City of Beverly Hills
Planning Division
455 N. Rexford Drive Beverly Hills, CA 90210
TEL. (310) 458-1140 FAX. (310) 858-5966

Planning Commission Report

Meeting Date: January 13, 2011

Subject: **125 South Camden Drive**
Residences at Saks Fifth Avenue
Public and Commission comment regarding the adequacy of a Draft Environmental Impact Report prepared in conjunction with a request for a General Plan Amendment, Zone Change, Development Plan Review, Vesting Tentative Map and Alley Vacation to allow the demolition of an existing surface parking lot and the construction of a new six-story, 66-foot tall 118,840 square foot condominium building, containing 44 residential units and 127 parking spaces.
PROJECT APPLICANT: Casden Properties

Recommendation: That the Planning Commission:
1. Conduct a public hearing and receive testimony on the Draft Environmental Impact report;
2. Continue the Public Hearing to a date uncertain; and
3. Provide direction to staff as appropriate.

REPORT SUMMARY

The subject project was originally scheduled for the Commission's November 23, 2010 meeting. At that meeting, the Commission requested that the project be continued to the meeting of January 13, 2011 in order to allow for a 60-day, rather than 45-day public comment period on the Draft Environmental Impact Report (DEIR). The original staff report is attached in its entirety, and transmits the DEIR for review by the Commission. The public comment period closes on January 15, 2011.

Attachment(s):
A. November 23, 2010 Staff Report and Attachments

Report Author and Contact Information:
Ryan Gohlich, Associate Planner
(310) 285-1194
rgohlich@beverlyhills.org

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1. Conduct a public hearing and receive testimony on the Draft Environmental Impact report;
2. Continue the Public Hearing to a date uncertain; and
3. Provide direction to staff as appropriate.

REPORT SUMMARY

This report transmits the Draft Environmental Impact Report (DEIR) for a new condominium project. The DEIR prepared for the project identified one impact that is significant and unavoidable: construction vibration. The required 45-day public review period of the DEIR began on November 15, 2010 and will end on December 30, 2010. This hearing allows the public and the Commission the opportunity to review the DEIR and comment on the adequacy of the DEIR.

The purpose of this meeting is to review the adequacy of the DEIR. Discussion regarding the proposed project and necessary findings for approval will take place at a future, noticed public hearing.

Attachment(s):
A. Zoning Compliance Table
B. Public Notice
C. DEIR Table ES-1 - Summary of Environmental Impacts
D. Architectural Plans - Provided Under Separate Cover
E. DEIR - Provided Under Separate Cover

Report Author and Contact Information:
Ryan Gohlich, Associate Planner
(310) 285-1194
rgohlich@beverlyhills.org

BACKGROUND

File Date	May 26, 2009
Application Complete	September 11, 2009
Subdivision Deadline	N/A
Permit Streamlining	Not Applicable to projects requiring legislative actions
Applicant(s)	Casden Properties - Howard Katz
Owner(s)	Casden Properties, LLC
Representative(s)	Howard Katz and Jennifer Anderson
Prior Project Previews	Planning Commission preview on June 24, 2010. The Commission stated concerns about loss of parking, building height and alley vacation.
Prior PC Action	Denied a requested zone text amendment, general plan amendment and alley vacation related to allowing construction of a 40-unit mixed-use condominium project with 327 residential and commercial parking spaces on March 13, 2008 (PC Resolution No.1509).
Prior Council Action	Denied an appeal of Planning Commission Resolution No. 1509

PROPERTY AND NEIGHBORHOOD SETTING

Property Information

Address	125 South Camden Drive
Legal Description	Lots 58, 59, 60, 65, 66, and 67 of Tract No. 6649
Zoning District	R-4-P and R-4X2
General Plan	High Density Multi-Family Residential
Existing Land Use(s)	Surface parking lot that serves commercial uses
Lot Dimensions & Area	Approx. 180' x 127.5' (Camden fronting); 180' x 127.5' (Peck fronting); and 15' x 180' (Portion of Alley). Total site area: 47,700 square feet.
Year Built	1946
Historic Resource	Property is not developed with any structures, and is not listed on any local, state or federal inventory
Protected Trees/Grove	None

Adjacent Zoning and Land Uses

North	C-R-PD, Commercial Uses
South	R-4X2, Multiple Family Residential Uses
East	R-4, Multiple Family Residential Uses
West	R-4 and R-4X2, Multiple Family Residential Uses and Commercial Parking Lot

