



**Attachment E**

Memorandum on Supplemental Transportation Data for One Beverly Hills  
prepared by Fehr & Peers



## MEMORANDUM

Date: September 13, 2016  
To: Joe Power, Rincon Consultants  
From: Sarah Brandenburg, Fehr & Peers  
Subject: **Supplemental Transportation Data for One Beverly Hills**

LA15-2776

---

During the Planning Commission meeting on August 23<sup>rd</sup> several questions were raised regarding site access and transportation for the One Beverly Hills project. This memorandum provides supplemental information on the following:

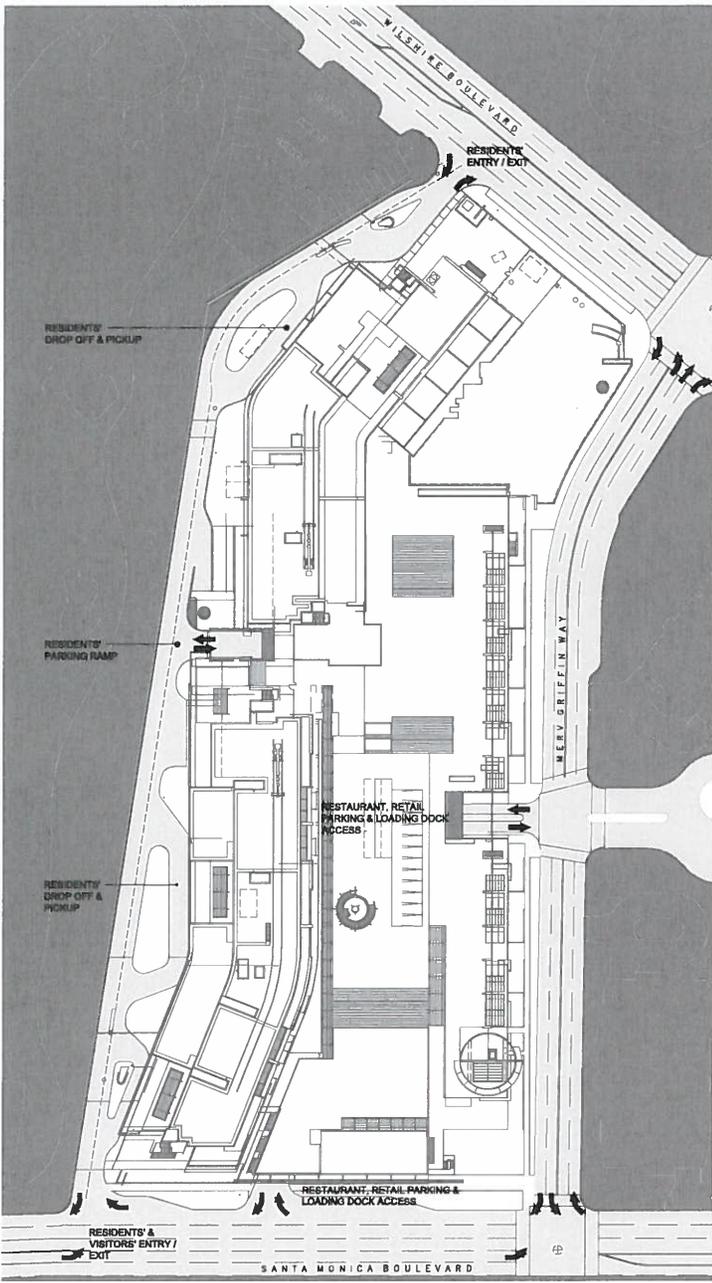
1. Left-Turn Access Options for Hotel Motor Court
2. Potential Diagonal Entrance to Hotel Motor Court
3. Hotel Motor Court Access to/from Merv Griffin Way
4. Truck Trips utilizing Loading Dock
5. Construction Access from Santa Monica Boulevard

Each of these items is discussed in further detail below.

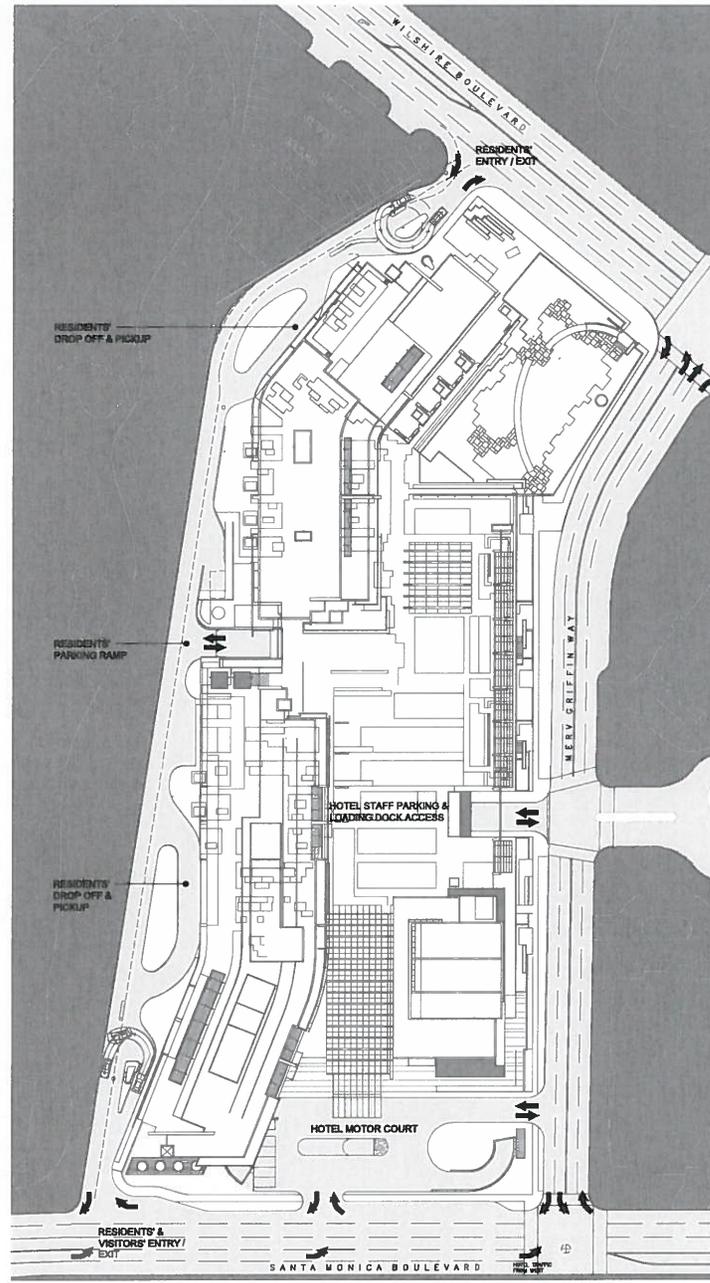
### **1. Left-Turn Access Options for Hotel Motor Court**

