



Planning Commission Report

Meeting Date: May 12, 2016

Subject: **9900 Wilshire Boulevard (One Beverly Hills)**
Pursuant to the provisions set forth in the California Environmental Quality Act, the Commission will review and comment on a Draft Supplemental Environmental Impact Report (Draft SEIR) prepared for a request to amend the 9900 Wilshire Specific Plan. The request includes conversion of a portion of the previously approved project from condominiums and retail into a luxury hotel with ancillary uses. The proposed project also includes rooftop amenities, open air dining areas, and a new motor court access from Santa Monica Boulevard.

Project Applicant: Wanda Beverly Hills Properties, LLC

Recommendation: That the Planning Commission:
1. Receive public comments on the Draft SEIR
2. Provide Commission comments on the Draft SEIR

REPORT SUMMARY

This report describes the proposed modifications to the 9900 Wilshire Specific Plan and provides a comparison of the proposed Project and the previously approved project at the site. The report also outlines how the environmental review process fits into the decision-making process for this Project, provides an overview of environmental issue areas studied in the Draft SEIR, and includes a summary of the project alternatives that were considered in the Draft SEIR. The purpose of this report is to provide information to the public, any interested outside agencies, and the Planning Commission regarding the content and adequacy of the Draft SEIR. The recommendation in this report is for the Planning Commission to accept public comment and provide Commission comments regarding the content and adequacy of the Draft SEIR.

BACKGROUND

File Date 6/26/2014
Application 7/25/2014
Complete

Applicant(s) Wanda Beverly Hills Properties, LLC
Owner(s) Wanda Beverly Hills Properties, LLC
Representative(s) Athens Group

Attachment(s):
A. Notice of Public Hearing and Notice of Availability
B. Motor Court Access Options
C. Architectural Plans

Report Author and Contact Information:
Andre Sahakian, Associate Planner
(310) 285-1127
asahakian@beverlyhills.org



PROPERTY AND NEIGHBORHOOD SETTING

Property Information

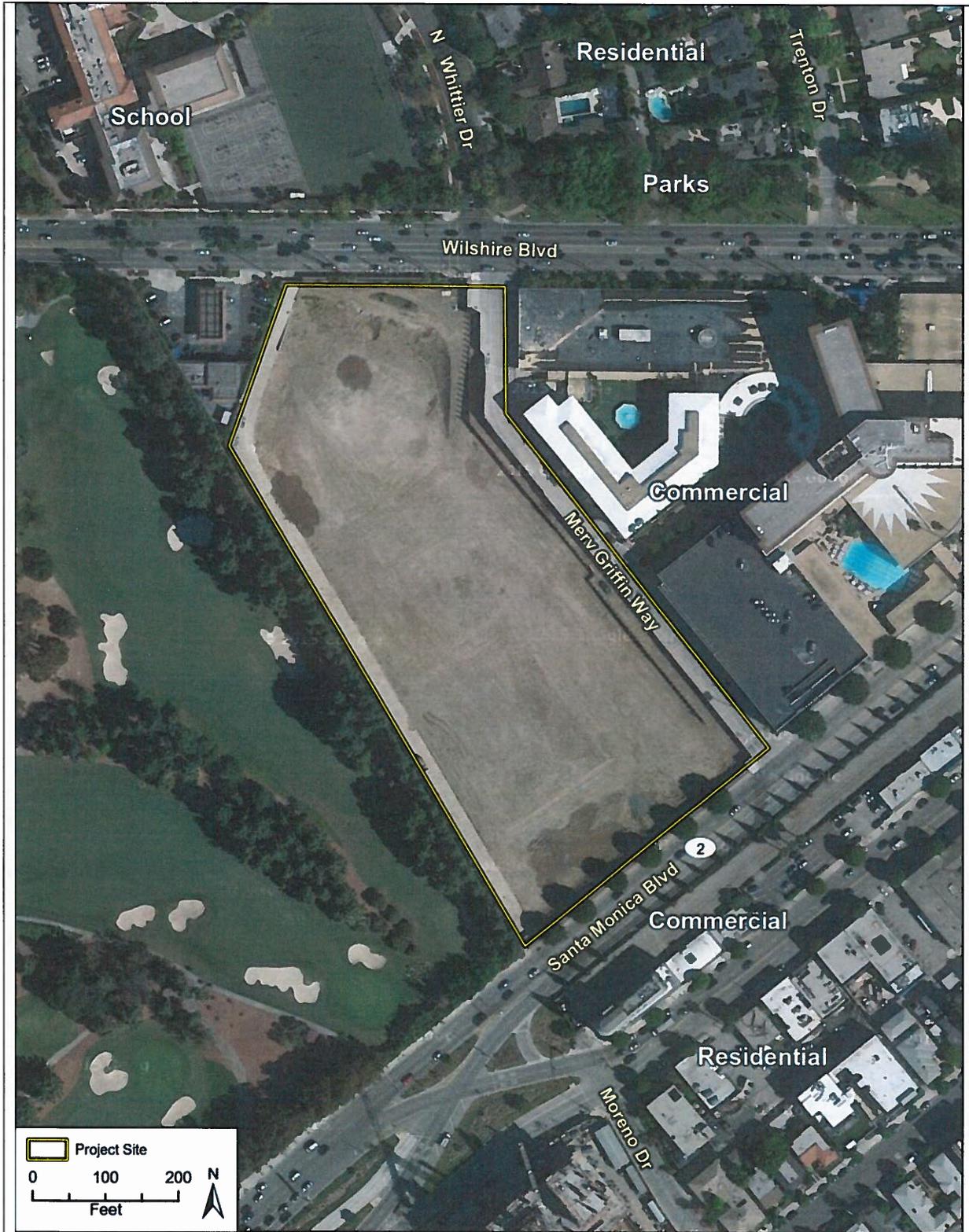
Address	9900 Wilshire Boulevard
Assessor's Parcel No.	4327-028-002
Zoning District	9900 Wilshire Specific Plan
General Plan	9900 Wilshire Specific Plan
Existing Land Use(s)	None (vacant)
Lot Dimensions & Area	7.95 acres
Year Built	n/a
Historic Resource Protected	None
Trees/Grove	None

Adjacent Zoning and Land Uses

North	S – School; Parks; R-1.X Single Family Residential
East	Beverly Wilshire Specific Plan
South	T-O – Transportation Overlay Zone; C-3/C-3A – Commercial Zone
West	C-3 – Commercial Zone; City of Los Angeles A1-1XL – Agricultural Zone (Los Angeles Country Club)

Circulation and Parking

Adjacent Street(s)	North Santa Monica Boulevard and Wilshire Boulevard
Traffic Volume	Please refer to Section 4.5 (Transportation and Traffic) of the Draft SEIR, as well as Appendix D – Transportation Impact Analysis for more detailed information regarding traffic volumes.
Adjacent Alleys	None
Parkways & Sidewalks	North Santa Monica Blvd – 63' street width with 20' North parkway and 2' South parkway. Wilshire Blvd – 70' street width with 15' North and South parkways.