Circulation and Parking

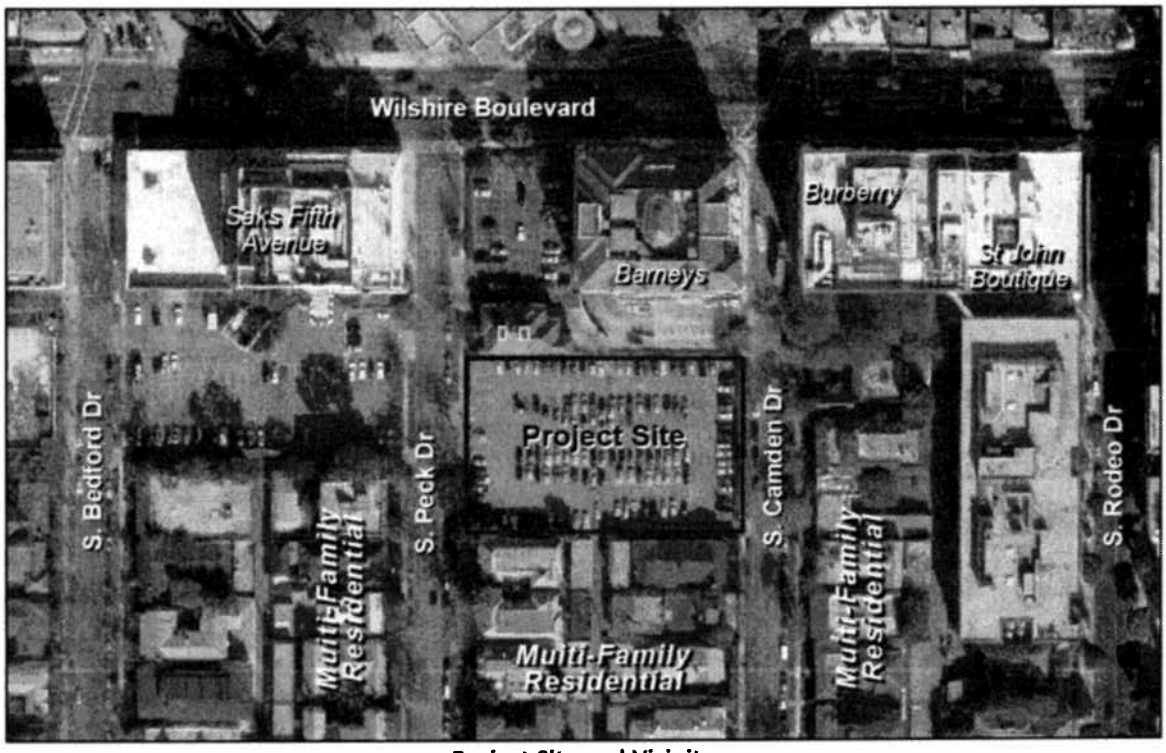
Adjacent Street(s)	South Camden and Peck Drives
Adjacent Alleys	North/South alley bisects project site, 15-feet in width
Parkways & Sidewalks	South Camden Drive: 12½-foot sidewalk/parkway. South Peck Drive: 12½-foot sidewalk/parkway.
Parking Restrictions	No parking anytime without a permit, and 1-hour meters adjacent to project
Nearest Intersection	Wilshire Boulevard/South Camden Drive and Wilshire Boulevard/South Peck Drive
Circulation Element	Wilshire Boulevard is an arterial street/Camden and Peck Drives are local

	streets
Estimated Daily Trips[1]	The portion of South Camden Drive adjacent to the site: 2,361 Daily Trips. Peck Drive was not studied because the project provides no access to Peck; however, City records indicate that Peck Drive carries approximately 1,080 Daily Trips.

Neighborhood Character

The project site is located just south of the Business Triangle, in an area that transitions from commercial to residential uses. Existing development immediately north of the project site consists of the 85-foot tall Barney's retail store and loading facilities, while existing development immediately south of the project site consists of multi-family residential development. The area in the vicinity of the project site provides a unique mix of uses and services, including retail department stores, office uses, residential uses, and commercial parking facilities. The existing built environment varies greatly in terms of massing and height, with commercial structures as tall as 100 feet in height, and multi-family residential structures as low as 25 feet in height. The project site is currently void of any massing, as it is not improved with any structures.

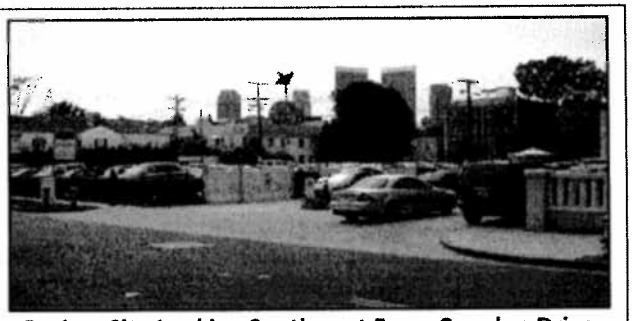
Pictures of the site and vicinity are provided below.