The figure below illustrates site access under the Approved Project in comparison to the Proposed Project. Both the Approved Project and Proposed Project have two driveways that provide site access along Santa Monica Boulevard. Access to the residential area on the western edge of the site is the same in the Approved Project and Proposed Project (right-in/out and left-in). The remaining driveway on Santa Monica Boulevard provided access to the commercial uses of the Approved Project and would instead provide access to the Hotel Motor Court under the Proposed Project. Under the Approved Project, access was limited to right-in/out while the Proposed Project is also recommending left-turn inbound access at the driveway.

W:\lap03\data\Jobs\Active\2700a\2776\_One Beverly Hills\Graphics\AI\Figures\Fig1\_Vehicle Circulation Comparison.ai



2 Vehicle Circulation - 12.06.12 City of Beverly Hills Entitled



1 Vehicle Circulation - Proposed



Figure 1  
Vehicle Circulation Comparison

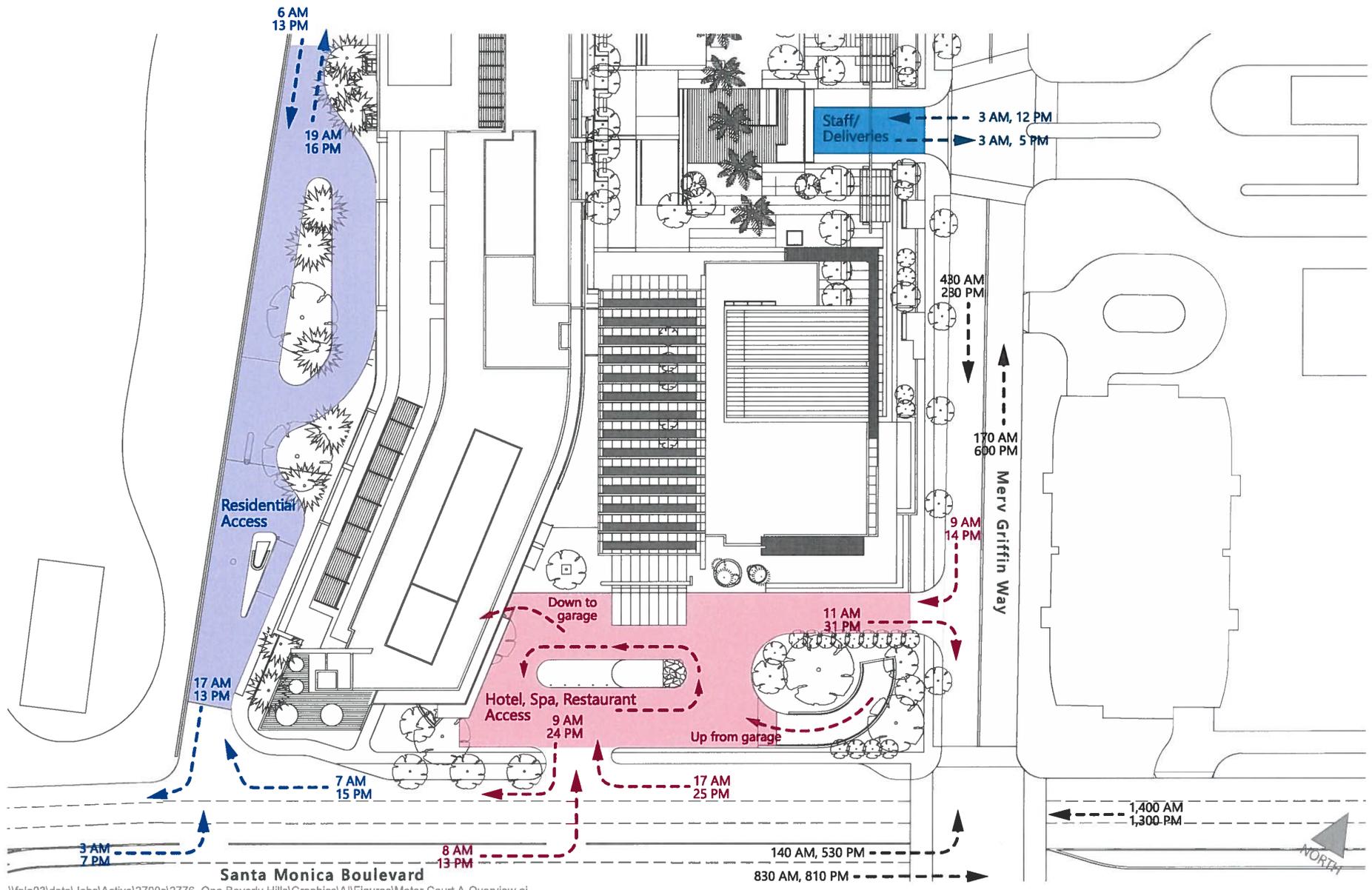




The Approved Project and Beverly Hilton Revitalization project are installing a traffic signal at the intersection of Merv Griffin Way and Santa Monica Boulevard. The traffic signal will reduce delays for vehicles traveling southbound on Merv Griffin Way and turning onto Santa Monica Boulevard and for vehicles making a left-turn from eastbound Santa Monica Boulevard onto Merv Griffin Way. The travel patterns between Merv Griffin Way and Santa Monica Boulevard are currently highly directional based on the time of day. During the morning commute period, vehicles travel southbound on Merv Griffin Way and make a right-turn onto Santa Monica Boulevard (375 vehicles in the AM peak hour in comparison to 190 vehicles in the PM peak hour under existing conditions). During the evening commute period, vehicles travel on eastbound Santa Monica Boulevard and make a left-turn onto Merv Griffin Way (480 vehicles in the PM peak hour in comparison to 120 vehicles in the AM peak hour under existing conditions). The majority of vehicles utilizing Merv Griffin Way are traveling to/from Whittier Drive to access uses to the north.

