City of Beverly Hills
Planning Division
455 N. Rexford Drive Beverly Hills, CA 90210
TEL. (310) 285-1141 FAX. (310) 858-5966

Planning Commission Report

Meeting Date: September 8, 2016

Subject: **9908 South Santa Monica Boulevard Condominium Project**
Pursuant to the provisions set forth in the California Environmental Quality Act, the Commission will review and comment on a Draft Environmental Impact Report (Draft EIR) prepared for a request to create a Residential Overlay Zone to allow a five-story, 27-unit condominium project in a Commercial Zone on the property located at 9908 S. Santa Monica Blvd.

Project Applicant: 9908 Santa Monica Blvd., LLC

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

REPORT SUMMARY

This report describes the proposed condominium project at 9908 South Santa Monica Boulevard, which requires the creation of a Residential Overlay Zone in order to allow residential uses in a commercial zone. 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 EIR, and includes a summary of the project alternatives that were considered in the Draft EIR. 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 EIR. 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 EIR.

Attachment(s):
A. Notice of Public Hearing and Notice of Availability
B. Draft Environmental Impact Report (Separate Attachment)
C. Architectural Plans (Separate Attachment)

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

BACKGROUND

File Date	7/1/2015
Application Complete	9/8/2015
Applicant(s)	9908 Santa Monica Blvd., LLC
Owner(s)	9908 Santa Monica Blvd., LLC
Representative(s)	Thomas S. Levyn (Registered Legislative Advocate)

PROPERTY AND NEIGHBORHOOD SETTING

Property Information

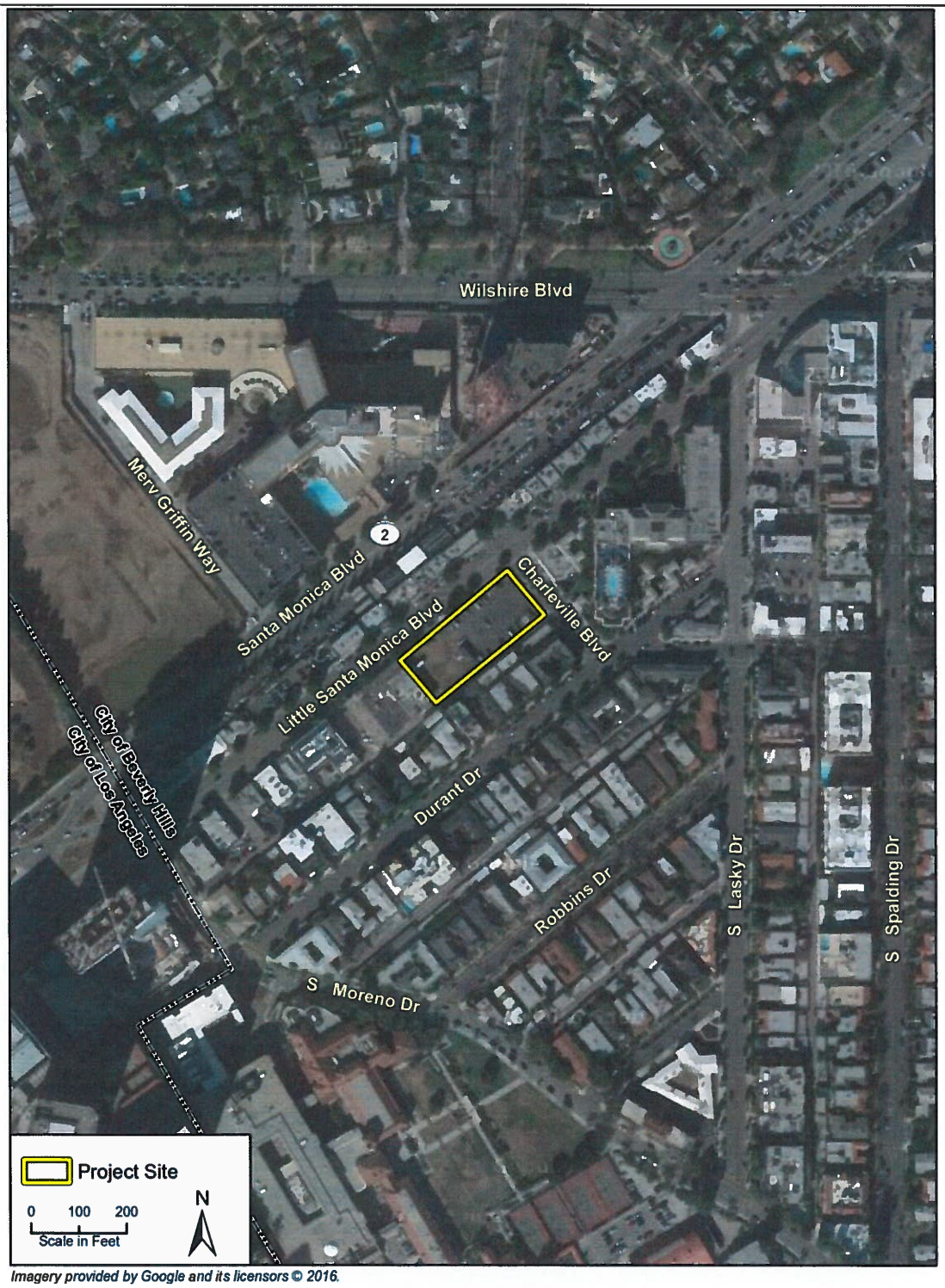
Address	9900-9916 South Santa Monica Boulevard
Assessor's Parcel No.	4328-002-010; 4328-002-011; 4328-002-012; 4328-002-013; 4328-002-034
Zoning District	C-3A - Commercial Zone
General Plan	Commercial – Low Density General
Existing Land Use(s)	None (vacant)
Lot Dimensions & Area	300' width x 120' depth 36,002 SF (0.83 acres)
Year Built	n/a
Historic Resource	None
Protected Trees/Grove	None