Project Site and Vicinity

[1] See DEIR Section 4.6

Project Site Looking Southeast From Peck Drive



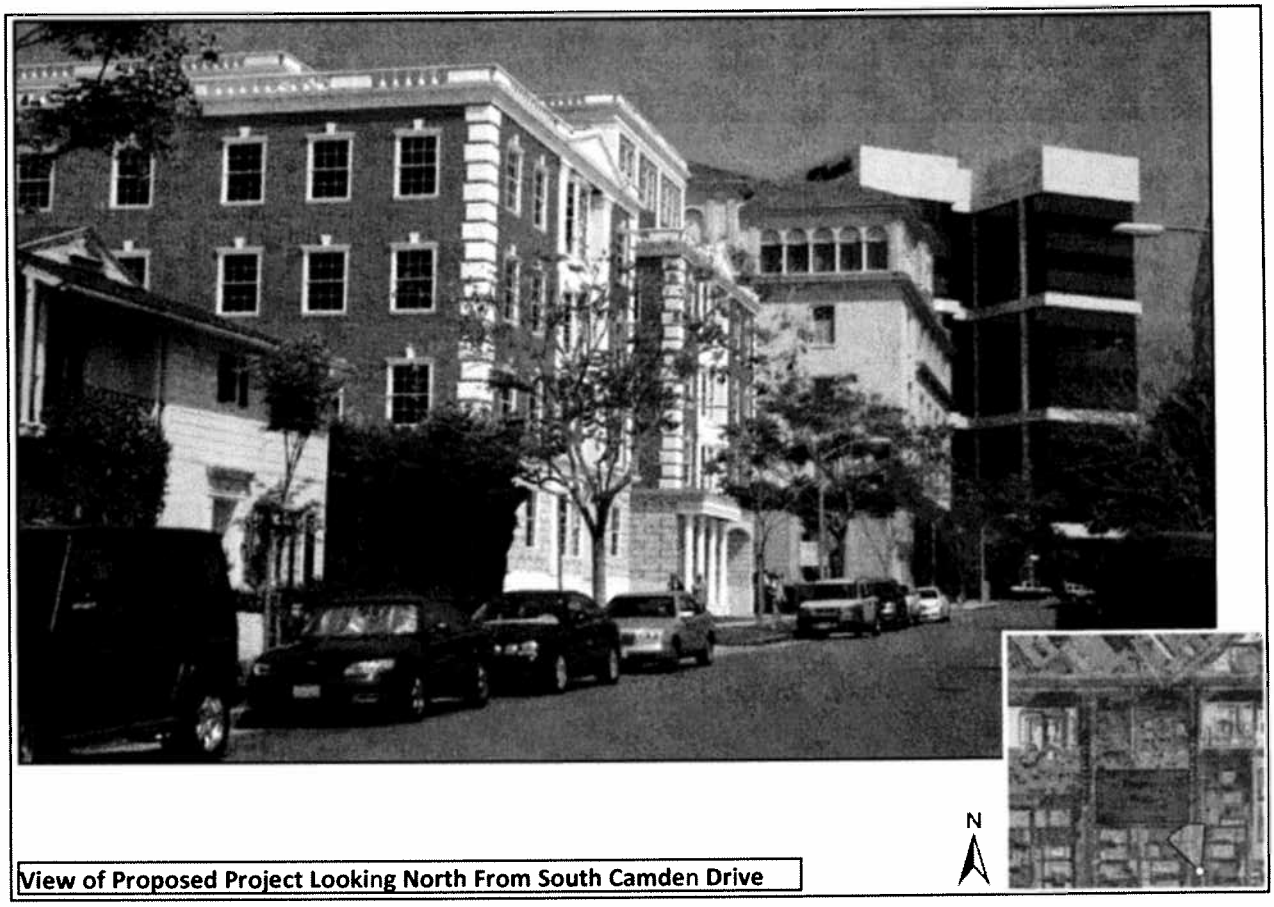
Project Site Looking Southwest From Camden Drive

Project Site Looking Northeast From Peck Drive

Project Site Looking Northwest From Camden Drive

PROJECT DESCRIPTION

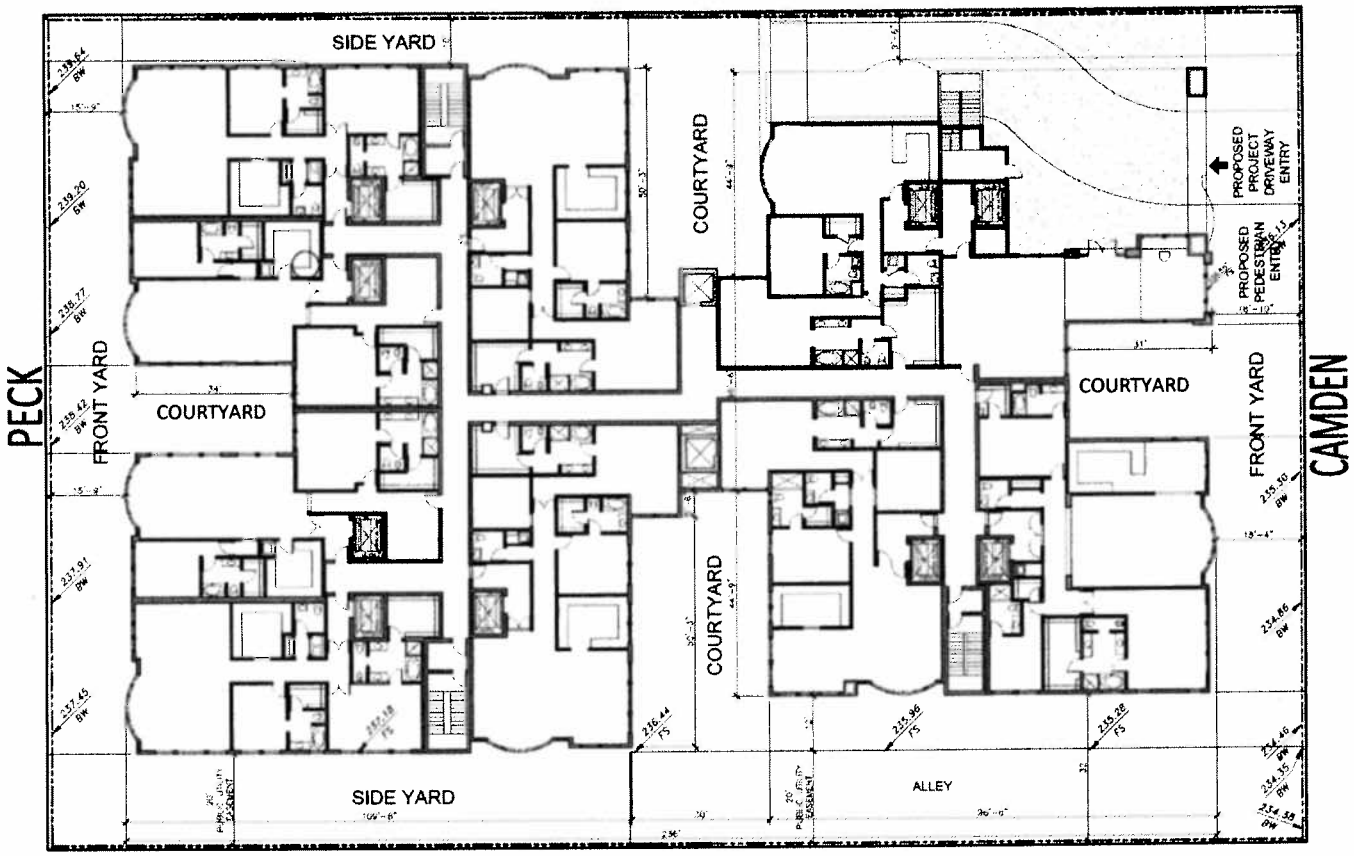
The proposed project involves the construction of a multi-family residential building on a 1.12-acre, rectangular-shaped lot located at 125 South Camden Drive. The proposed project would result in the demolition of an existing, 139 space surface parking lot located behind the Barney's retail store, and permanent vacation of a portion of the north/south alley that runs through the center of the project site. The new structure would be a six-story, 44-unit residential building with a two-level subterranean parking garage with 127 parking spaces. Ingress and egress to the building and subterranean garage is proposed along South Camden Drive. No vehicle ingress or egress is proposed along South Peck Drive. The net floor area of the proposed building would be 118,840 square feet, which results in a net floor-to-area ratio (FAR) of 2.44 to 1. The project includes approximately 16,220 square feet of communal and private open space that would be provided in the form of courtyards and terraces. The proposed project would be 66-feet and six stories in height at the northern portion of the site, adjacent to the 85-foot tall Barney's retail building to the north of the project site. The project would then step down to 55-feet and five stories in the middle portion of the site. In the southern portion of the site, the project would step down to 45-feet and four stories, adjacent to the existing multi-family residential development to the south.