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Project Location



Proposed Site Plan



PROJECT DESCRIPTION

The proposed One Beverly Hills Project (Proposed Project) consists of modifications to the approved 9900 Wilshire Specific Plan. The City adopted the 9900 Wilshire Specific Plan in April 2008 and subsequently approved an Administrative Modification to the Specific Plan in December 2012 (Approved Project). The Approved Project includes 235 residential units, 15,856 sf of commercial building area, and 876 subterranean parking spaces. A two-story commercial building is allowed along the north side of Santa Monica Boulevard, continuing north along Merv Griffin Way.

The Proposed Project involves the development of 901,514 sf of floor area, matching the floor area total of the Approved Project. The Proposed Project includes up to 193 condominiums and a luxury hotel with up to 134 rooms (keys) located in two buildings ("North Building" and "South Building"). The Proposed Project also includes development of a smaller building located to the east of the South Building. The smaller building was identified as a "spa pavilion" in the Approved Project. In the Proposed Project the smaller building will be shifted to the north and used as an ancillary structure for the hotel lobby and associated uses. In the Proposed Project, the maximum height of the South Building is 185 feet and the maximum height of North Building is 161 feet. The Approved Project allows a maximum height of 205 feet for the South Building and 161 feet for the North Building. Thus, the Proposed Project will not increase the building heights already approved for the site.

The Proposed Project includes minor changes to the footprint of the North and South Buildings. The width of the South Building and North Building would increase by five feet along the eastern sides. However, there would be reductions of approximately 10 feet on both the east and west sides of the South building on floors two, three, four, and five. The total floor area of the Proposed Project is identical to the Approved Project, resulting in no net change.

The North Building would contain 102 condominium residences and amenities, such as a rooftop pool, that would be available only to residents. The South Building would contain 91 condominium residences. The 134-room hotel would be located solely in the South Building along with all of the hotel-related facilities other than the meeting space, which would be located in an adjacent building to the east of the South Building. The hotel's guestrooms would be located on levels two, three, four, and a portion of level five of the South Building.

The proposed hotel includes a main ballroom and three meeting rooms totaling 7,942 square feet, along with pre-function space and ancillary facilities. Food and beverage facilities would include a VIP Function Room, an all-day dining restaurant, a fine dining restaurant, and a rooftop bar, resulting in a cumulative total of approximately 16,057 square feet. In addition, there would be 1,600 square feet of outdoor dining space and a 1,907 square foot lobby lounge. Other hotel uses would include a 14,435 square foot spa and fitness facility and a 2,484 square foot hotel boutique shop. Table 2-3 on page 7 of this report compares the Approved Project to the Proposed Project.

Site Access and Parking

Vehicle access to the site is designed to separate residential traffic from hotel traffic. A motor court accessible from North Santa Monica Boulevard would provide vehicular access to the



hotel located within the South Building. This motor court would replace the Approved Project's public, self-parking garage access on North Santa Monica Boulevard. All hotel guests, including guests utilizing the restaurants or the meeting space, would be required to valet park their cars unless they are being dropped off in the motor court. Residents and their guests would access their residences via a private, secured drive at the west property line that is accessible from both Wilshire Boulevard and Santa Monica Boulevard, and runs parallel to the property line shared with the Los Angeles Country Club. Multiple small-scale building lobbies have been incorporated into both the North and South Buildings to provide private elevator access to residences.

All parking (other than motor court parking) would be located below grade, with hotel parking separated from residential parking. The total depth of the parking garage would be approximately 42 feet in order to accommodate three levels of parking. A total of approximately 1,140 parking spaces would be provided. This takes into account Beverly Hills Municipal Code (BHMC) permitted reductions and/or other means to provide legally adequate parking for One Beverly Hills. Similar to the Approved Project, loading docks and staff parking would be below grade and accessible from Merv Griffin Way.

The Proposed Project includes two options for site access. These two options address access to: the private drive for residences; the hotel motor court (for hotel guests, spa and restaurant visitors, taxis, shared ride vans, private cars/limos, and the hotel valet service); and access to Merv Griffin Way. These options are described below and illustrated on Figures 2-5a and 2-5b of the Draft SEIR (also provided as Attachment C to this report). The potential effects of each option on local traffic levels of service are discussed in Section 4.5 of the Draft SEIR, *Transportation and Traffic* (under Impact T-3).

Option 1

As shown in Figure 2-5a of the Draft SEIR, Option 1 would allow only right turns into and out of the motor court from Santa Monica Boulevard. Motorists traveling east on Santa Monica Boulevard would need to make a U-turn at the to-be-constructed traffic signal at Merv Griffin Way in order to access the motor court. A deceleration lane would be provided along the north side of Santa Monica Boulevard, east of the motor court driveway. No guest or resident access would be provided from Merv Griffin Way. The driveway for residents and visitors would be located at the western edge of the site and would also be right-in and right-out only.

Option 2

As shown in Figure 2-5b of the Draft SEIR, under normal conditions Option 2 would allow two-way access from Santa Monica Boulevard with a left turn lane, as well as a one-way, 26-foot wide entrance access from Merv Griffin Way. Under special circumstances, such as when Santa Monica Boulevard is partially or fully closed, the access point to the motor court from Merv Griffin Way would be converted into a two-way driveway allowing both ingress and egress (which can be accommodated with the 26-foot width).