During the PM peak hour, 480 vehicles are currently able to make the left-turn from Santa Monica Boulevard onto Merv Griffin Way due to the metering of westbound traffic flows along Santa Monica Boulevard resulting from the upstream traffic signal at Wilshire Boulevard. When the traffic signal at the Santa Monica Boulevard & Wilshire Boulevard intersection has a green phase for vehicles traveling along Wilshire Boulevard, gaps in vehicle flows occur along westbound Santa Monica Boulevard. This allows vehicles to make an eastbound left-turn from Santa Monica Boulevard onto Merv Griffin Way. With the installation of the signal at Merv Griffin Way, additional capacity will be provided for this eastbound left-turn movement to accommodate both the Proposed Project and other planned nearby development projects (including the Beverly Hilton Revitalization project).

Figure 2 displays an overview of the preferred access option proposed for the One Beverly Hills site. The figure shows vehicle-trips entering and exiting each driveway during the AM and PM peak travel hours along with traffic volumes anticipated in Year 2020 accounting for the development of the Beverly Hilton Revitalization project, related projects in the study area (approximately 35 projects as shown in Table 3-1 of the SEIR) and ambient growth (1 percent per year). As shown, the PM peak hour presents the highest combination of project-trips and background traffic volumes along Santa Monica Boulevard. Therefore, the additional information below focuses on PM peak hour operations.



\\pila03\data\Jobs\Active\2700s\2776\_One Beverly Hills\Graphics\All\Figures\Motor Court A-Overview.ai

- Project Trips - - - - - ▶
- Future Year 2020 Traffic Volumes - - - - - ▶
- Future Year 2020 Traffic Volumes - - - - - ▶

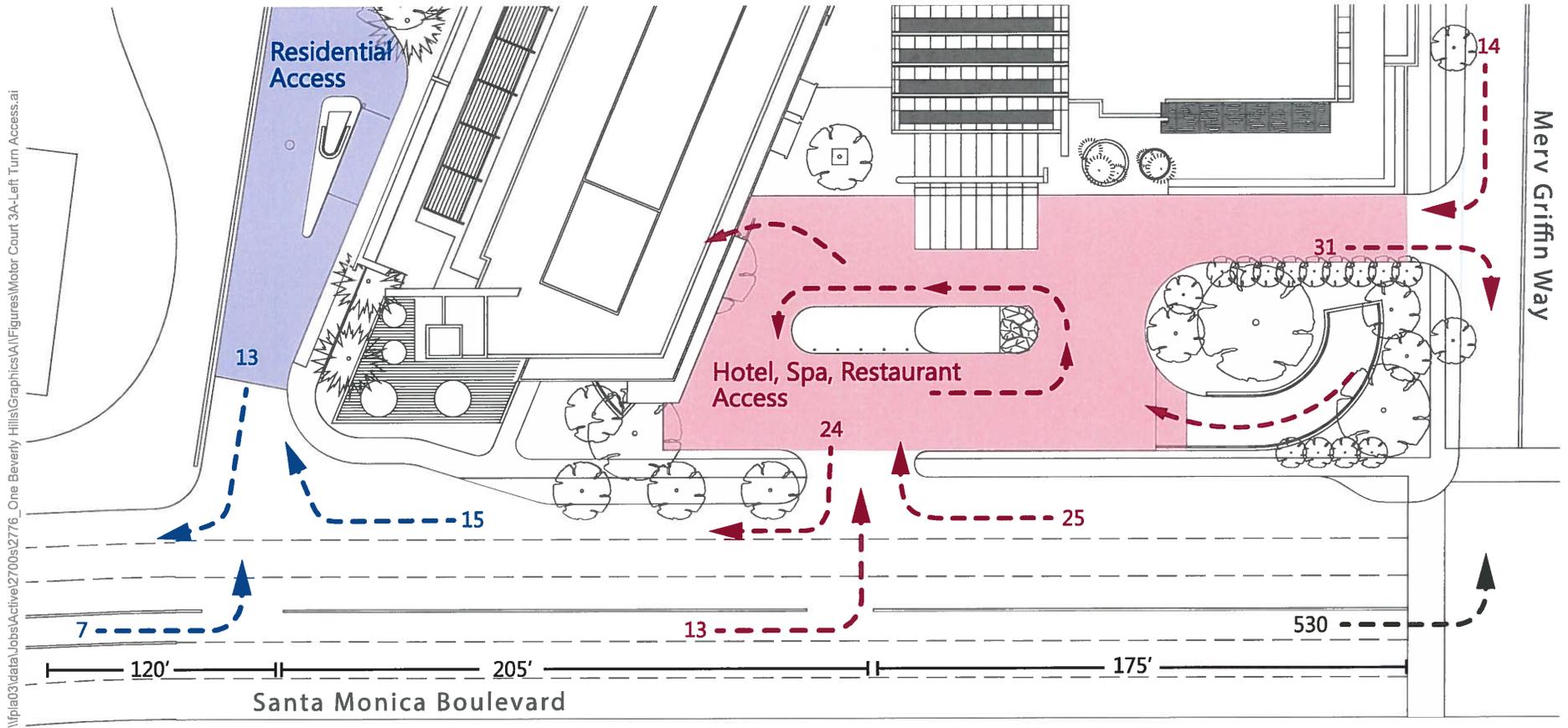
Figure 2  
 Project Overview  
 Project Trips and Future Year 2020 Traffic Volumes



The preferred access option proposed for the One Beverly Hills project would permit access from eastbound Santa Monica Boulevard directly into the Hotel Motor Court. However, multiple access options were studied as part of the SEIR. The following options are presented for additional consideration:

- A. Provide left-turn access (as proposed under the preferred access option)
- B. Remove left-turn access
- C. Restrict left-turn access during peak hours
- D. Remove left-turn access and restrict U-turns at Merv Griffin Way

Figures 3A through 3D display each of these access options. The table below summarizes the advantages and constraints of each option.