Adjacent Zoning and Land Uses

North	C-3 – Commercial (restaurants and shops); T-1 – Parking/Transportation
East	C-3 – Commercial (Peninsula Hotel, retail and offices)
South	R-4 – Multi-Family Residential; S – School (Beverly Hills High School)
West	C-3A – Commercial Zone (Beverly Hills Community Sports Center)

Circulation and Parking

Adjacent Street(s)	South Santa Monica Boulevard and Charleville Boulevard
Traffic Volume	Please refer to Section 4.7 (Transportation and Traffic) of the Draft EIR, as well as Appendix 5 – Transportation Impact Analysis for more detailed information regarding traffic volumes.
Adjacent Alleys	15' Wide One-Way Eastbound Alley to the rear of the project site
Parkways & Sidewalks	South Santa Monica Blvd – 60' street width with 10' North and South parkways. Charleville Blvd – 40' street width with 10' North and South parkways.



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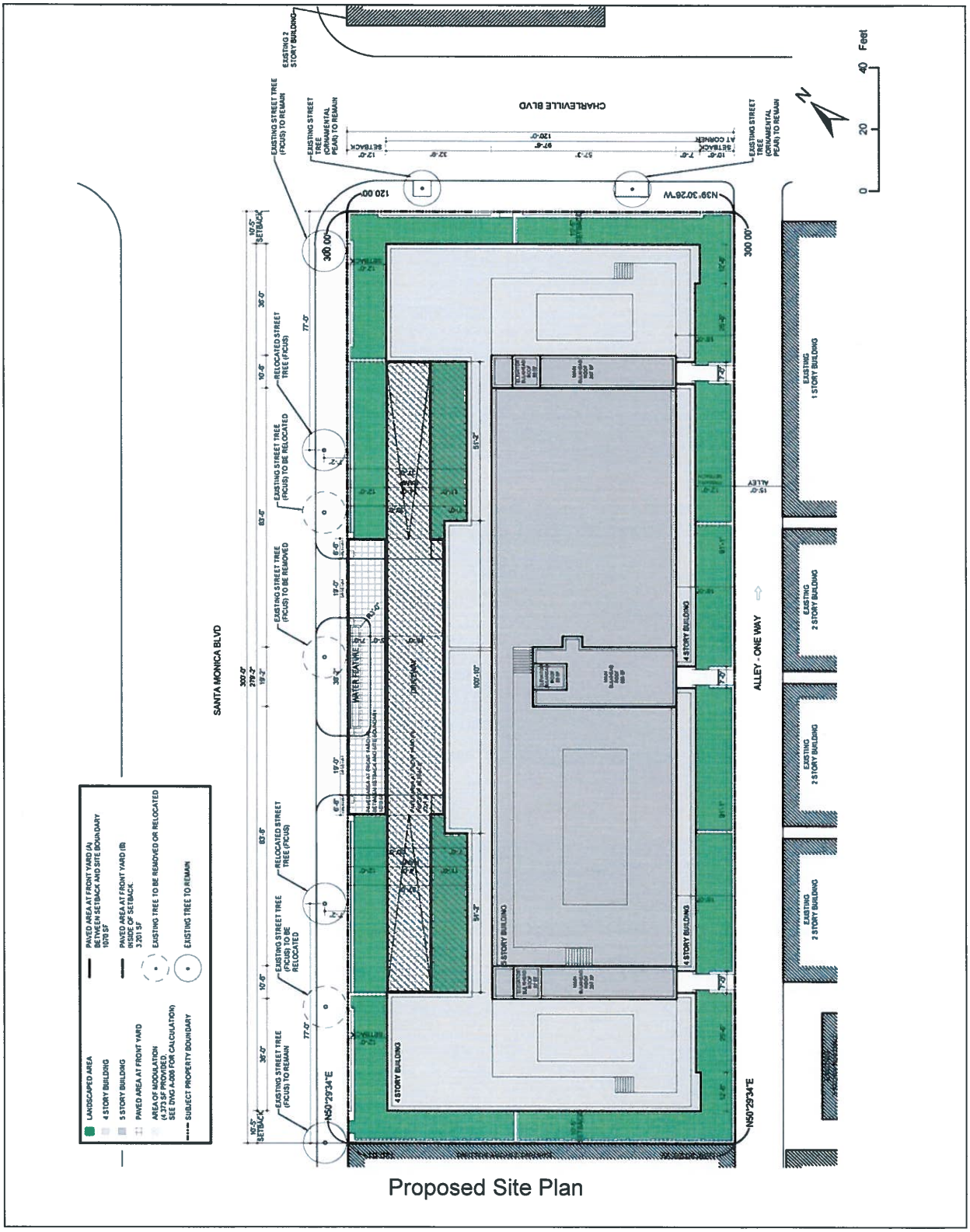
Project Location