View of Proposed Project Looking North From South Camden Drive

Proposed East (Camden Drive) Elevation

The east elevation shown above depicts the method by which the proposed project steps down from six stories, to five stories, and finally to four stories as it nears existing residential properties to the south. The elevation also shows the location of vehicle ingress and egress, which is proposed to be located at the northeast corner of the project along South Camden Drive.



The above drawing shows the site plan of the proposed project. The project includes a cloverleaf design that provides an open courtyard area along each elevation to provide for required modulation and open space. As noted above, primary ingress and egress is provided along South Camden Drive. Because the project proposes to permanently vacate the north/south alley that currently bisects the project site, the project includes a new east/west alley along the southern half of the project site in order to provide continued alley access to the properties located south of the project site.

Requested Permits

Establishment of the project as proposed would require approval of the following:

- General Plan Amendment: The site is currently designated for commercial and multi-family uses. In conjunction with a proposed overlay zone, the City's General Plan would be amended to provide consistency between the proposed zoning classification and the site's General Plan Designation. Additionally, Land Use Map limits on the maximum height of the subject property would be increased from 60 feet to 66 feet in order to provide consistency with the proposed project and overlay zone.

- Zone Change/Text Amendment: to amend the Municipal Code to establish a new overlay zone, the Multiple Residential Planned Development Overlay Zone (MR-PD). The overlay would establish new development standards to allow the project to:

  - Exceed the existing maximum height restrictions of 45 feet and 55 feet; and
  - Exceed the existing maximum building length of 175 feet.

- Vesting Tentative Map: to establish individual condominium units that may be sold independently of one another.

- Development Plan Review Permit: to construct the new building.

- Alley Vacation/Amendment to Streets Master Plan: to vacate a portion of a north/south public alley between South Camden and South Peck Drives, and to establish a new east/west public alley that would border the southern half of the project site.

ZONING CODE[2] COMPLIANCE

A detailed review of zoning standards applicable to the proposed project is provided in Attachment A. The proposed project complies with all applicable codes, or is seeking through the requested permits, permission to deviate from certain code standards, in a manner that is consistent with the Zoning Ordinance.

The project seeks alternative development regulations governing height and building length. This is proposed through the creation of an overlay zone, which would establish site specific regulations consistent with the proposed project. Overlay zones have been established in other areas of the City in conjunction with specific development projects including several Mixed Use Overlays, the Commercial Retail Overlay, the Entertainment Office Overlay and Transportation Overlay.

Agency Review

The following City Departments conducted a preliminary project review as it relates to other technical provisions of local and state law:

- TRANSPORTATION DIVISION. The Transportation Division has reviewed the Draft EIR and is in agreement with the findings provided within the document. Analysis and recommendations with regard to the project itself will be provided at future public hearings.
- CIVIL ENGINEERING. The Civil Engineering Division has reviewed the Draft EIR and is in agreement with the findings provided within the document. Analysis and recommendations with regard to the project itself will be provided at future public hearings.
- FIRE DEPARTMENT. The Fire Department has reviewed the Draft EIR and is in agreement with the findings provided within the document. Analysis and recommendations with regard to the project itself will be provided at future public hearings.

[2] Available online at http://www.sterlingcodifiers.com/codebook/index.php?book_id=466

GENERAL PLAN[3] POLICIES

The General Plan includes several goals and policies. Some policies relevant to the Planning Commission's review of the project include:

- Land Use Policy 1.1 *The Scale of the City*. Although implicit in any discussion of the future of the City, the importance of scale must be underscored. As long as the City is able to regenerate itself within the general framework of the existing scale, it will offer an environment which is becoming increasingly unique in the Westside.
- Land Use Policy 2.1 *City Places: Neighborhoods, Districts, and Corridors.* Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.
- Land Use Policy 2.4 *Architectural and Site Design.* Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development.
- Lad Use Policy 2.10 *Development Transitions and Compatibility.* Require that sites and buildings be planned, located, and designed to assure functional and visual transitions between areas of differing uses and densities by addressing property and height setbacks, window and entry placement, lighting, landscape buffers, and service access.
- Land Use Policy 5.1 *Neighborhood Conservation*. Maintain the uses, densities, character, amenities, character, and quality of the City's residential neighborhoods, recognizing their contribution to the City's, identity, economic value and quality of life

ENVIRONMENTAL ASSESSMENT

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines[4], and the environmental regulations of the City. The City prepared an Initial Study and, based on the information contained in the Initial Study, concluded that there was substantial evidence that the Project might have a significant environmental impact on several specifically identified resources. Pursuant to Guidelines Sections 15064 and 15081, and based upon the information contained in the Initial Study, the City ordered the preparation of an Environmental Impact Report (the "EIR") for the Project to analyze the Project's potential impacts on the environment. The Draft EIR was released for the required 45-day public review period on November 15, 2010 and the comment period remains open until December 30, 2010.