\\p1a03\data\jobs\active\2700s\2776\_One Beverly Hills\Graphics\A\Figures\Motor Court 3A-Left Turn Access.ai

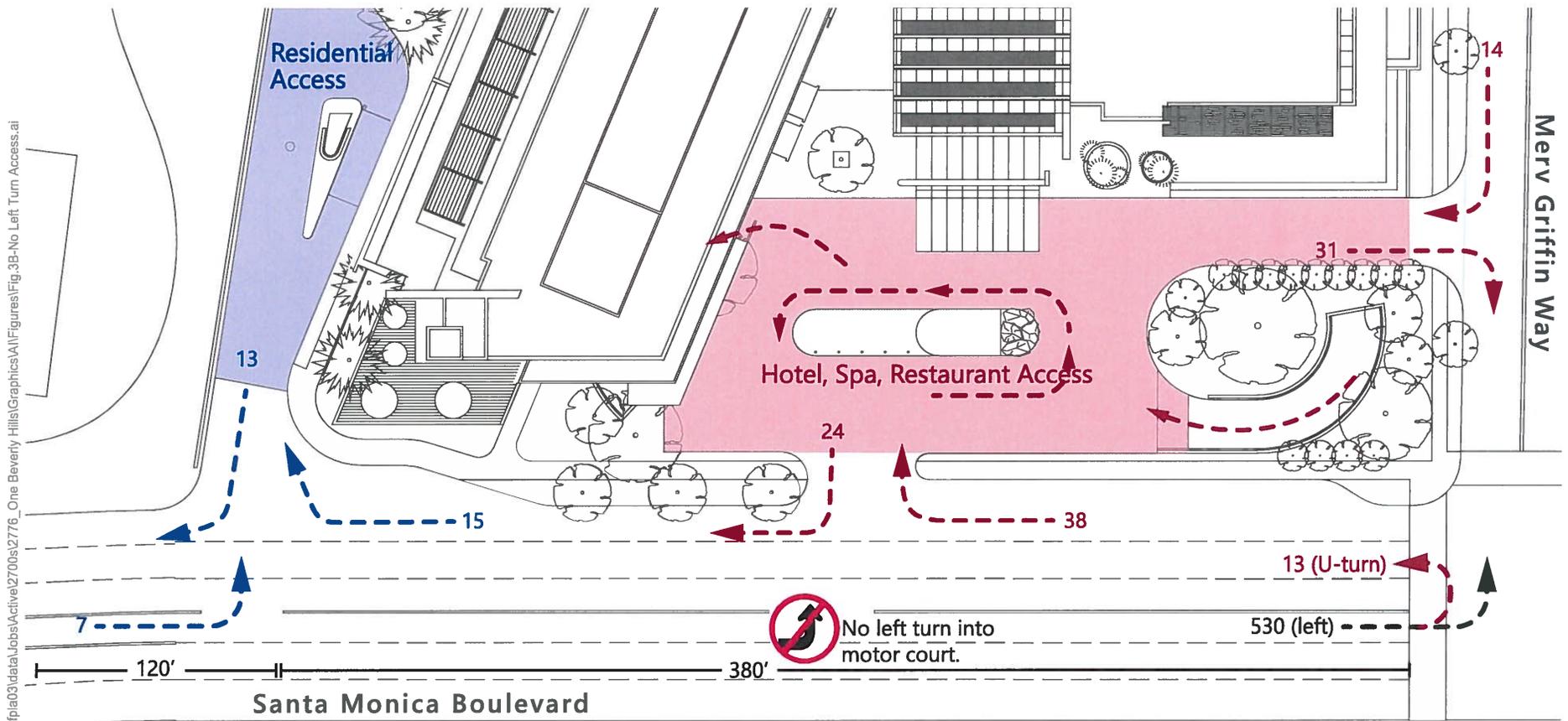
Figure 3-A

Left Turn Access to Motor Court  
PM Peak Hour Project Trips and  
Future Year 2020 Traffic Volumes



Project Trips  

Year 2020 Traffic Volumes 



\\pia03\data\Jobs\Active\2700s\2776\_One Beverly Hills\Graphics\AI\Figures\Fig.3B-No Left Turn Access.ai



Figure 3-B

No Left Turn Access to Motor Court  
 PM Peak Hour Project Trips and  
 Future Year 2020 Traffic Volumes



Project Trips

Year 2020 Traffic Volumes

\\pia03\data\Jobs\Active\2700s\2776\_One Beverly Hills\Graphics\A\Figures\Fig.3C No Peak Hour Access.ai