Table 2–3: Comparison of the Approved Project and Proposed Project

Use	Approved Project	Proposed Project	Change from Approved Project
Residential			
Efficiencies	0	0	0
1 Bedroom	35	41	+6
2 Bedrooms	106	67	-39
3 Bedrooms	62	22	-40
3 Bedrooms with Den	0	36	+36
4 Bedrooms	19	15	-4
4 Bedrooms with Den	0	0	-
Townhouse (2 Bedroom)	0	5	+5
Penthouse (5 or more bedrooms)	13	7	-6
Total Residential Units	235	193	-42
North Residential Building Floor Area	327,448 SF	324,429 SF	-3,019 SF
South Residential Building Floor Area	486,408 SF	341,009 SF	-145,399 SF
Other Residential Space Floor Area	71,802 SF	31,785 SF	-40,017 SF
Total Residential Area	885,658 SF	697,223 SF	-188,435 SF
Commercial			
Retail	11,656 SF	0 SF ¹	-11,656
Restaurant	4,200 SF	0 SF	-4,200
Outdoor Dining (not counted in commercial floor area)	600 SF	1,600 SF	+1,000
Total Commercial Area	15,856 SF	0 SF	-15,856
Hotel			
Hotel Rooms	0	134	+134
Hotel Floor Area			
Hotel Rooms		95,921 SF	+95,921 SF
Restaurant/Lounge/Bar	0	16,057 SF	+16,057 SF
Hotel Shops	0	2,484 SF	+2,484 SF
Ballroom/Meeting Rooms		7,942 SF	+7,942 SF
Amenity, Storage, BOH		65,545 SF	+65,545 SF
Spa & Fitness		14,435 SF	+14,435 SF
Hotel & Lobby Lounge	0	1,907 SF	+1,907 SF
Total	0	204,291 SF	+204,291 SF

¹The hotel includes restaurants and shops under the Proposed Project.
 SF = square feet



ENVIRONMENTAL ASSESSMENT

Pursuant to CEQA Guidelines Section 15163, a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. The Guidelines further state the following:

- *The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.*
- *A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.*
- *A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.*
- *When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.*

The Proposed Project is similar to the Approved Project originally entitled in 2008 and last modified in 2012; therefore, the City has determined that preparation of a Supplemental EIR (SEIR) is appropriate for evaluation of the modified project. The SEIR focuses on CEQA issue areas identified in the Initial Study as potentially having environmental impacts above and beyond those associated with the Approved Project, as identified in the 2008 Final EIR (FEIR). The following issues are studied in the SEIR:

- *Air Quality*
- *Greenhouse Gas Emissions*
- *Land Use*
- *Noise*
- *Transportation/Traffic*
- *Utilities and Service Systems (Water supply)*
- *Appendix F Analysis*

The alternatives section of the SEIR (Section 6.0), which is intended to study the potential environmental impacts associated with alternative development scenarios in lieu of the Proposed Project, was prepared in accordance with Section 15126.6 of the *CEQA Guidelines*. The alternatives discussion evaluates the CEQA-required “no project” alternative and two alternative development scenarios for the site.

In preparing the SEIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and background documents prepared by the City. A full reference list is contained in Section 7.0 of the Draft SEIR, *References and Report Preparers*.

Certain development standards contained in the adopted 9900 Wilshire Specific Plan and mitigation measures included in the 2008 FEIR are discussed in the Draft SEIR in the context of the issues studied in the Draft SEIR. However, all standards contained in the 9900 Wilshire Specific Plan and mitigation measures included in the 2008 FEIR and mitigation monitoring and reporting plan (MMRP), including those not specifically discussed in the Draft SEIR, continue to



apply to development in the Specific Plan area (the current Project site) unless they are specifically superseded by new or revised Specific Plan standards or new or revised mitigation measures identified in the Draft SEIR and adopted as requirements by the City of Beverly Hills.

The proposed One Beverly Hills Project (Proposed Project) is an alteration of the approved 9900 Wilshire Project (Approved Project). The City of Beverly Hills certified a Final Environmental Impact Report (2008 FEIR) for the 9900 Wilshire Project in accordance with CEQA in April 2008. The City subsequently approved an Administrative Modification to the Specific Plan in December 2012. For the purposes of the Draft SEIR, the Approved Project (the 9900 Wilshire Specific Plan as modified in 2012) was used as the baseline for the analysis as it represents what is currently permitted for development at the Project site. However, the 2008 FEIR and associated studies were used in the analysis, as appropriate, since there was no substantial change to the Project between 2008 and 2012 and, therefore, no additional CEQA environmental document was prepared in 2012.

PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	5/6/2016	6 Days
Newspaper Notice	10 Days	5/2/2016	4/15/2016	27 Days
Mailed Notice (Owners & Occupants - 500' Radius + blockface)	10 Days	5/2/2016	4/15/2016	27 Days
Property Posting	10 Days	5/2/2016	4/15/2016	27 Days
Website	N/A	N/A	5/6/2016	6 Days