As identified in the Draft EIR (see Table ES-1, Summary of Environmental Impacts, Attachment C), the project would result in the following Significant and Unavoidable Impacts:

- **Vibration - Construction Related**: Project construction activities could generate intermittent levels of ground-borne vibration exceeding thresholds for sensitive receptors in the vicinity of the project site, including residential uses. Feasible mitigation is not available for construction vibration impacts, therefore the impact is significant and unavoidable.

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[3] Available online at http://www.beverlyhills.org/services/planning_division/general_plan/genplan.asp
[4] The CEQA Guidelines and Statue are available online at http://ceres.ca.gov/ceqa/guidelines

In addition to the above, the project would result in the following impacts, which could be mitigated:

- **Air Quality - Construction Related**: Temporary air pollutant emissions generated by construction activities associated with the project would not exceed SCAQMD thresholds for ROG, NOx, CO, PM10 or PM2.5. However, temporary emissions would exceed LST thresholds for PM10 and PM2.5. Mitigation measures related to fugitive dust control would be implemented to reduce impacts associated with construction-related emissions to a Class II, significant but mitigable, level;
- **Transportation and Circulation**: Construction activities for the proposed project would result in temporary traffic impacts. Impacts would occur as a result of frequent haul truck traffic, construction-worker parking, and cumulative construction traffic. Mitigation measures related to the implementation of construction traffic management and parking management plans would reduce impacts to less than significant levels. Impacts would be Class II, significant but mitigable. Additionally, the additional traffic associated with project development has the potential to result in traffic hazards with respect to accessibility, design, and spacing. Implementation of mitigation measures related to modifying vehicle and pedestrian circulation routes and alignment would reduce impacts to a less than significant level. Therefore, impacts would be Class II, significant but mitigable.

The project's potential impact on the following environmental areas studied was found to be less than significant:

- Aesthetics
- Air Quality (Operational, non construction related)
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise and Vibration (Operational, non construction related)
- Traffic and Parking

Statement of Overriding Considerations

Pursuant to CEQA regulations, when a public agency decides to approve a project that will cause one or more significant environmental effects, the agency shall prepare a statement of overriding considerations (SOC), which reflects the ultimate balancing of competing public objectives. Specifically, the public agency must find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. If the project were approved as proposed, the Planning Commission, or City Council on appeal, would need to adopt a resolution supporting the statement of overriding considerations.

PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Newspaper Notice	10 days	11/13/10	11/12/10	11 days
Mailed Notice (Owners & Residents - 300' Radius)*	10 days	11/13/10	11/10/10	13 days
Website	N/A	N/A	11/15/10	8 days

Applicant Outreach Efforts
The applicant has held several meetings with surrounding residents to discuss the proposed project.

Public Comment
No correspondence has been received as of this writing.

ANALYSIS

Project approval, conditional approval or denial is based upon specific findings for each discretionary application requested by the applicant. A separate meeting will be held to discuss the project, required findings and land use issues.

Summary

The purpose of the subject meeting is to provide the public and the Commission an opportunity to offer comments on the environmental analysis and the adequacy of the EIR during the public comment period.

A staff recommendation along with project analysis will follow the close of the draft EIR public comment period and after staff has had an opportunity to consider public input and prepare its response to comments.

NEXT STEPS

It is recommended that the Planning Commission receive public testimony, provide direction to staff and continue the item to a date uncertain.

Report Reviewed By:

David Reyes, Principal Planner

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ATTACHMENT A
Zoning Compliance Table

REGULATIONS	PERMITTED / ALLOWED	PROPOSED PROJECT	NOTES
Primary Building			
Height	45-feet and 55-feet	66-feet	Overlay Zone Requested
Lot Coverage / Floor Area	No Limit	2.44:1 FAR	
Density	54 Units	44 Units	Complies
Building Length	175 feet	236 feet	Overlay Zone Requested
Front Setback	15' Camden and Peck	18'4" Camden 15'9" Peck	
Rear Setback	N/A		Project site has two front yards and no rear yard
Side Setback	23' total, each side min. 9'	South: 20' and 32' North: 10'	Complies
Street Side Setback	N/A		
Modulation	Camden: 3,775 s.f. Peck: 3,775 s.f.	Camden: 8,821 s.f. Peck: 11,483 s.f.	Complies
Open Space	8,800 s.f.	16,220 s.f.	Complies
Parking & Circulation			
Parking Spaces	116 spaces for units 11 spaces for guests 127 spaces total	116 spaces for units 11 spaces for guests 127 spaces total	Complies
Loading Zones	N/A		
Aisle Width	26-feet	26-feet	Complies
Vertical Clearance	8-feet	Varies 9-14 feet	Complies
Landscaping	N/A		