Proposed Site Plan

PROJECT DESCRIPTION

The proposed Project would involve the construction of a new 27-unit luxury condominium building with units ranging from one to four bedrooms. The Project includes approximately 89,988 square feet of floor area and consists of four full stories of residential units plus a stepped back fifth penthouse level. The Project would also include one level of underground parking containing a gym, bike storage, and a total of 74 parking spaces for residents and guests. Landscaping is proposed in the 10-foot setback areas around the perimeter of the Project site. Amenities on the rooftop areas of the project include one common pool and a garden on the roof of the fifth floor as well as private terrace space and two private pools on the penthouse level. The Project would be 66 feet in height and would have a floor area ratio of approximately 2.5:1. Table 2-1 below summarizes the characteristics of the proposed Project:

Table 2-1 Project Characteristics

Project Site Area	**36,002 SF (0.83 ac)**
Floor Area	**89,988 SF**
Floor Area Ratio (FAR)	**2.5:1**
1 Bedroom Units	*5*
2 Bedroom Units	*18*
4 Bedroom Units	*4*
Total Residential Units	**27**
Standard Parking[1]	*46 Spaces*
Tandem Parking	*11 Spaces*
Stacker Parking	*17 Spaces*
Total Parking	**74 Spaces**
Building Height	**66 feet / 5 stories**

ENVIRONMENTAL ASSESSMENT

This project is being assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. The City prepared an Initial Study to determine the proposed project's potential impact on the environment. After reviewing the Initial Study, the City has determined that this project may have a significant effect on the environment. Accordingly, a Draft Environmental Impact Report (Draft EIR) has been prepared. The 45-day public review period for the Draft EIR is August 19, 2016 to October 3, 2016. The public review period is currently underway, and the purpose of this staff report and public hearing is to provide an opportunity for the public to comment on the Draft EIR and/or project, as well as for the Planning Commission to become

[1] Includes 3 ADA Accessible Spaces

familiar with the project and offer comments on the Draft EIR. No formal action can be taken on the proposed Project until the conclusion of the public comment period.

The Draft EIR addresses impacts identified by the Initial Study to be potentially significant. The following issues were found to include potentially significant impacts and have been studied on the Draft EIR:

- *Aesthetics*
- *Air Quality*
- *Greenhouse Gas Emissions*
- *Hazards and Hazardous Materials*
- *Land Use & Planning*
- *Noise*
- *Transportation and Traffic*
- *Mandatory Findings of Significance*

The alternatives section of the Draft EIR (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 three alternative development scenarios for the site.

In preparing the Draft EIR, use was made of pertinent City policies and guidelines, previously completed technical studies provided by the applicant, and background documents prepared by the City. A full reference list is contained in Section 7.0 of the Draft EIR, *References and Report Preparers.*