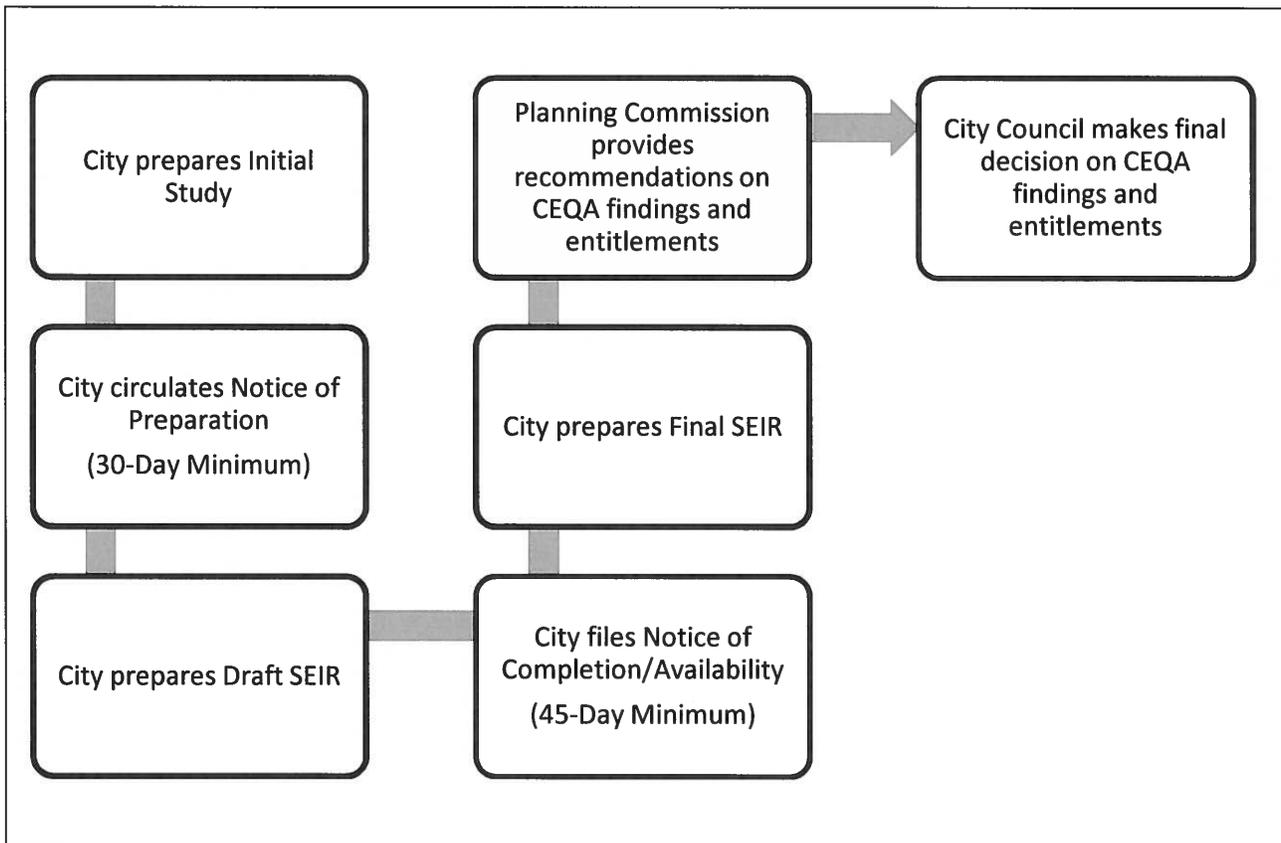
Public Comment

Staff has received requests from members of the public for copies of the Draft SEIR and project plans. Since release of the Draft SEIR, no written comments have been received.



CEQA PROCESS AND PROJECT REVIEW

The proposed One Beverly Hills Project requires an amendment to the 9900 Wilshire Specific Plan, amendments to the Development Agreement, and amendments to the Vesting Tentative Tract Map. The City Council is the decision-making authority with regard to legislative matters, including General Plan amendments, and the Planning Commission is responsible for making recommendations to the City Council regarding land use issues. Prior to any recommendations or final decisions being made on the requested entitlements, the Proposed Project is subject to environmental review under the provisions of CEQA. The chart below provides an overview of the CEQA process as it relates to the City's overall decision-making process:



At this time, the Draft SEIR has been prepared and is currently within the 45-day circulation and public comment period. The purpose of this Planning Commission hearing is to provide an opportunity for members of the public, interested agencies, and the Planning Commission to comment on the Draft SEIR. The Notice of Availability was filed on April 15, 2016, and the public comment period is scheduled to close on May 31, 2016. Upon completion of the public comment period, the City will prepare responses to any comments received, and prepare a Final SEIR. The Final SEIR, as well as the requested entitlements, will then be scheduled for future public hearings with the Planning Commission for a recommendation on the CEQA findings as well as findings related to the requested entitlements. Once a resolution is adopted by the Planning Commission with its recommendation, the Final SEIR and the requested entitlements will be scheduled for public hearings with the City Council for final decisions.



CEQA ISSUES NOT STUDIED IN DRAFT SEIR

The Initial Study identified potentially significant environmental impacts related to six environmental issue areas, but found no potential for significant impacts for the remaining environmental checklist issues. The Initial Study findings for the issues for which it was determined that additional analysis in this SEIR was not warranted are summarized in Table 1–2 of the Draft SEIR. More detailed discussion can be found in the Initial Study.

**Table 1–2
Issues Not Studied in the SEIR**

Issue Area	Initial Study Finding
Aesthetics	The height and footprint of the buildings included in the Proposed Project are similar to those of the Approved Project; therefore, its overall effects to scenic vistas and resources, visual character, and light/glare conditions would be similar to those of the Approved Project. As such, the Proposed Project would not involve any new impacts related to aesthetics beyond those identified in the 2008 FEIR.
Agriculture and Forestry Resources	The Project site is within an urbanized area that lacks agricultural lands or forests. No impact to these resources would occur.
Air Quality (Odors)	Although this SEIR analyzes potential air quality impacts, the Initial Study determined that the residential and hotel uses that make up the Proposed Project would not create odor impacts.
Biological Resources	The project site is within an urbanized area that lacks native biological habitats and the footprints. Therefore, the Proposed Project would have no impacts to biological resources.
Cultural Resources	Pursuant to the 2008 approvals, the Robinson’s May building that the 2008 FEIR identified as a historic resource was demolished in 2014. Impacts to the historic street lights identified in the 2008 FEIR would still be mitigated by MM-CR-3 from the 2008 FEIR. MMR-CR-4, -5, and -6 would still mitigate potential impacts to archaeological and paleontological resources. Therefore, the Proposed Project would not increase the potential for impacts related to cultural resources.
Geology	The 2008 FEIR found that the Approved Project would have significant, but mitigable impacts related to geologic hazards. The Proposed Project would involve a development footprint nearly identical to that of the Approved Project and would be subject to the same mitigation measures that were included in the 2008 FEIR. Therefore, the Proposed Project would not create any new significant impacts related to geologic hazards beyond those identified in the 2008 FEIR. In addition, the



Table 1–2
Issues Not Studied in the SEIR

Issue Area	Initial Study Finding
	Phase II Site-Specific Fault Rupture Investigation (prepared by Geocon in 2014) recommended a 50-foot structural setback from the northwestern property line along the common boundary between the Project site and the adjacent service station at 9988 Wilshire Boulevard. Development of the Proposed Project would include this setback, which would ensure that impacts related to possible rupture along any of the nearby off-site faults would be reduced to a less than significant level.
Hazards and Hazardous Materials	The 2008 FEIR identified potentially significant impacts related to the potential release of hazardous materials during onsite building demolition. However, building demolition has already been undertaken and there are no other identified hazards on or around the Project site. Therefore, the Proposed Project would not involve any new significant impacts related to hazards or hazardous materials.
Hydrology and Water Quality	The 2008 FEIR identified potentially significant impacts to water quality due to runoff from the Project site, but included MM-HYDRO-1 and -2 to address such impacts. The footprint and potential impacts of the Proposed Project would be nearly identical to those of the Approved Project and the required mitigation measures would continue to apply. Therefore, the Proposed Project would not involve any new significant impacts related to hydrology or water quality.
Land Use and Planning (Divide an established Community, Conflict with Conservation Plans)	The SEIR addresses land use and planning, but the project involves infill development that would not include new roads or other components that would divide an established community. There is no habitat conservation plan or natural community conservation plan that applies to the Project site. Therefore, the issue of habitat and natural community conservation plans is not studied further in this SEIR.
Mineral Resources	The 2008 FEIR did not identify any impacts to mineral resources and the Proposed Project similarly would have no impact.
Noise	Noise impacts are addressed in this SEIR, but the Project site is not subject to noise from a public or private airport. Therefore, noise issues related to airports are not studied further in this SEIR.
Population and Housing	The Proposed Project would generate fewer new residences