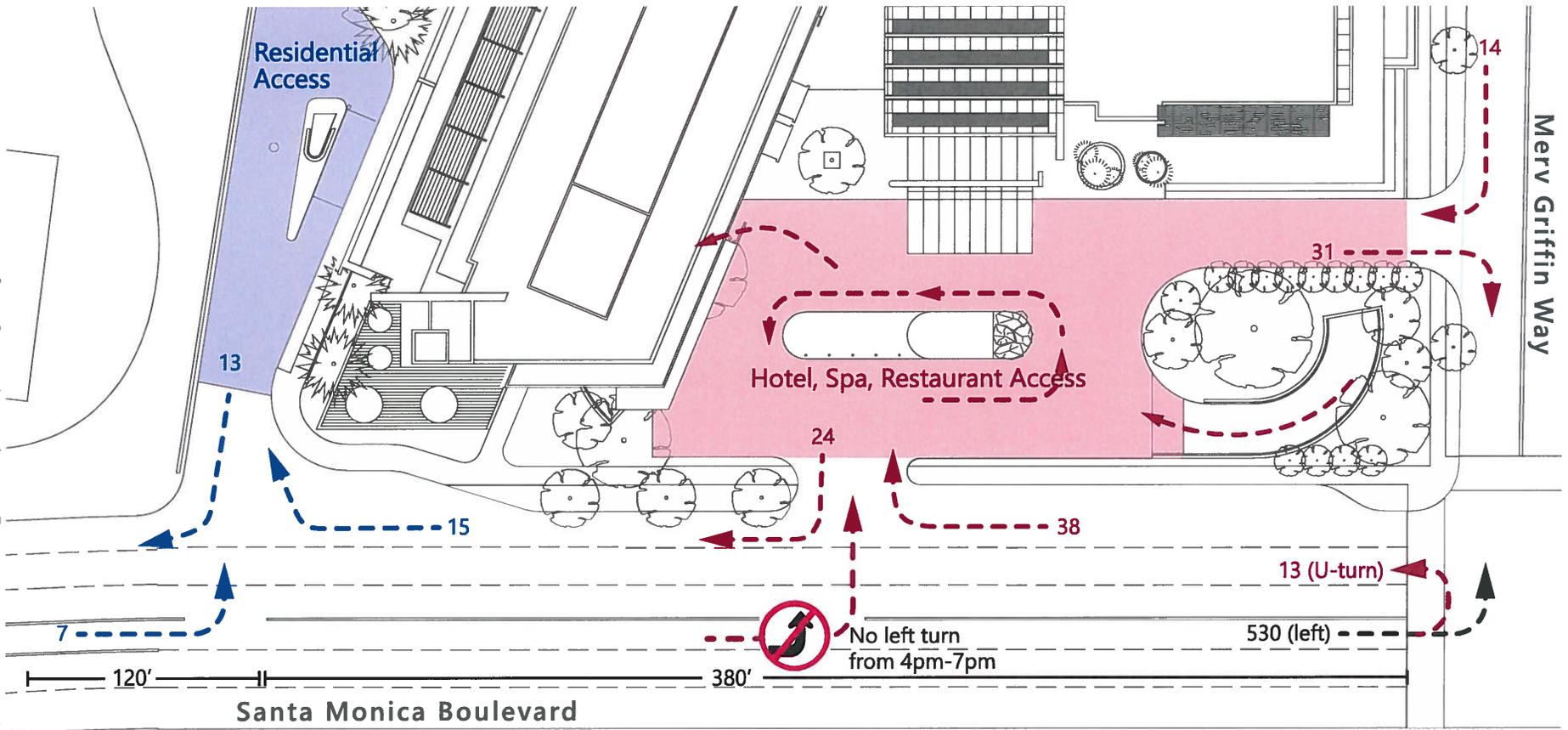


Figure 3-C

No Peak Hour Access to Motor Court  
 PM Peak Hour Project Trips and  
 Future Year 2020 Traffic Volumes



Project Trips   
 Year 2020 Traffic Volumes



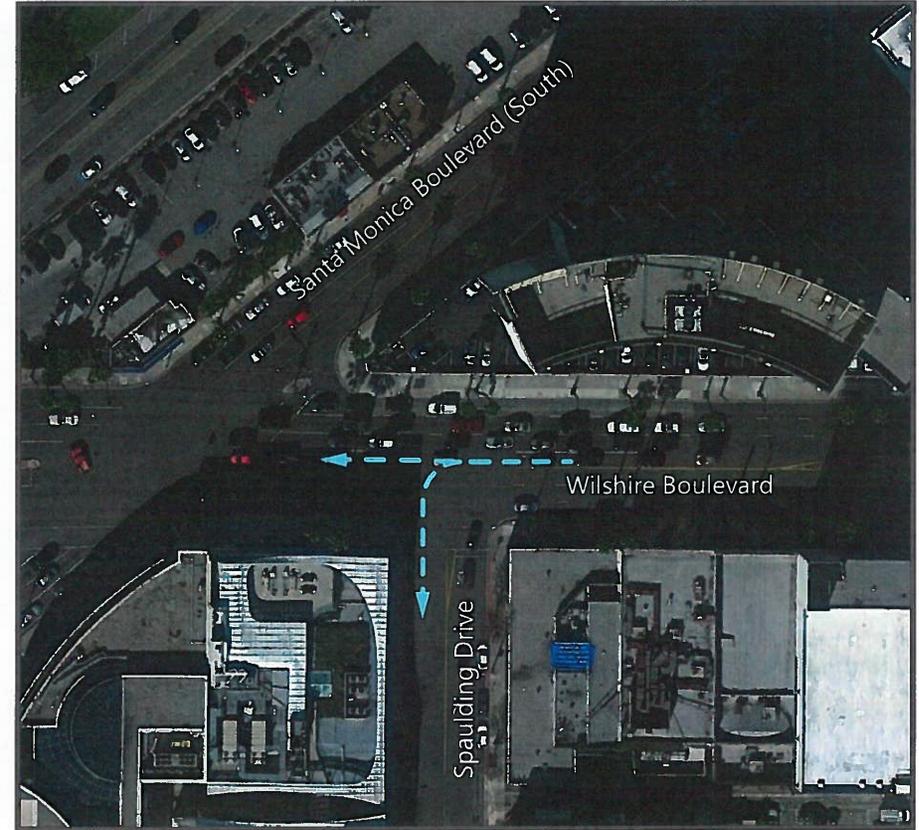
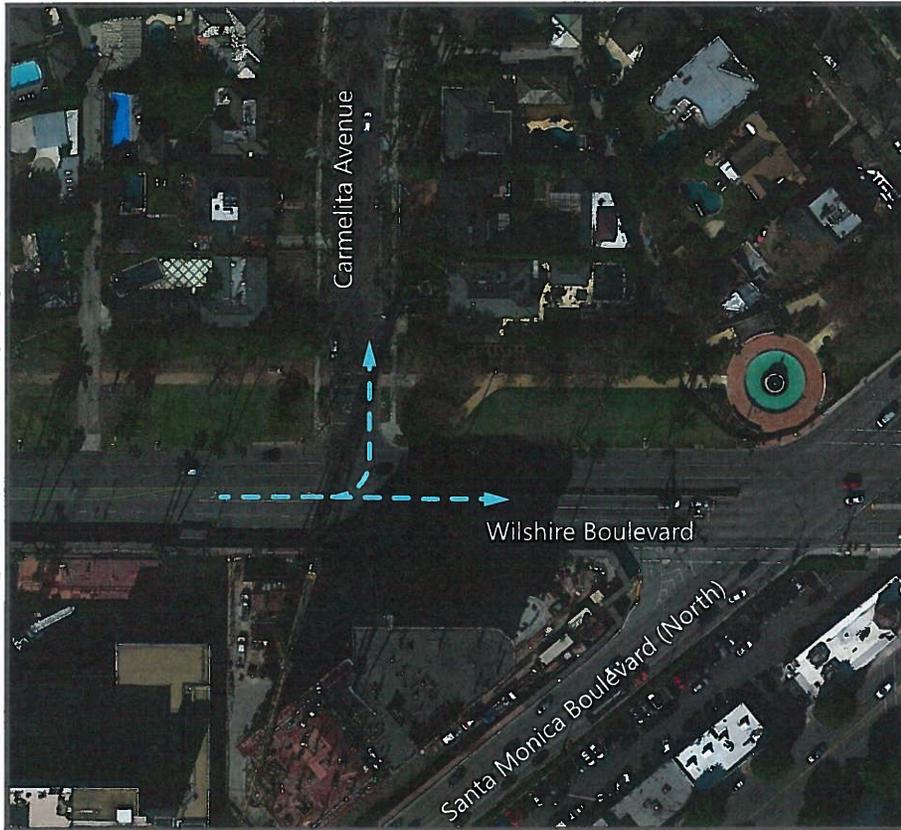


