper, and opportunities for public input were provided at the June 24, July 22, 2010 and September 16 meetings.

NOW, THEREFORE, the Planning Commission of the City of Beverly Hills does resolve as follows:

Section 1. The Planning Commission finds and determines based on the staff reports and research, expert testimony from the City's Transportation Division staff, and public testimony, that the revised thresholds are more in line with those used by adjacent jurisdictions and more appropriately evaluate the traffic impacts of new development projects.

Section 2. The revised traffic thresholds change the City's existing guidelines for analysis of the traffic impacts caused by new development. The revised thresholds are a means to evaluate impacts during the environmental review process required by CEQA and their adoption is not subject to environmental review by CEQA.

Section 3. The Planning Commission hereby adopts the revised Traffic Thresholds of Significance for the City of Beverly Hills, a copy of which is attached hereto as Exhibit "A".

Section 4. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his certification to be entered in the Book of Resolutions of the Planning Commission of this City and a copy of this Resolution be forwarded to the City Council.

Adopted: September 16, 2010

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Lili Bosse  
Chair of the Planning Commission of the  
City of Beverly Hills, California

Attest:

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Secretary

Approved as to form:

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David M. Snow  
Assistant City Attorney

Approved as to content:

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Susan Healy Keene, AICP  
Director of Community Development

EXHIBIT A

Traffic Thresholds of Significance



# CITY OF BEVERLY HILLS EXHIBIT "A"

## Beverly Hills Traffic Thresholds of Significance

Adopted by the Planning Commission

on September 16, 2010 by

Resolution No. \_\_\_\_\_.

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The following is the recommended traffic thresholds of significant impact for 4 different scenarios:

### **1. Threshold of Impacts at Signalized Intersections:**

Calculation Methodology: Intersection Capacity Utilization (ICU), using criterion similar to Congestion Management Program (CMP). Selected lane capacity of 1,600 vehicles per hour.

An impact will be considered significant if traffic generated by a project causes an increase of:

- 0.020 or more on V/C at the final LOS "F"
- 0.020 or more on V/C at the final LOS "E"
- 0.040—020 or more on V/c at the final LOS "D" or better

### **2. Threshold of Impacts at Unsignalized (all-way stop) Intersections:**

Calculation Methodology: ~~The 1994~~ Based on the **most current edition of** Highway Capacity Manual.

An impact will be considered significant if the following increase of average total delay per vehicle results in:

- 3.0 seconds or more average total delay at the final LOS "F"
- 3.0 seconds or more average total delay at the final LOS "E"
- 4.0 seconds or more average total delay at the final LOS "D"

### 3. Threshold of Impacts at Unsignalized (2-way stop) Intersections:

Calculation methodology: Highway Capacity Manual (latest edition) special report 209 or a comparable software.

~~Significant Impact: A Change in LOS to LOS E OR F from LOS D or better that occurs on any direction of travel.~~

**Significant Impact: A Change in level of service (comparison of cumulative plus without project, to cumulative plus with project) on any direction of travel:**

- LOS D or better to LOS E or worse
- LOS E to LOS F
- LOS F to LOS F (resulting in increase of 10 or more average total delay (sec/veh) on any direction.

### 4. Threshold of Impacts at Residential (Local) Streets:

Significant Impact:

~~I ADT less than 3,750, project increases ADT by 25% and/or increases of the peak hour by 25%.~~

- I. ADT less than 2,000 volume per day (vpd): project increases ADT by 16%, or increases peak hour by 16% or both.

~~II ADT greater than 3,750 but less than 6,750, project increases ADT by 12.5% and/or increases the peak hour by 12.5%.~~

- II. ADT greater than 2,001 but less than 4,000 vpd: project increases ADT by 12% or more, or increases peak hour by 12% or more or both.

- III. ADT greater than 4,001 but less than 6,750 vpd: project increases ADT by 8% or more, or increases peak hour by 8% or more or both

~~III ADT greater than 6,750, project increases ADT by 6.25% and/or increases the peak hour by 6.25%.~~

- IV. ADT greater than 6,750 vpd: project increases ADT by 6.25% or more, or increases peak hour by 6.25% or more or both