ATTACHMENT B

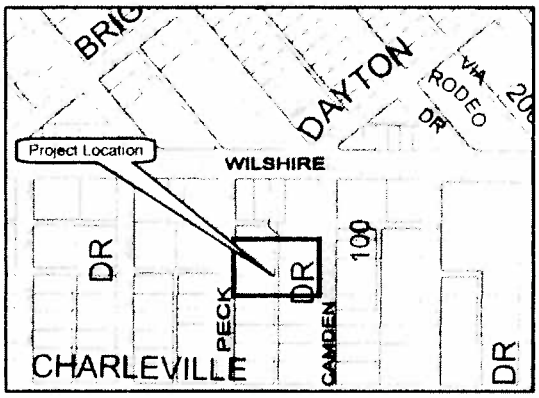
Public Notice

NOTICE OF AVAILABILITY of DRAFT ENVIRONMENTAL IMPACT REPORT and NOTICE of PUBLIC HEARING

DATE: January 13, 2011

TIME: 1:30 PM, or as soon thereafter as the matter may be heard

LOCATION: Council Meeting Room 280 A
Beverly Hills City Hall
455 North Rexford Drive
Beverly Hills, CA 90210



The City of Beverly Hills has prepared a Draft Environmental Impact Report (EIR) for a proposed new 44-unit condominium building (Residences at Saks Fifth Avenue), and the Planning Commission will hold a public hearing on the Project and Draft EIR on ***January 13, 2011 at 1:30 PM*** or as soon thereafter as the matter may be heard. The purpose of this meeting is to review the adequacy of the Draft EIR. The merits of the project will not be discussed at this meeting, and no decisions will be made with regard to project approval or denial. A separate, noticed public hearing will be held at a future date to review the merits of the project before any final decisions are made by the Planning Commission.

The project site is located between the 100 blocks of South Camden and South Peck Drives, immediately south of the commercially-zoned properties fronting on Wilshire Boulevard. The project site is identified as 125 South Camden Drive, and occupies six lots totaling approximately 1.12 acres in size.

The proposed project would result in the demolition of the existing surface parking lot located behind the Barney's retail store, and permanent vacation of a portion of the north-south alley that runs through the center of the project site. The new structure would be a six-story, 44-unit residential building with a two-level subterranean parking garage with 127 parking spaces. The net floor area of the proposed building would be 118,840 square feet, which results in a net floor-to-area ratio (FAR) of 2.44 to 1. The project includes approximately 16,220 square feet of communal and private open space that would be provided in the form of courtyards and terraces. The proposed project would be 66-feet and six stories in height at the northern portion of the site, adjacent to the 85-foot tall Barney's retail building to the north of the project site. The project would then step down to 55-feet and five stories in the middle portion of the site. In the southern portion of the site, the project would step down to 45-feet and four stories, adjacent to the existing multi-family residential development to the south.

Of the six lots proposed for development under the project, the four northern lots are currently zoned R-4-P (Residential Parking Zone) and the two southern lots are zoned R-4X2 (Multiple Residential Zone). The R-4-P zone allows for either multi-family residential development or commercial parking facilities (but not both within the same project), and the R-4X2 zone allows for multi-family residential development. The project consists

strictly of multi-family residential development, and is therefore compatible with the permitted uses for the project site. The height limit for the two northern lots is 55-feet or five stories, and the height limit for the four southern lots is 45-feet or four stories. Proposed development on the two southern lots complies with the established height limits, but development on the four northern lots exceeds the established height limits.

Approval of the project requires approval of: a Vesting Tentative Map, a Zone Change to amend the Municipal Code to establish a new overlay zone (which allows for increased height and building length), the Multiple Residential Planned Development Overlay Zone (MR-PD); a General Plan Amendment to reflect the proposed overlay zone and to exceed the 60-foot height limit identified in the General Plan; a Development Plan Review to construct the project; and an amendment to the City's Streets Master Plan to allow for an alley vacation for a portion of a public alley that bisects the project site.

The Draft EIR analyzes the following potentially significant environmental effects of the project:

- Aesthetics
- Air Quality
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Transportation and Circulation

PUBLIC REVIEW AND COMMENT ON DRAFT EIR

The Draft EIR is being circulated for a 60-day public review period, from November 15, 2010 to January 15, 2011. During the public review period, written comments concerning the adequacy of the document may be submitted by any interested person and/or affected agency. Following the public review period, written responses will be prepared for inclusion in the Final EIR.

Comments should be directed to (Emails will also be accepted at: rgohlich@beverlyhills.org):
City of Beverly Hills
Department of Community Development
455 North Rexford Drive
Beverly Hills, California 90210
ATTN: Ryan Gohlich, Associate Planner

Public Review: Copies of the Draft EIR are available for public review at the following locations:

City of Beverly Hills City Hall
Planning Division and Office of the City Clerk
455 North Rexford Drive
Beverly Hills, CA 90210

Beverly Hills Public Library
444 North Rexford Drive
Beverly Hills, CA 90210

The City's website: www.BeverlyHills.org

The case file on this project, which includes the plans and applications, is available for public review at the Community Development Department, 455 North Rexford Drive, Beverly Hills, CA 90210. If there are any questions regarding this notice, please contact Ryan Gohlich at 310-285-1194.

Approved as to form:

David Reyes, Principal Planner

Mailed: December 23, 2010

ATTACHMENT C

DEIR Table ES-1 - Summary of Environmental Impacts

Table ES-1
Summary of Environmental Impacts, Mitigation Measures and Residual Impacts