Table 1–2
Issues Not Studied in the SEIR

Issue Area	Initial Study Finding
	and less resident population than the Approved Project since it involves 42 fewer residential units. Like the Approved Project, the Proposed Project would not displace housing or residents. Therefore, population is not studied further in this SEIR.
Public Services	The Proposed Project would involve 42 fewer residences than the Approved Project and, therefore, would involve incrementally less demand for schools, and parks. As discussed in the Initial Study, demand for fire and police service would be similar to what was studied in the 2008 FEIR and no new or expanded fire or police facilities would be needed. Consequently, the Proposed Project would have no impact as compared to the Approved Project and further study of these issues in this SEIR is not warranted.
Recreation	The Proposed Project would involve 42 fewer residences than the Approved Project and, therefore, would involve incrementally less demand for parks and recreational facilities. Consequently, the Proposed Project would have no impact as compared to the Approved Project and further study of recreation in this SEIR is not warranted.
Transportation/Traffic	Transportation/traffic issues are studied in this SEIR. However, the Proposed Project would have no impact with respect to air traffic and would provide sufficient parking to meet City requirements. Consequently, these issues are not analyzed further in this SEIR.
Utilities and Service Systems	The Proposed Project would generally have similar or less impact with respect to utilities and service systems as compared to the Approved Project. The Initial Study found no new significant impact related to wastewater, storm drains, or solid waste so these topics are not studied further in this SEIR. However, due to current statewide drought conditions that have occurred since certification of the 2008 FEIR, the issue of water supply is studied in Section 4.6 of this SEIR.

CEQA ISSUES STUDIED IN DRAFT SEIR

Air Quality

The Draft SEIR studied the potential for air quality impacts resulting from the Proposed Project. The analysis found that the Proposed Project would result in an increased severity of a previously identified significant and unavoidable impact resulting from on-site construction



activity that would generate temporary emissions and result in temporary adverse impacts to local air quality. The 2008 FEIR identified a significant and unavoidable impact related to construction of the Approved Project due to NOx emissions in excess of the South Coast Air Quality Management District (SCAQMD) threshold. Construction of the Proposed Project would also generate NOx emissions that exceed SCAQMD thresholds and, under the 2.5-month grading scenario, would generate maximum daily NOx emissions substantially exceeding those of the Approved Project. Therefore, it was concluded that construction activity associated with the Proposed Project could increase the severity of the previously identified significant and unavoidable impact for the Approved Project. A total of 13 mitigation measures from the 2008 FEIR would continue to apply to the Proposed Project, and these measures are summarized in the Executive Summary of the Draft SEIR.

The Proposed Project was found to have a less than significant impact on all other Air Quality issues that were studied as part of the Draft SEIR.

Greenhouse Gas Emissions

The Draft SEIR studied the potential for greenhouse gas (GHG) emission impacts resulting from the Proposed Project. The analysis found that although the Proposed Project's total GHG emissions would be incrementally higher than those of the Approved Project, they would be less than the former Robinsons-May building; would be consistent with the Climate Action Team GHG reduction strategies; would be consistent with the Southern California Association of Governments Sustainable Communities Strategy; and would be consistent with the Beverly Hills Sustainable City Plan goals. Therefore, the Proposed Project would result in a less than significant impact from generating temporary construction as well as operational GHG emissions which would incrementally contribute to climate change.

Land Use Planning

The Draft SEIR studied the potential for land use and planning impacts resulting from the Proposed Project. The analysis found that with approval of the Specific Plan amendment and implementation of mitigation measures identified in the 2008 FEIR and throughout the Draft SEIR, the Proposed Project would be potentially consistent with applicable City policies, regulations, and standards, and thus this impact would be less than significant with mitigation.

Noise

The Draft SEIR studied the potential for noise impacts resulting from the Proposed Project. The analysis found that construction activities associated with the Proposed Project would generate temporary noise increases that would be audible at nearby sensitive receptor locations, including the Beverly Hilton, residences and El Rodeo School. Maximum and daily construction-related noise would be similar to that identified for the Approved Project in the 2008 FEIR, but the overall duration of construction activity would be 18 months longer than for the Approved Project. Therefore, the Proposed Project would result in an increase in the severity of the significant and unavoidable impact identified for the Approved Project in the 2008 FEIR. Mitigation measures from the 2008 FEIR would continue to apply relating to preparation of a Construction Management Plan intended to reduce noise from construction as much as possible.



The analysis in the Draft SEIR found that noise associated with operation of the Proposed Project, including noise from traffic on nearby roads, rooftop ventilation, and outdoor dining areas could be audible at nearby sensitive receptor locations. However, the 2008 FEIR determined that operation of the Approved Project would have less than significant operational impacts and the Proposed Project's operational noise impacts would not be substantially greater than those of the Approved Project. Therefore, operational noise impacts associated with the Proposed Project were found to be less than significant.

The analysis in the Draft SEIR found that construction activities associated with the Proposed Project could generate ground-borne vibration. The 2008 FEIR determined that impacts related to construction-generated vibration would be significant and unavoidable. Construction related vibration associated with the Proposed Project would be similar to that identified for the Approved Project in the 2008 FEIR, but the overall duration of construction activity would be approximately 18 months longer. Therefore, the Proposed Project would increase the severity of the significant and unavoidable vibration impact identified for the Approved Project in the 2008 FEIR. The same mitigation measures from the 2008 FEIR that apply to construction-related noise would also apply to construction-related vibration.

The analysis in the Draft SEIR found that noise levels at identified sensitive receptors may exceed City thresholds for interior and exterior noise. The 2008 FEIR determined that the Approved Project would result in a potentially significant impact unless mitigation is incorporated because it would locate receptors in areas exceeding the normally acceptable range for proposed uses. The Proposed Project would be subject to the same noise levels as the Approved Project, but mitigation included in the 2008 FEIR would continue to apply, and would reduce impacts to below a level of significance. These mitigation measures include the implementation of sound attenuation features on lower building floors fronting Wilshire and Santa Monica Boulevards and Merv Griffin Way; incorporating building materials and techniques that reduce sound transmission; and coordinating with other project applicants within a 1,000 foot radius that have overlapping construction schedules. Therefore, the Proposed Project's impact relative to that of the Approved Project would be less than significant.