PUBLIC OUTREACH AND NOTIFICATION

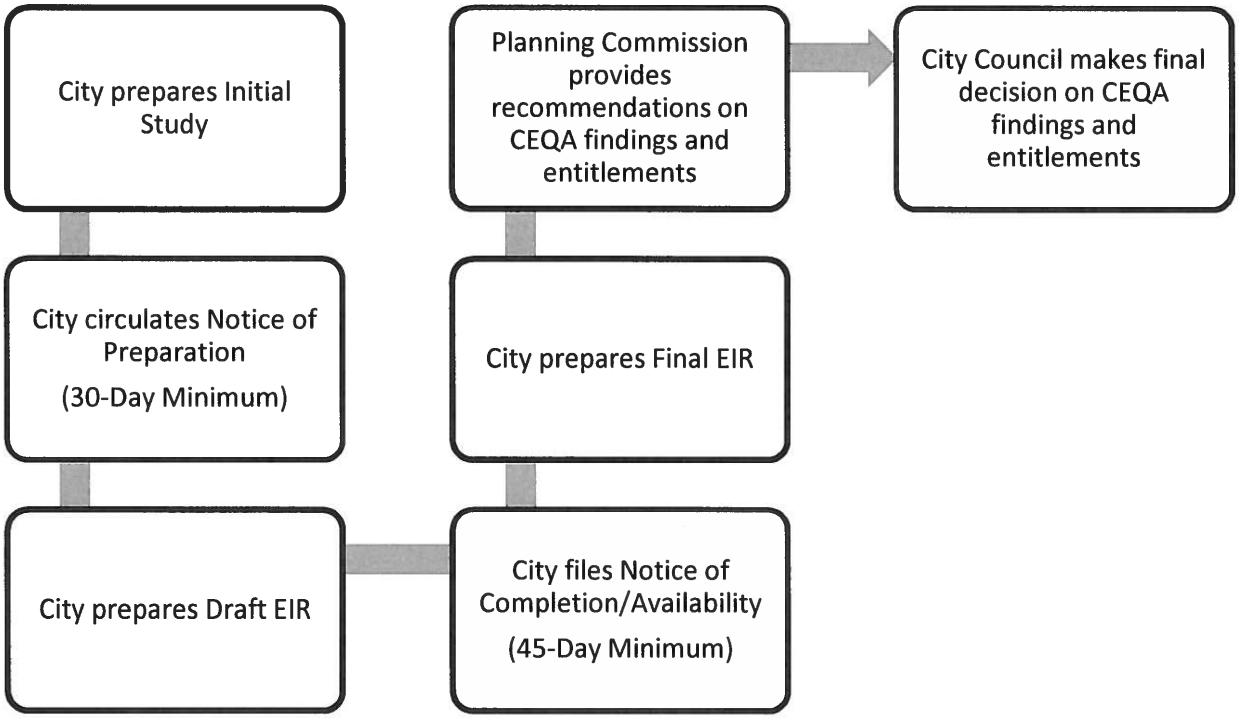
Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	9/1/2016	7 Days
Newspaper Notice	10 Days	8/29/2016	8/19/2016	20 Days
Mailed Notice (Owners & Occupants - 500' Radius + blockface)	10 Days	8/29/2016	8/19/2016	20 Days
Property Posting	10 Days	8/29/2016	8/19/2016	20 Days
Website	N/A	N/A	9/1/2016	7 Days

Public Comment

Staff received three letters during the Notice of Preparation 30-day public comment period, and these letters are included in Appendix 1C of the Draft EIR. Since the release of the Draft EIR, no written comments have been received.

CEQA PROCESS AND PROJECT REVIEW

The proposed Project requires a Zone Text Amendment to create a Residential Overlay Zone; a Planned Development Review; a Tentative Tract Map; and a Development Plan Review. 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 EIR 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 EIR. The Notice of Availability was filed on August 19, 2016, and the public comment period is scheduled to close on October 3, 2016. Upon completion of the public comment period, the City will prepare responses to any comments received, and prepare a Final EIR. The Final EIR, 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 EIR and the requested entitlements will be scheduled for public hearings with the City Council for final decisions.

CEQA ISSUES NOT STUDIED IN DRAFT EIR

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 Draft EIR was not warranted are summarized in Table 1–2 of the Draft EIR. More detailed discussion can be found in the Initial Study.

Table 1–2
Issues Not Studied in the Draft EIR

Issue Area	Initial Study Finding
Aesthetics	This EIR includes Section 4.1, *Aesthetics,* which analyzes the impacts associated with substantially degrading the visual character and quality of the Project site. However, the Initial Study found that the Project would have less than significant impacts to scenic vistas and light and glare, and there are no impacts associated with scenic resources. Therefore, analyses of these issues are not included in Section 4.1 of the Draft EIR.
Agriculture and Forestry Resources	The Project site is within an urbanized area of Beverly Hills that lacks agricultural lands or forests. No impact to these resources would occur.
Air Quality	Although this EIR analyzes potential air quality impacts in Section 4.2, the Initial Study determined that the residential 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. Therefore, the proposed Project would have no impacts to biological resources. However, the applicant-proposed conditions of approval addressing Biological Resources are described in Section 2.0, *Project Description*
Cultural Resources	The Project site is located in a highly urbanized area and has been previously graded, disturbed and developed. The Project would adhere to the City's Historic Preservation Program. Impacts to cultural resources were found to be less than significant. However, the applicant-proposed conditions of approval addressing Cultural Resources are described in Section 2.0, *Project Description,* of this EIR.
Geology and Soils	The Initial Study found that the Project site is not located on an identified fault, in an identified liquefaction zone, on unstable soils, or in an area of expansive soils. In addition, the Project would be connected to the City's wastewater disposal system. Therefore, impacts associated with geology and soils hazards were found to be less than significant.