Impact	Mitigation Measures	Residual Impact
Class I (Significant and Unavoidable) Impacts		
NOISE		
Impact N-1 Project construction would intermittently generate high noise levels and groundborne vibrations on and adjacent to the project site. Construction noise would be temporarily audible to sensitive receptors near the project site. However, all construction activities would be required to adhere to the Beverly Hills Municipal Code, which set limits on when construction can occur. Therefore, construction noise impacts would be Class III, *less than significant*. Construction vibration would temporarily affect nearby sensitive receptors, including residential uses immediately adjacent to the site. Therefore, vibration impacts during construction of the proposed project would be Class I, *significant and unavoidable*.	Mitigation is not required for construction noise impacts. Feasible mitigation is not available for construction vibration impacts.	Significant and unavoidable.
Class II (Significant but Mitigable) Impacts		
Impact	**Mitigation Measures**	**Residual Impact**
AIR QUALITY		
Impact AQ-1 Temporary air pollutant emissions generated by construction activities associated with the project would not exceed SCAQMD thresholds for ROG, NOx, CO, PM10 or PM2.5. However, temporary emissions would exceed LST thresholds for PM10 and PM2.5. Mitigation measure AQ-1 would reduce impacts associated with construction-related emissions to a Class II, *significant but mitigable*, level.	**AQ-1 Fugitive Dust Control.** The following shall be implemented during construction to minimize fugitive dust emissions: • *Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require three daily applications (once in the morning, once at midday and once at the end of the workday). Increased watering is required whenever wind speeds exceed 15 mph. Grading shall be suspended if wind gusts exceed 25 mph.* • *Soil with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard.* • *All material excavated or graded shall be treated with soil binders or shall be sufficiently watered at least twice daily with complete coverage, preferably in the late morning and after work is done for the*	Less than significant.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures and Residual Impacts

Impact	Mitigation Measures	Residual Impact
	day. • *All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust.* • *All material transported off-site shall be securely covered to prevent excessive amounts of dust.*	
TRANSPORTATION/CIRCULATION		
Impact T-3 Construction activities for the proposed project would result in temporary, but potentially significant, traffic impacts. Impacts would occur as a result of frequent haul truck traffic, construction-worker parking, and cumulative construction traffic. However, mitigation is available for all three sources of traffic and would reduce impacts to less than significant levels. Impacts would be Class II, *significant but mitigable.*	**T-3(a) Construction Traffic Management Plan.** A Construction Traffic Management Plan shall be submitted to the City for review and approval by the proposed project applicant prior to issuance of demolition, grading or building permits. The plan shall address the following items at a minimum: • *Maintain existing access for land uses in proximity of the project site during project construction.* • *Schedule deliveries and pick-ups of construction materials to non-peak travel periods, to the maximum extent feasible.* • *Coordinate deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time.* • *Minimize obstruction of through-traffic lanes on South Camden Drive or Wilshire Boulevard.* • *Construction equipment traffic from the contractors shall be controlled by flagman and traffic control devices.* • *Identify designated transport routes for heavy trucks (in addition to haul trucks) to be used over the duration of the project.* • *Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.* • *Establish requirements for loading/unloading and storage of materials on the project site, including where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, and sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses.* • *Coordinate with adjacent businesses and emergency service providers to ensure adequate access exists to the project site and neighboring businesses.* **T-3(b) Worker Parking Management Plan.** A Worker Parking Management Plan shall be submitted to the City for review and approval	Less than significant.

Table ES-1
Summary of Environmental Impacts, Mitigation Measures and Residual Impacts

Impact	Mitigation Measures	Residual Impact
	by the applicant prior to the issuance of demolition, grading or building permits. To the maximum extent feasible, all working parking shall be accommodated on the project site. During any demolition and construction activities when construction worker parking cannot be accommodated on the project site, the Plan shall identify alternate parking locations for construction workers and method of transportation to and from the project site for approval by the City 30 days prior to commencement of construction. The Construction Workers Parking Plan must include appropriate measures to ensure that the parking location requirements for construction workers will be strictly enforced. These include but are not limited to the following measures: • *Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on any residential street or in public parking structures.* • *No construction worker parking shall be permitted within 500 feet of the nearest point of the project site except within designated areas. The contractor shall be responsible for informing subcontractors and construction workers of this requirement, and if necessary, for hiring a security guard to enforce these parking provisions. Contractor shall be responsible for all costs associated with enforcement of this mitigation measure.* • *Identify sites where construction workers could park off-site, if necessary.* In lieu of the above, the project developer/construction contractor has the option of phasing demolition and construction activities such that all construction worker parking can be accommodated on the project site throughout the entire duration of demolition and construction activities. **T-3(c) Construction Coordination.** The applicant shall coordinate with any nearby development that is also proposing to begin construction or is currently undergoing construction regarding the following: • All temporary roadway closures shall be coordinated to limit overlap of roadway closures.	

Table ES-1
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Impact	Mitigation Measures	Residual Impact
	• All major deliveries for both projects shall be coordinated to limit the occurrence of simultaneous deliveries. The project applicants shall ensure that deliveries of items such as concrete and other high-volume items shall not be done simultaneously. • The applicants shall coordinate regarding the loading and unloading of delivery vehicles. Any off-site staging areas for delivery vehicles shall be consolidated and shared. • Applicants or their representatives shall meet on a regular basis during construction to address any outstanding issues related to construction traffic, deliveries, and worker parking. • All construction hauling and delivery shall be scheduled in coordination with any adjacent major constructions projects, as applicable.	
Impact T-4 The additional traffic associated with project development has the potential to develop traffic hazards with respect to accessibility, design, and spacing. However, mitigation is available to reduce impacts to a less than significant level. Therefore, impacts would be Class II, *significant but mitigable.*	**T-4(a) Driveway Width and Alignment.** To prevent potential vehicle conflicts, the applicant shall submit a revised site plan to the City with the ramp into the project site parking garage at its point of curvature moved east and widened. This plan shall be reviewed and approved by the City Engineer before final site plan approval. **T-4(b) Pedestrian-Vehicle Conflicts.** To prevent potential pedestrian-vehicle conflicts, the applicant shall submit a revised site plan or other drawings to the City showing how such conflicts would be avoided in the area of the Motor Court where both vehicles and pedestrians access the parking garage. This plan or drawing shall be reviewed and approved by the City Engineer before final site plan approval.	Less than significant.
Class III (Less than Singifcant) Impacts		
AESTHETICS		
Impact T-1 The introduction of a multi-story building to a site currently developed as a surface parking lot would affect the visual character and quality of the site and its surroundings as well as its compatibility with surrounding development. However, the overall size of the project would be generally similar to that of surrounding commercial and residential development and thus compatible as to mass and scale. In addition, the project would require review and approval by the	Mitigation is not required.	Less than significant.