Transportation and Traffic

The Draft SEIR studied the potential for transportation and traffic impacts resulting from the Proposed Project, as compared to the Approved Project. The following intersections were studied as part of this analysis:

- Santa Monica Boulevard North/Beverly Drive
- Santa Monica Boulevard North/Wilshire Boulevard
- Santa Monica Boulevard South/Beverly Drive
- Santa Monica Boulevard South/Wilshire boulevard
- Santa Monica Boulevard North/Merv Griffin Way
- Wilshire Boulevard/Beverly Drive
- Santa Monica Boulevard/Century Park East
- Sunset Boulevard/Whittier Drive
- Wilshire Boulevard/Whittier Drive/Merv Griffin Way
- Santa Monica Boulevard/Avenue of the stars



A comparison of the amount of trip generation resulting from the Approved Project and the Proposed Project is provided in Table 4.5-5 of the Draft SEIR. In summary, the Proposed Project would result in an additional 238 total daily trips as compared to the Approved Project, with a reduction of 20 AM peak hour trips; an additional 14 PM peak hour trips; a reduction of 39 midday peak hour trips; and a reduction of 60 Saturday peak hour trips.

A comparison of intersection levels of service, including the existing plus Approved Project and existing plus Proposed Project, is provided in Table 4.5-6 of the Draft SEIR. In summary, the net change in intersection levels of service resulting from the Proposed Project would not have a significant impact on any of the intersections that were studied.

A comparison of baseline residential street traffic with baseline residential street traffic plus the Proposed Project is provided in Table 4.5-7 of the Draft SEIR. In summary, the Proposed Project would not result in a significant impact on any of the residential roadway segments studied. These segments include the following:

- Whittier Drive between Wilshire Boulevard and Elevado Avenue
- Whittier Drive between Elevado Avenue and Lomitas Avenue
- Elevado Avenue between Whittier Drive and Beverly Drive

Based on these and other relevant analyses, the Draft SEIR concluded the following with respect to potential impacts to Transportation and Traffic:

Implementation of the Proposed Project would generate traffic at study intersections; however, Project-generated traffic would not cause any intersection to exceed City standards under existing baseline plus Project traffic conditions or otherwise create significant impacts to roadway operations beyond those associated with the Approved Project. Impacts associated with the Proposed Project would be less than significant.

Implementation of the Proposed Project would increase traffic on residential streets north of the Project Site; however, Proposed Project-generated traffic would not cause any intersection to exceed City thresholds under existing baseline plus Proposed Project traffic conditions. Impacts to residential streets would, therefore, be less than significant.

The Project driveways would provide adequate site access and would not create hazardous traffic conditions. Therefore, impacts associated with the Proposed Project would be less than significant.

The Proposed Project does not include design features that would impede emergency access vehicles. Impacts associated with the Proposed Project would be less than significant.

The Proposed Project would not involve any disruptions to the local active transportation system. Therefore, impacts in this regard would be less than significant.

Metro is constructing the extension of the Purple Line south of the Project site. The Proposed Project would not conflict with applicable policies associated with public transit, and would not



decrease the performance or safety of the Purple Line. Impacts associated with the Proposed Project would be less than significant.

Construction activities for the Proposed Project would result in traffic impacts due to haul truck traffic, equipment and material deliveries, worker traffic, and worker parking. These impacts were identified as part of the 2008 FEIR, and 8 mitigation measures related to the creation and monitoring of a Construction Traffic Management Plan and Construction Workers Parking Plan would continue to apply to the Proposed Project. With implementation of these mitigation measures, impacts associated with the Proposed Project would be less than significant.

Utilities and Service Systems (Water)

The Draft SEIR studied the potential for impacts to utilities and service systems resulting from water demand. Table 4.6-3 in the Draft SEIR provides a comparison of the total water demand generated by the Approved Project and the Proposed Project. In summary, this analysis found that the Approved Project would generate a total annual demand of 74 acre-feet per year, while the Proposed Project would generate a total annual demand of 95 acre-feet per year. These amounts take into account any water demand that would be offset through the incorporation of a graywater system. Based on this analysis, the Draft SEIR concluded that the Proposed Project would result in a net increase in water demand of approximately 21 acre-feet per year as compared to the Approved Project. However, this additional demand could be accommodated by the City's projected 2035 water demand and supply scenario presented in the 2010 Urban Water Management Plan. Therefore, impacts would be less than significant.

While mitigation measures would not be necessary because impacts would be less than significant, the Proposed Project would be subject to applicable water conservation requirements in the City's Water Efficient Landscape Ordinance as well as the Green Building Standards Code. Additionally, the Proposed Project would incorporate a number of features aimed at water conservation as part of the project description.

Other CEQA-Required Discussions

The Draft SEIR studied whether the Proposed Project would result in any growth-inducing impacts, irreversible environmental impacts, and energy impacts. The analysis found that population growth associated with the Proposed Project would exceed Southern California Association of Governments (SCAG) population forecasts for Beverly Hills for 2020, but would not exceed forecasts for 2034. Nonetheless, it is estimated that 114 fewer persons would result from the Proposed Project than with the Approved Project due to the reduction of condominium units. Employment associated with the Proposed Project is within SCAG forecasts, and the Proposed Project would not remove obstacles to growth.

The Proposed Project would increase overall energy use as compared to the Approved Project, but would not significantly affect local or regional energy supplies. Meeting Title 24 energy conservation requirements in combination with project features aimed at minimizing energy use would ensure that energy is not used in an inefficient, wasteful, or unnecessary manner.



PROJECT ALTERNATIVES STUDIED IN THE DRAFT SEIR

As required by CEQA, this SEIR examines alternatives to the Proposed Project. Studied alternatives include the following.

No Project (Approved Project)

This alternative assumes that the Approved Project as last modified in 2012 is built on the Project site. This would involve 235 condominiums, 11,656 square feet of retail space and 4,800 square feet of restaurant/lounge/bar space.

The No Project alternative (Approved Project) would avoid the increased severity of temporary air quality and noise impacts associated with construction of the Proposed Project. Long-term impacts of the Approved Project would be incrementally lower, but the overall magnitude of long-term impacts would be about the same as those of the Proposed Project. Neither the Reduced Hotel alternative nor the Office alternative would avoid the Proposed Project's increased severity construction-related impacts. Overall long-term impacts of the Reduced Hotel alternative would be slightly lower than those of the Proposed Project with respect to traffic, air quality, GHGs, and utilities. For the Office alternative, impacts related to traffic, air quality, and GHGs would be higher than those of the Proposed Project, but utility (water) impacts would be somewhat lower. The Office alternative could potentially have significant traffic impacts. Either the Approved Project or the Reduced Hotel alternative would be environmentally superior to the Proposed Project overall. The Office alternative would not be environmentally superior to the Proposed Project.