Table 1–2
Issues Not Studied in the Draft EIR

Issue Area	Initial Study Finding
Hazards and Hazardous Materials	Potential of hazardous material impacts to soils and groundwater within the Project site are analyzed in Section 4.4 of this EIR. The Project site is within a quarter mile of Beverly Hills High School. However, the Initial Study found that the proposed Project would not involve the routine transport, use, storage, or disposal of hazardous materials. Furthermore, the Project site is not located within the vicinity of an airport, airport land use plan, or private airstrip. The proposed Project would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the police and fire department in the City of Beverly Hills and does not include permanent street closures or changes in traffic flow. Project implementation would not interfere with emergency response or evacuation. These impacts would be less than significant.
Hydrology and Water Quality	The Initial Study found that the Project site is generally flat and not near any rivers or streams and would not substantially increase runoff volumes from the Project site. Further, the Project would comply with the City's dewatering requirements and the construction of the subterranean parking structure would help to reduce water quality impacts. Additionally, the Project site would not result in the exceedance of the sustainable yield of groundwater resources and would not result in contamination of groundwater. The Project site does not require flood mitigation enforcement and is not subject to inundation from tsunami, seiche, or mudflow. The Initial Study found that Hydrology and Water Quality impacts are less than significant; therefore these issues were not studied in the EIR.
Land Use and Planning	Impacts associated with conflicts to applicable land use plan policies or regulations are analyzed in Section 4.5 of this EIR. However, the Initial Study found that the Project would not divide an established community or conflict with an applicable habitat conservation plan or natural community conservation plan.
Mineral Resources	The Initial Study found that no mineral resources of value to the region or the residents of the state have been identified within the Project area and the Project area is not suited for resource extraction given the urban location. The Initial Study found that Mineral Resources impacts would be less than significant, and therefore these issues were not studied in the EIR.

Table 1–2
Issues Not Studied in the Draft EIR

Issue Area	Initial Study Finding
Noise	Noise impacts are addressed in Section 4.6 of this EIR, 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 EIR.
Population and Housing	Population generated by the proposed Project would be within the SCAG growth forecasts for Beverly Hills. Additionally, because the site is vacant, the Project would not displace any housing or people residing in the Project site. Impacts would be less than significant and Population and Housing issues are not discussed in this EIR.
Public Services	The Project site is located in a highly urbanized area within the City of Beverly Hills. The Project site would be served by the Beverly Hills Fire Department, Beverly Hills Police Department, and the Beverly Hills Unified School District. The Project Applicant would be required to pay all applicable school fees, which is considered adequate mitigation for any impacts. The Initial Study found the impacts to public services from the proposed Project would be less than significant. These issues are not analyzed further in this EIR.
Recreation	The Project Applicant would be required to pay the standard Park and Recreation Facilities Tax, which would offset any indirect impacts to public parks. Further, the residents added as a result of the Project would not impact the parkland ratio of the City of Beverly Hills. Impacts would be less than significant. These issues are not analyzed further in this EIR.
Transportation/Traffic	Transportation/traffic issues are studied in Section 4.7 of this EIR. 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 EIR.
Utilities and Service Systems	Utilities are provided to the Project site by the City of Beverly Hills Public Works Department. The Initial Study found that the proposed Project would have less than significant impacts on wastewater collection and treatment, stormwater management, water supply, and solid waste management provided by the City's Public Works Department. Therefore, these issues are not analyzed further in this EIR.

CEQA ISSUES STUDIED IN DRAFT EIR

Aesthetics

The Draft EIR studied the potential for aesthetic impacts resulting from the proposed Project. This included an analysis of the visual character of the project site and its vicinity; a survey of any potential scenic resources and existing viewsheds; and a shade and shadow study with the massing of the proposed Project. Based on these analyses, the Draft EIR concluded the following with respect to potential Aesthetics impacts:

- While the proposed Project would change the visual character and quality of the project site and, to a lesser degree, its surroundings; it would generally have a high level of visual character and quality and would not conflict with adopted policies of the City of Beverly Hills related to visual character and quality. The project would therefore have a less than significant impact related to visual character and quality.

Air Quality

The Draft EIR studied the potential for air quality impacts resulting from the proposed Project, and concluded the following:

- The proposed Project would not directly or indirectly generate population growth beyond SCAG forecasts. Impacts related to AQMP consistency would be, therefore, less than significant.

- On-site construction activity would generate temporary emissions. Such emissions may result in temporary adverse impacts to local air quality. However, the Project's construction emissions would not exceed SCAQMD's regional or local significance thresholds. Impacts would be less than significant.