Table ES-1
Summary of Environmental Impacts,
Mitigation Measures and Residual Impacts

Impact	Mitigation Measures	Residual Impact
City's Architectural Commission, which would help to ensure an aesthetically compatible design consistent with the City's design goals. Therefore, impacts would be Class III, *less than significant.*		
Impact AES-2 The proposed project would add new sources of light and glare on and around the project site, due to the increased size and scale of development. However, because the project site is in an urbanized area already characterized by light and glare levels typical of urban areas, the incremental increase in lighting would not substantially alter light/glare conditions. Impacts related to light and glare would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact AES-3 The project would cast shadows onto adjacent properties, particularly in the wintertime when shadows are most extreme. However, as no shadow-sensitive land uses would be shaded for extended periods, shadow impacts would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
AIR QUALITY		
Impact AQ-2 Operation of the proposed project would generate air pollutant emissions, but emissions would not exceed SCAQMD operational significance thresholds. Therefore, the project's operational impact to regional air quality would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact AQ-3 Project-generated traffic, together with other cumulative traffic in the area, would incrementally increase carbon monoxide levels in the site vicinity. However, because concentrations would remain below state and federal standards, this impact would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.

Table ES-1
Summary of Environmental Impacts,
Mitigation Measures and Residual Impacts

Impact	Mitigation Measures	Residual Impact
GLOBAL CLIMATE CHANGE		
Impact GHG-1 The proposed project would generate GHG emissions from both mobile and operational sources. However, project emissions would not exceed the 10,000 tons CDE/year threshold and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, impacts would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
LAND USE AND PLANNING		
Impact LU-1 The proposed project's height and building length would exceed zoning ordinance and General Plan maximums. Additionally, the alley would be vacated as part of the project. The requested entitlements for the project include a zoning text amendment, zone change, General Plan Amendment, vacation, and amendment to the City's Streets Master Plan. The zoning ordinance amendment would create a Multiple Residential Planned Development Overlay Zone (MR-PD) that would allow the increased height and length. Approval of these requests would make the project consistent with zoning regulations, the General Plan, and the Streets Master Plan. Therefore, impacts related to consistency with the zoning regulations, General Plan requirements, and the Streets Master Plan would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact LU-2 The project appears to be consistent with the applicable goals and policies of the Beverly Hills General Plan with approval of a General Plan Amendment that would allow the project height to be 66 feet. Impacts would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact LU-3 The proposed project would be generally compatible with existing adjacent residential and commercial land	Mitigation is not required.	Less than signifcant.

Table ES-1
Summary of Environmental Impacts,
Mitigation Measures and Residual Impacts

Impact	Mitigation Measures	Residual Impact
uses in the project vicinity. Therefore, impacts related to land use compatibility would be Class III, *less than significant.*		
NOISE		
Impact N-2 Project-generated traffic would incrementally increase noise levels along area roadways. However, the increase in roadway noise as a result of the proposed project would not exceed established thresholds. Therefore, impacts related to project-generated traffic noise would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact N-3 Operation of the proposed project would generate audible noises in the project vicinity. However, noise levels associated with operation of the project are expected to be lower than noise levels associated with operation of the existing onsite surface parking lot. Therefore, impacts related to operational noise would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact N-4 Future residents of the proposed project would potentially be exposed to high noise levels from commercial uses to the north, northwest, and northeast of the site, the parking lot noise to the west of the site, and traffic on South Peck and South Camden Drives. However, with adherence to Title 24 of the California Code of Regulations and the City of Beverly Hills Municipal Code, impacts would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
TRANSPORTATION AND CIRCULATION		
Impact T-1 Development of the proposed project, in combination with cumulative traffic growth, would not result in significant impacts at any of the study area intersections based on City of Beverly Hills significance criteria. Therefore, this impact would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact T-2 Development of the proposed project would incrementally increase traffic on local streets. However, the	Mitigation is not required.	Less than signifcant.

Table ES-1
Summary of Environmental Impacts,
Mitigation Measures and Residual Impacts

Impact	Mitigation Measures	Residual Impact
increase would be below City of Beverly Hills significance thresholds and the impact would be Class III, *less than significant.*		
Impact T-5 The proposed project would provide 127 parking spaces onsite in a two-story subterranean parking garage. This would fulfill the City of Beverly Hills parking code requirement of 127 spaces for the proposed residential use of the property. Parking impacts would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact T-6 The existing 139-space onsite parking lot would be replaced by the proposed project. As such, there would be a reduction in the overall parking supply in the project area. However, there is sufficient daily parking capacity in nearby commercial lots to meet parking demand. Therefore, impacts related to the reduction in parking supply would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact T-7 The proposed project would add trips to local transit lines, and would have the potential to adversely affect existing or future transit infrastructure, thus conflicting with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decreasing the performance or safety of such facilities. However, the number of trips added to local transit lines by the proposed project, and its physical impacts, would not produce a significant impact in this regard. This impact would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.
Impact T-8 Based on Los Angeles County Congestion Management Program (CMP) criteria, the proposed project's impacts to CMP identified freeway monitoring segments and arterial intersections would be Class III, *less than significant.*	Mitigation is not required.	Less than signifcant.

ATTACHMENT D

Architectural Plans - Provided Under Separate Cover

ATTACHMENT E

DEIR - Provided Under Separate Cover