<b>Left-Turn Access Options for Hotel Motor Court</b>	<b>Advantages</b>	<b>Constraints</b>
<p>A. Provide left-turn access (as proposed under the preferred access option)</p>	<p>Disperses project-trips as vehicles have multiple options to enter the site.</p> <p>Project-trips are relatively low in comparison to background traffic volumes utilizing left-turn pocket (&lt;15 project trips in comparison to 530 vehicles during PM peak hour).</p> <p>Vehicle queuing study showed maximum queue of 450 feet with 500 feet of available storage (accounts for all vehicles utilizing turn lane, including residential driveway).</p> <p>Design is similar to other continuous/shared left-turn pockets in Beverly Hills (see Figure 4).</p>	<p>Project-trips entering Hotel Motor Court may block vehicles utilizing left-turn pocket to access Merv Griffin Way (on average, a vehicle will enter the Hotel Motor Court every 4 minutes during the PM peak hour).</p> <p>Vehicles may exit turn pocket to avoid project-trips and then re-enter turn pocket to turn onto Merv Griffin Way (unlikely to occur during PM peak hour due to congestion on Santa Monica Blvd but could occur during other times of day).</p>
<p>B. Remove left-turn access</p>	<p>Vehicles traveling eastbound on Santa Monica Blvd could still access the Hotel Motor Court by making a U-turn at Merv Griffin Way and then turn right turn into the site.</p> <p>Would avoid project-trips occasionally blocking vehicles utilizing left-turn pocket to access Merv Griffin Way.</p>	<p>Vehicle queuing study showed that maximum queue (550 feet) may extend beyond available storage during PM peak hour.</p> <p>Vehicles may continue to turn left into Hotel Motor Court; no physical barrier would prevent vehicles from making the left-turn into the project site (right-of-way is not available for raised median).</p>



<b>Left-Turn Access Options for Hotel Motor Court</b>	<b>Advantages</b>	<b>Constraints</b>
<p>C. Restrict left-turn access during peak hours (4:00 – 7:00 PM)</p>	<p>Based on background traffic volumes, would recommend that access restrictions only be considered from 4:00-7:00 PM.</p> <p>Provides direct access to site and disperses project trips during most hours of the day.</p>	<p>Difficult to sign peak hour turn restrictions given available right-of-way on Santa Monica Blvd; vehicles may not obey signage.</p> <p>May result in additional delays to vehicles making left-turn from Santa Monica onto Merv Griffin as all left-turn/U-turn vehicles would need to utilize traffic signal.</p>
<p>D. Remove left-turn access and restrict U-turns at Merv Griffin Way</p>	<p>Maximum capacity for background vehicles utilizing left-turn at Merv Griffin Way.</p> <p>Accounting for re-routing of vehicles to the Wilshire Boulevard &amp; Merv Griffin Way/Whittier Drive intersection, the LOS would continue to operate acceptably.</p>	<p>Project-trips utilizing eastbound Santa Monica Blvd would instead access the site by:</p> <ul style="list-style-type: none"> <li>- Utilizing Wilshire Blvd instead of Santa Monica Blvd and traveling south on Merv Griffin Way</li> <li>- Making a left-turn on Merv Griffin Way and then turning around at the Project Loading Dock or Hilton to travel back to the Motor Court</li> <li>- Continuing on Santa Monica Blvd and making a left-turn at Linden Dr to travel to Elevado Ave and then Whittier Dr to access Merv Griffin Way</li> </ul> <p>Future traffic signal at Merv Griffin Way provides a new U-turn opportunity; Limited U-turns are available along Santa Monica Blvd within Beverly Hills.</p>

V:\plaid03\data\Jobs\Active\2700s\2776\_One Beverly Hills\Graphics\AIFigures\Fig 4-Left Turn Lane Examples.ai



**Intersection of Santa Monica Boulevard (North) & Wilshire Boulevard:**  
 Eastbound Wilshire has a left-turn lane that also provides access to Carmelita Avenue

**Intersection of Santa Monica Boulevard (South) & Wilshire Boulevard:**  
 Westbound Wilshire has a left-turn lane that also provides access to Spaulding Drive