The Approved Project would meet the original objectives outlined in the 2008 FEIR and new objectives related to providing a set of mixed-uses that takes maximum advantage of the physical, social and economic potential of the Project Site and creating a unified, environmentally sensitive development; however, it would not meet any of the new objectives relating to the hotel, including those associated with maximizing transient occupancy tax and other tax revenues.

Reduced Hotel Alternative

Under this alternative, the hotel would be reduced to 67 rooms and the size of all ancillary hotel facilities (spa and fitness center, ballroom/meeting rooms, hotel shops, restaurants/lounge/bars) would be reduced by 50 percent. These facilities would be replaced by an additional 21 residential units, bringing the total number of residences to 214.



The Reduced Hotel alternative would generally meet most of the original objectives outlined in the 2008 FEIR as well as the new objectives for the Proposed Project, but the smaller hotel would have fewer benefits than the Proposed Project with respect to transient occupancy tax and other tax revenues.

Office Alternative

Under this alternative, the hotel component of the Proposed Project would be replaced with 204,291 square feet of office space. The office space would replace the hotel spaces and lobby of the South Building. Other than replacing the hotel with office space, this alternative would be identical to the Proposed Project. It would include 193 residences and all other components described in Section 2.0, Project Description.

The Office alternative would generally meet most of the original objectives outlined in the 2008 FEIR as well as the new objectives related to providing a set of mixed-uses that takes maximum advantage of the physical, social and economic potential of the Project Site and creating a unified, environmentally sensitive development; however, it would not meet any of the new objectives relating to the hotel, including those associated with maximizing transient occupancy tax and other tax revenues.

NEXT STEPS

It is recommended that the Planning Commission open the public hearing, receive public comments on the Draft SEIR and/or project, and provide staff with comments as appropriate.

Report Reviewed By:

A handwritten signature in black ink, appearing to read "Masa Alkire", written over a horizontal line.

Masa Alkire, AICP, Principal Planner



Attachment A
Notice of Public Hearing and Notice of Availability



City of Beverly Hills
**Notice of Public Hearing and Notice of Availability of Draft
Supplemental Environmental Impact Report**

HEARING DATE: Thursday, May 12, 2016

TIME: 7:00 p.m.

LOCATION: Commission Meeting Room 280A - Beverly Hills City Hall, 2nd Floor
455 North Rexford Drive, Beverly Hills, CA 90210

PROJECT: 9900 Wilshire Boulevard (One Beverly Hills) Project

The City of Beverly Hills has prepared a Draft Supplemental Environmental Impact Report (Draft SEIR) for the proposed One Beverly Hills Project located at **9900 Wilshire Boulevard** as more fully described below. The Planning Commission will hold a public hearing to review the Draft SEIR on **May 12, 2016 at 7:00 p.m.** The purpose of this meeting is to review the content and adequacy of the Draft SEIR. The merits of the project will not be discussed at this meeting, and no decisions will be made with regard to the Planning Commission's recommendation regarding project approval or denial. At a future date, a separate, noticed public hearing will be held by the Planning Commission to review the merits of the proposed project and develop a recommendation to the City Council regarding the project.

Project Location: The property is located in the City of Beverly Hills, on the south side of the 9900 block of Wilshire Boulevard, north of Santa Monica Boulevard. The approximately 8-acre site forms the western entrance into the City of Beverly Hills and is currently vacant. The address for the project site is 9900 Wilshire Boulevard, and the Assessor's Parcel Number is 4327-028-002.



Project Description: The proposed One Beverly Hills Project is an alteration to the approved 9900 Wilshire Project. The City of Beverly Hills certified a Final Environmental Impact Report (FEIR) for the 9900 Wilshire Project in accordance with the California Environmental Quality Act (CEQA) in February 2008. The project studied in the FEIR included the demolition of the Robinsons-May department store, which occupied the site at that time, as well as construction of luxury condominiums, commercial space, a two-level subterranean parking garage with mezzanine containing a total of 956 parking spaces, and landscaped gardens and other open space throughout the site. The luxury condominiums were contained in two tower buildings (North and South Buildings), the commercial component was located along the north side of Santa Monica Boulevard and Merv Griffin Way. The City adopted a Specific Plan for the 9900 Wilshire Project in April 2008. In December 2012 an Administrative Modification was approved for the project, which reduced the approved commercial square footage and increased the parking spaces (2012 Approved Project). For the purposes of the SEIR for the currently proposed

project, the 2012 Approved Project is used as the baseline as it represents what is currently permitted for development at the project site today.

The currently proposed project involves the development of 901,514 sf of floor area (primarily within two towers on the property), which is identical to the approved floor area of the 2012 Project. The project would include up to 193 condominiums and a luxury hotel with up to 134 rooms. The currently proposed project would also include development of a smaller building located to the east of the South Building to be used for ancillary hotel uses. Under this modified project, the maximum height of the South Building would be 185 feet and the North Building would be 161 feet at its highest point, representing no increase in height from the 2012 Approved Project. The footprint of each of these buildings would change minimally. The table below provides a comparison of the 2012 Approved Project and the currently proposed project.

Comparison of Current Project to Previously Approved Project

	2012 Approved Project	Currently Proposed Project	Change
Residential Units			
Efficiencies	0	0	0
1 Bedroom	35	41	+6
2 Bedrooms	106	67	-39
3 Bedrooms	62	22	-40
3 Bedrooms with Den	0	36	+36
4 Bedrooms	19	15	-4
4 Bedrooms with Den	0	0	-
Townhouse (2 Bedroom)	0	5	+5
Penthouse (5 or more bedrooms)	13	7	-6
Total Residential Units	235	193	-42
Residential Floor Area			
North Residential Building	327,448 SF	324,429 SF	-3,019 SF
South Residential Building	486,408 SF	341,009 SF	-145,399 SF
Other Residential Spaces	71,802 SF	31,785 SF	-40,017 SF
Total Residential Area	885,658 SF	697,223 SF	-188,435 SF
Hotel			
Hotel Rooms	0	134	+134
Hotel Floor Area ¹⁾	0	204,291 SF	+204,291
Commercial			
Retail	11,656 SF	0 SF	-11,656
Restaurant	4,200 SF	0 SF	-4,200
Outdoor Dining (not counted to floor area)	600 SF	1,600 SF	+1,000
Total Commercial Area	15,856 SF	0 SF	-15,856