- Operation of the proposed Project would generate air pollutant emissions in the long-term, but daily emissions associated with the proposed Project would not exceed SCAQMD thresholds. In addition, operation of the proposed Project would not expose sensitive receptors to substantial concentrations of toxic air contaminants. Therefore, impacts would be less than significant.

- Project traffic would generate CO emissions that have the potential to create high concentrations of CO, or CO hotspots. However, proposed Project traffic would not cause the level of service (LOS) of an intersection to change to E or F, nor would it increase the volume to capacity ratio (V/C) by two percent or more for intersections rated D or worse. Therefore, localized air quality impacts related to CO hotspots would be less than significant.

Greenhouse Gas Emissions

The Draft EIR studied the potential for greenhouse gas (GHG) emission impacts resulting from the proposed Project. The proposed Project would generate temporary construction and permanent operation GHG emissions, which would incrementally contribute to climate change. Emissions would not, however, exceed SCAQMD thresholds and the Project would be consistent with applicable GHG plans and policies including the Climate Action Team GHG reduction strategies, the SCAG Sustainable Communities Strategy, and the Beverly Hills Sustainable City

Plan Goals. Therefore, the proposed Project's contribution to cumulative climate change impacts would be less than significant.

Hazards and Hazardous Materials

The Draft EIR studied the potential for impacts resulting from Hazards and Hazardous Materials resulting from construction of the proposed Project. The project site is listed on standard government databases for generation and disposal of asbestos waste and as an historic auto repair facility. However, a Phase I ESA for the Project site found no evidence of use, storage, disposal or generation of hazardous substances on the Project site. Furthermore, assessment work (geophysical methods, backhoe excavations, and borings) found no evidence of USTs or releases from USTs on the Project site. Therefore, impacts related to the presence of hazardous materials in the soil or groundwater beneath the Project site would be less than significant.

Land Use Planning

The Draft EIR studied the potential for land use and planning impacts resulting from the proposed Project. The analysis found that the proposed Project would involve amendments to the General Plan and Beverly Hills Municipal Code to create a Residential Overlay Zone, as well as a Planned Development Permit. The proposed Project would be potentially consistent with applicable City policies, regulations, and standards with implementation of mitigation measures to ensure compliance with the requirements for a Planned Development Permit. These mitigation measures include a requirement that the applicant submit a program of implementation and operational measures to assure that the objectives of the Overlay Zone are advanced, including a parking program, as well as preparation of a Construction Management Program. This impact would be less than significant with mitigation.

Noise

The Draft EIR studied the potential for noise impacts resulting from the proposed Project, and concluded the following:

- Construction activities associated with the proposed Project would generate temporary noise increases that would be audible at nearby sensitive receptors. Maximum and daily construction-related noise would not result in an increase of 5 dBA or more outside the daytime hours permitted by the City's noise ordinance or at a school, hospital, church, or institute of learning. Therefore, impacts would be less than significant.

- Noise associated with operation of the proposed Project, including noise from traffic on nearby roads, common rooftop pool activities, ventilation and heating systems, trash hauling, and delivery trucks could be audible at nearby receptor locations. However, the proposed Project's operational noise would not increase ambient noise levels beyond thresholds established by the Policy N 1.5 of the General Plan Noise Element (2010). Therefore, operational noise impacts associated with the proposed Project would be less than significant.

- Project construction would generate ground-borne vibration. Construction vibration would be temporary and intermittent, and would not exceed FTA recommended thresholds. Therefore, impacts would be less than significant.

- Although the effect of ambient noise on a proposed Project is not an impact under CEQA, the potential noise levels at the proposed residences are provided for public disclosure. The estimated noise levels could exceed City standards for interior and exterior noise, 45 and 65 dBA CNEL, respectively.

Transportation and Traffic

The Draft EIR studied the potential for transportation and traffic impacts resulting from the proposed Project. The following intersections were studied as part of this analysis:

- South Santa Monica Boulevard and Charleville Boulevard
- South Santa Monica Boulevard and Moreno Drive

The trip generation resulting from the proposed Project is provided in Table 4.7-4 of the Draft EIR (as shown below). In summary, the proposed Project would result in an additional 180 total daily trips, with a total of 15 AM peak hour trips and 18 PM peak hour trips.

Analysis of the intersection levels of service is provided in Table 4.7-5 of the Draft EIR. In summary, the net change in intersection levels of service resulting from the proposed Project would not have a significant impact on either 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 4.7-6 of the Draft EIR. 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:

- Charleville Boulevard between South Santa Monica Boulevard and Durant Drive
- Durant Drive between Moreno Drive and Charleville Boulevard

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

- Implementation of the proposed Project would generate traffic at study area intersections; however, Project-generated traffic would not cause any intersection to exceed City standards under existing plus Project traffic conditions. Impacts associated with the proposed Project would be less than significant.