Figure 4

**Shared/Continuous Left-Turn Lane  
 Examples in Beverly Hills**





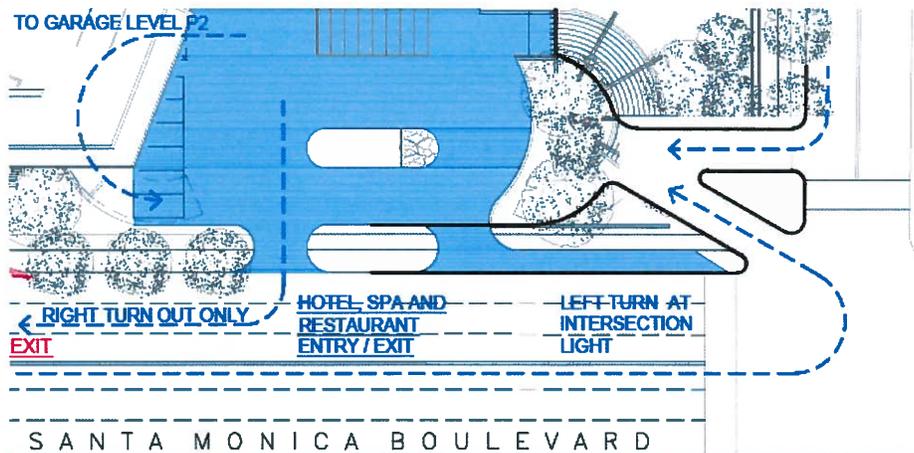
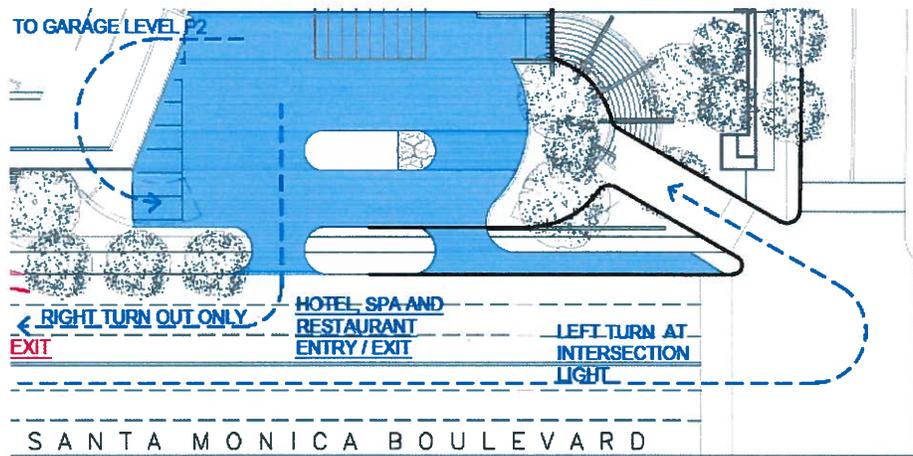
Based on the information presented above, the proposed site access (Option A) is still recommended as the preferred access option for the following reasons:

- The future traffic signal at the intersection of Merv Griffin Way and Santa Monica Boulevard will reduce delays for vehicles making a left-turn from eastbound Santa Monica Boulevard onto Merv Griffin Way.
- The left-turn access into the Hotel Motor Court will also be able to utilize the green-time provided by the traffic signal at Merv Griffin Way; vehicles can turn directly into the Hotel Motor Court at the same time that vehicles are turning onto Merv Griffin Way.
- The Proposed Project trips utilizing the eastbound left-turn lane are relatively low in comparison to background traffic volumes (<15 project trips in comparison to 530 vehicles during PM peak hour under Future Year 2020 conditions).
- The vehicle queuing study showed a maximum queue of 450 feet with 500 feet of available storage (accounts for all vehicles utilizing the turn lane, including the residential driveway).
- The proposed design is similar to other continuous/shared left-turn pockets in Beverly Hills (such as Wilshire Boulevard & Santa Monica Boulevard North and Wilshire Boulevard & Santa Monica Boulevard South as shown in the previous figure).
- Peak hour turn restrictions would be difficult to sign given available right-of-way on Santa Monica Boulevard; right-of-way is not available for raised median and vehicles may not obey signage.
- The preferred access option disperses project-trips as vehicles have multiple options to enter and exit the site.



## 2. Diagonal Entrance to Hotel Motor Court

Two of the site access options considered for the Proposed Project contained a diagonal entrance into the Motor Court from the intersection of Santa Monica Boulevard & Merv Griffin Way as illustrated below.





While this entrance is similar to the Beverly Hills Hotel at the corner of Sunset Boulevard & N. Crescent Drive, it was not recommended for implementation due the following reasons:

- The One Beverly Hills driveway provides a limited distance between the Hotel Motor Court and the entry point (less than 50 feet) in comparison to the design of the Beverly Hills Hotel (over 250 feet between the entry point and the valet/pick-up/drop-off area).
- The diagonal entrance to the Hotel Motor Court at the Merv Griffin Way & Santa Monica Boulevard intersection could result in driver confusion. Unlike an office or residential building, most people driving to a hotel are visiting from outside the area and not familiar with the site access or surrounding roadway network. Therefore, the diagonal driveway could result in on-going driver confusion for those visiting the hotel.
- The diagonal entrance to the Hotel Motor Court could result in high travel speeds from those entering the hotel from Santa Monica Boulevard. The diagonal entry way does not force vehicles to slow down upon entry.
- Pedestrian access to the hotel and along Santa Monica Boulevard would be disrupted with the diagonal driveway into the Hotel Motor Court. Pedestrian activity along Santa Monica Boulevard is expected to increase with the development of the Proposed Project and the Beverly Hilton site next door. Creating a pedestrian friendly and walkable environment between the One Beverly Hills and adjacent uses will help to encourage walking for short-distance trips.

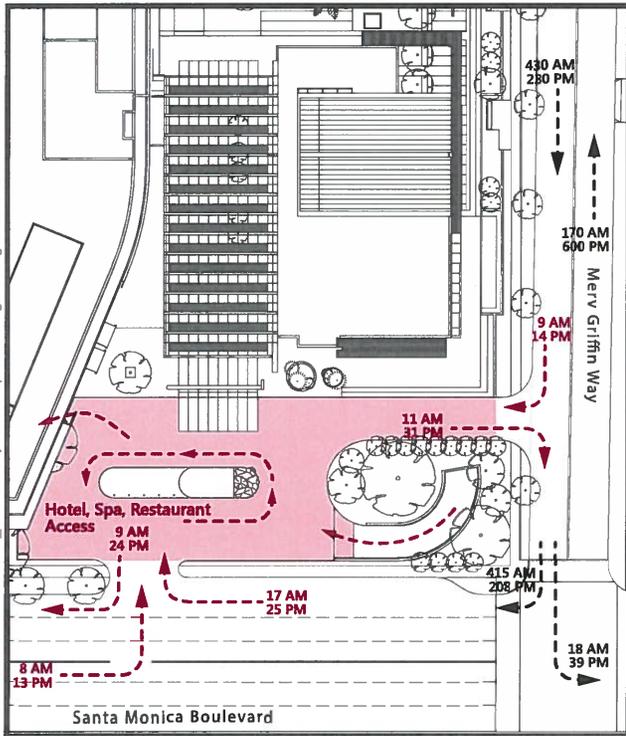
### **3. Hotel Motor Court Access to/from Merv Griffin Way**