1- Includes all restaurants, shops, bar, lobby, spa & fitness, ballroom and meeting rooms, amenities, and storage
SF= square feet

In order to provide access to the hotel's primary entrance, a motor court would be incorporated into the South Building on Santa Monica Boulevard. This motor court will replace the previously approved public self-parking garage access on North Santa Monica Boulevard. Public hotel entry would only occur from Santa Monica Boulevard. All hotel guests, including guests utilizing the restaurants or the meeting space, would be required to valet park their cars unless they are being dropped off at the hotel's motor court entrance. Consistent with the original project approval, residents and their guests would access the residential portion of the project from a private, secured drive at the west property line that is accessed from Wilshire Boulevard and Santa Monica Boulevard. All parking (other than motor court parking) would be below-grade and hotel parking would be separate from residential parking. The

total number of parking spaces in the project is 1,140 spaces. The loading docks and staff parking would be below-grade and accessed from Merv Griffin Way.

Environmental Review: In accordance with the California Environmental Quality Act (CEQA), the City of Beverly Hills has prepared a Draft SEIR to analyze potential environmental impacts associated with development of the project. Specifically, the Draft SEIR analyzes the following potentially significant environmental effects of the project:

- Greenhouse Gas Emissions
- Land Use Planning
- Transportation/Traffic
- Utilities and Service Systems
- Air Quality
- Noise
- Mandatory Findings of Significance

Public Review and Comment on Draft SEIR: The Draft SEIR is being circulated for the required 45-day public review period, from April 15, 2016 to May 31, 2016. Written comments must be submitted during the comment period, and should be addressed to:

Andre Sahakian, Associate Planner
City of Beverly Hills Community Development Department
455 North Rexford Drive
Beverly Hills, California 90210
Fax: (310) 858-5966
Email: asahakian@beverlyhills.org

Oral and written comments will also be taken at the May 12, 2016 Planning Commission meeting.

Copies of the Draft SEIR 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/environmental

The case file on this project, which includes the plans and applications, is available for public review at the Planning Division, 455 North Rexford Drive, Beverly Hills, CA 90210. If there are any questions regarding this notice, or if you would like to review the file or receive copies of available documents, please contact Andre Sahakian, Associate Planner at (310) 285-1127 or via email at asahakian@beverlyhills.org.



Signature

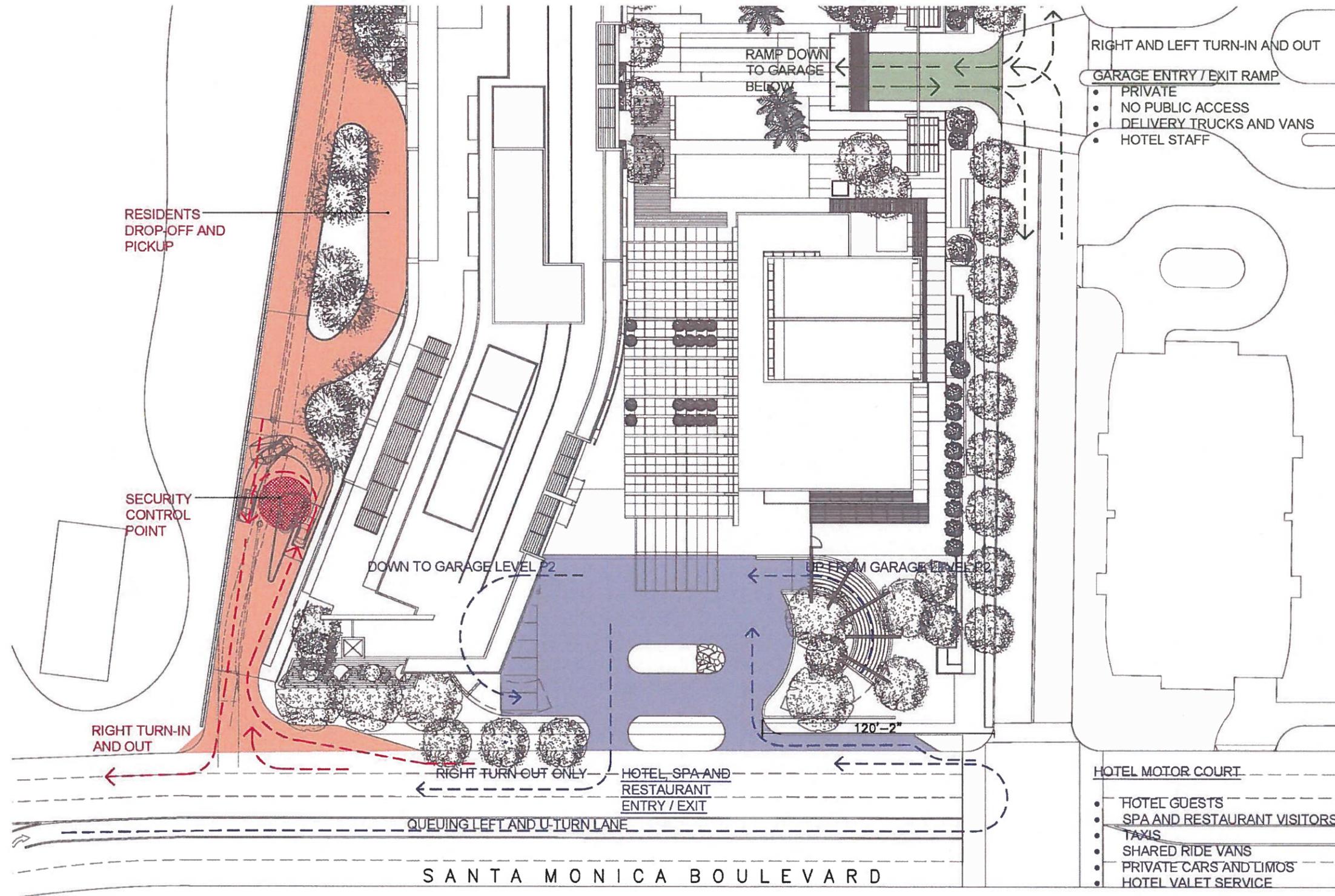
Andre Sahakian
Printed Name

April 15, 2016
Date

Associate Planner
Title



Attachment B
Motor Court Access Options



Motor Court Option 1



Attachment C
Architectural Plans
(Provided as a Separate Attachment)