- Implementation of the proposed Project would increase traffic on residential streets north and south of the Project site. However, Project-generated traffic would not exceed City thresholds under existing plus Project traffic conditions on any street segment. Impacts to residential streets would, therefore, be less than significant.

- 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 with implementation of mitigation.

- 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. Further, the proposed Project would not conflict with applicable policies associated with public transit. In order to ensure that the proposed Project's driveway designs will not cause safety hazards to pedestrians, a mitigation measure is included which requires the developer to submit driveway plans for review and approval by the City, which include pedestrian safety measure such as visual and/or audible warning to pedestrians along the south Santa Monica Boulevard frontage to indicate when vehicles are exiting the Project driveway. The mitigation measure also requires that the Project include a stop sign at the public sidewalk to control vehicles leaving the Project driveway. Therefore, impacts in this regard would be less than significant with implementation of mitigation.

- 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. Mitigation measures are proposed which require the preparation of a Construction Traffic Management Plan, a Construction Workers Parking Plan, and a Cumulative Construction Traffic Management Plan. Impacts associated with the proposed Project would be less than significant with implementation of mitigation.

PROJECT ALTERNATIVES STUDIED IN THE DRAFT EIR

As required by CEQA, this Draft EIR examines alternatives to the proposed Project. Studied alternatives include the following.

Alternative 1: No Project

This alternative assumes that the proposed Project is not constructed and the site would remain in its current condition. The project site is currently vacant, and is being used for parking. The No Project/Development Alternative would avoid both the temporary construction impacts and the long-term operational impacts associated with the proposed Project because the site would remain undeveloped. However, the Project site is a vacant infill lot in a highly urban area. Therefore, it can be assumed that a future project would be developed on the Project site, which would have impacts similar to those of the proposed Project.

Alternative 2: Mixed Use Residential and Commercial

Under this alternative, the proposed Project would be a mixed use building, including both commercial and residential uses. This alternative would have 27 residential units occupying 89,988 square feet, and would add 5,000 square feet of retail uses. The overall square footage of the project would be 94,988 square feet. The building would remain five stories and have a total height of 66 feet, with two levels of underground parking and a total of 89 parking spaces, as required by the City's parking standards. Setbacks along Santa Monica Boulevard would also be reduced to allow storefront retail on the ground floor.

The Mixed Use Residential and Commercial Alternative would have similar impacts as the proposed Project with slightly greater impacts associated with air quality and greenhouse gas (GHG) emissions due to increased amount of excavation required for the two levels of subterranean parking as well as the increase in Vehicle Miles Traveled (VMT) associated with Project operation. The increase in Average Daily Traffic (ADT) would result in increased impacts to transportation and traffic as well as an incremental increase in traffic generated noise on local streets (see Table 6-2 below). Impacts associated with aesthetics and hazards and hazardous materials would be similar as the proposed Project. The commercial development associated with this alternative would comply with the intended use of the site and would result in slightly less impacts with respect to land use and planning. Overall, impacts would be slightly greater than those of the proposed Project, and the Mixed Use alternative would not be considered environmentally superior.

Table 6–2
Alternative 2 – Trip Generation Comparison

	proposed Project	Mixed Use Residential and Commercial (Alternative 2)	Difference
Average Daily Traffic (ADT)	180	394	+214
A.M. Peak Hour Trips	15	20	+5
P.M. Peak Hour Trips	18	37	+19

Source: Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), 2012.

Alternative 3: Mixed Use Office and Commercial

Under this alternative, the residential units of the proposed Project would be replaced with 67,002 square feet of office space and 5,000 square feet of retail space on the ground floor. This alternative would reduce the building to three stories and a maximum building height of 45 feet, with four levels of underground parking and a total of 205 parking spaces, as required by the City's parking standards. This alternative would be compliant with the City's commercial height requirements and would met the current FAR maximum of 2.0.

The Mixed Use Office and Commercial Alternative would have impacts similar to those of the proposed Project associated with hazards and hazardous materials. The commercial use of this alternative would reduce impacts with respect to land use and planning, as the construction and operation of commercial and office space are allowed under the current C-3A zoning and would not require amendments to the General Plan or Zoning Ordinance. Further, the reduced building height to three stories would have reduced impacts to aesthetics when compared to the proposed Project. However, as discussed above, the Office Alternative would have increased impacts associated with air quality and GHG emissions due to the increased excavation required for four levels of subterranean parking and the increased VMT associated with the office land use. Further, the increase in ADT would result in slight increases in impacts associated with noise and substantial increases in impacts associated with transportation and traffic (see Table 6-3 below). Overall, land use and aesthetics impacts would remain less than significant while impacts associated with air quality, GHG emissions, and transportation and traffic would increase in comparison to the Project. Therefore, overall impacts associated with the Mixed Use Office and Commercial Alternative would be greater than the proposed Project and would not be environmentally superior.

Table 6–3
Alternative 3 – Trip Generation Comparison

	proposed Project	Commercial and Office (Alternative 3)	Difference
Average Daily Traffic (ADT)	180	1,182	+1,002
A.M. Peak Hour Trips	15	143	+128
P.M. Peak Hour Trips	18	172	+154

Source: Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), 2012.

Alternative 4: Office

Under this alternative, the residential units of the proposed Project would be replaced with 69,002 square feet of office space. In addition to the office space, the proposed Project would include 999 square feet of restaurant space and 2,000 square feet of retail space (FAR of 2.0). The small restaurant and retail areas would be used to service the office uses within the building. Additionally, this alternative would reduce the building to three stories and a maximum building height of 45 feet consistent with current zoning requirements, with four levels of underground parking and a total of 205 parking spaces, as required by the City's parking standards.

The Office Alternative would have impacts similar to those of the proposed Project associated with hazards and hazardous materials. The commercial use of this alternative would reduce impacts with respect to land use and planning, as the construction and operation of office space is allowed under the current C-3A zoning and would not require amendments to the General Plan or Zoning Ordinance. Further, the reduced building height to three stories would have reduced impacts to aesthetics when compared to the proposed Project. However, as discussed above, the Office Alternative would have increased impacts associated with air quality and GHG emissions due to the increased excavation required for four levels of subterranean parking and the increased VMT associated with the office land use. Further, the increase in ADT would result in slight increases in impacts associated with noise and transportation and traffic (see Table 6-4 below). Overall, land use and aesthetics impacts would remain less than significant while impacts associated with associated with air quality, GHG emissions, and transportation and traffic would increase in comparison to the Project. Therefore, overall impacts associated with the Office Alternative would be greater than the proposed Project and would not be environmentally superior.

Table 6–4
Alternative 4 – Trip Generation Comparison

	proposed Project	Office (Alternative 4)	Difference
Average Daily Traffic (ADT)	180	1,075	+895
A.M. Peak Hour Trips	15	143	+128
P.M. Peak Hour Trips	18	163	+145

Source: Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), 2012.

NEXT STEPS

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

Report Reviewed By:

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 Environmental Impact Report

HEARING DATE: Thursday, September 8, 2016 **TIME:** 1:30 p.m., or as soon thereafter as the matter may be heard

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

PROJECT: 9908 South Santa Monica Boulevard Condominium Project

The City of Beverly Hills has prepared a Draft Environmental Impact Report (Draft EIR) for a proposed condominium project located at **9908 South Santa Monica Boulevard** as more fully described below. The Planning Commission will hold a public hearing to review the Draft EIR on **September 8, 2016 at 1:30 p.m.,** or as soon thereafter as the matter may be heard. The purpose of this meeting is to review the content and 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 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, at the southwest corner of the intersection of Charleville Boulevard and South Santa Monica Boulevard. The 36,002 square foot site consists of five parcels that are currently vacant and being used as a parking lot. The address for the project site is 9900-9916 South Santa Monica Boulevard, and the Assessor's Parcel Numbers are 4328-002-010, -011, -012, -013, and -034.

Project Description: The Proposed Project would involve the construction of a new 27-unit luxury condominium building with units ranging from one to four bedrooms. The Project would include approximately 89,988 square feet of floor area and would be five stories, including four full stories of residential units plus a setback fifth penthouse level. The Project would also include one level of underground parking containing a gym, bike storage, and a total of 74 parking spaces for residents and guests. Parking would include 3 accessible spaces, 43 standard single spaces, 11 tandem spaces, and 17 stacker spaces. The perimeter of the Project site would include landscaping along the 10-foot setbacks. Rooftop areas of the Project would include one common pool and an amenity garden on the roof of the fifth floor as well as private terrace space and two private pools on the penthouse level. The Project would be 66 feet in height and would have a floor area ratio (FAR) of approximately 2.5:1. The project site is currently zoned C-3 for general commercial uses, and the proposed use of the site for a multi-family residential condominium requires a Zone Text Amendment.

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

- Aesthetics
- Air Quality
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation and Circulation
- Mandatory Findings of Significance

Based on the studies in the Draft EIR, with mitigation, no significant environmental effects are anticipated as a result of the project.

The project site does not appear on the Hazardous Waste and Substances site "Cortese" list.

Public Review and Comment on Draft EIR: The Draft EIR is being circulated for the required 45-day public review period, from August 19, 2016 to October 3, 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 September 8, 2016 Planning Commission meeting.

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/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

August 19, 2016
Date

Andre Sahakian
Printed Name

Associate Planner
Title

Attachment B
Draft Environmental Impact Report
(Provided as a Separate Attachment)

Attachment C
Architectural Plans
(Provided as a Separate Attachment)