The analysis conducted for the SEIR considered both one-way and two-way access between the Hotel Motor Court and Merv Griffin Way. The preferred access option proposed for the One Beverly Hills project would permit two-way (inbound and outbound) access between the Hotel Motor Court and Merv Griffin Way. However, multiple access options were studied as part of the SEIR. The following options are presented for additional consideration:

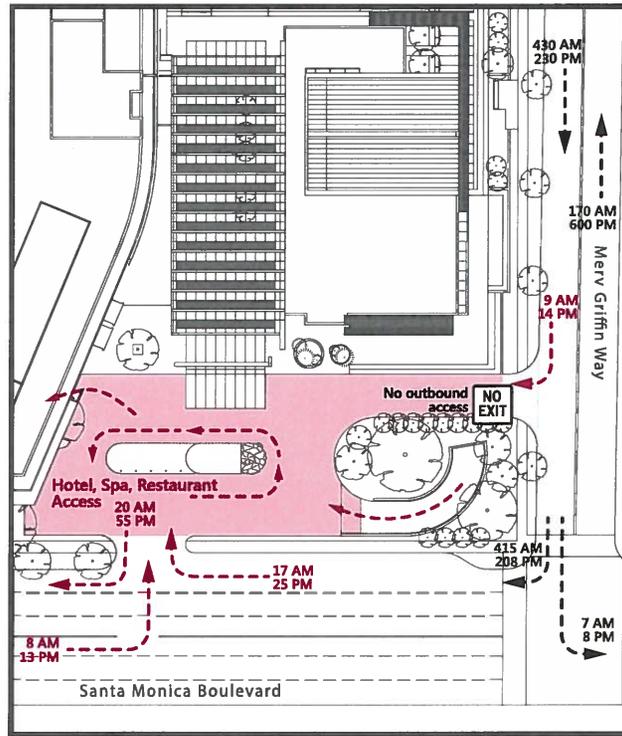
- A. Provide two-way access (as proposed under the preferred access option)
- B. Provide one-way inbound access only
- C. Restrict outbound access during peak hours

Figure 5 displays each of these access options. The table below summarizes the advantages and constrains of each option.

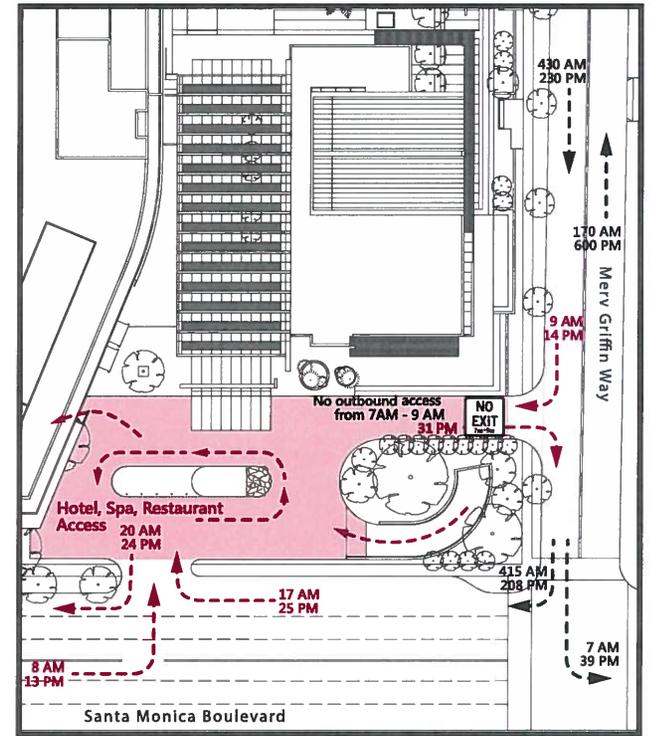
\\plac03\data\Jobs\Active\2700s\2776\_One Beverly Hills\Graphics\A\Figures\Fig. 5-Motor Court Outbound Access.ai



Option A: Two-Way Access to/from Merv Griffin Way



Option B: Inbound Access Only



Option C: Peak Hour Outbound Access Restrictions



Project Trips 

Future Year 2020 Traffic Volumes 



Figure 5

### Merv Griffin Way Access Project Trips and Future Year 2020 Trips



<b>Merv Griffin Way Access Options for Hotel Motor Court</b>	<b>Advantages</b>	<b>Constraints</b>
<p>A. Provide two-way access (as proposed under the preferred access option)</p>	<p>Disperses project-trips as vehicles have multiple options to enter and exit the site.</p> <p>Allows vehicles to exit the site and utilize the future traffic signal at Merv Griffin Way to travel into the City of Beverly Hills. Otherwise, vehicles would exit the project site onto westbound Santa Monica Boulevard and then make a U-turn at Avenue of the Stars to return to Beverly Hills.</p> <p>Two-way access was analyzed in the SEIR and does not impact nearby intersections (LOS reported in Tables 8-1 and 8-2).</p>	<p>Vehicles exiting project site and making a left-turn from Merv Griffin Way to eastbound Santa Monica Boulevard may block vehicles traveling southbound on Merv Griffin Way due to available storage (approximately 75 feet between signalized intersection and Hotel Motor Court driveway).</p>
<p>B. Provide one-way inbound access only</p>	<p>Avoids potential blockage of southbound vehicles on Merv Griffin Way.</p> <p>One-way inbound only access was analyzed in the SEIR and does not impact nearby intersections (LOS reported in Tables 4.5-6 and 4.5-12).</p>	<p>Increases overall amount of travel along Santa Monica Boulevard; vehicles would exit the project site onto westbound Santa Monica Boulevard and then make a U-turn at Avenue of the Stars to return to Beverly Hills.</p>



<b>Merv Griffin Way Access Options for Hotel Motor Court</b>	<b>Advantages</b>	<b>Constraints</b>
<p>C. Restrict outbound access during peak hours (7:00 – 9:00 AM)</p>	<p>Provides direct access to Merv Griffin Way during the majority of the day.</p> <p>Avoids potential blockage of southbound vehicles on Merv Griffin Way.</p> <p>Based on traffic volumes on Merv Griffin Way, it is recommended that access restrictions only be considered from 7:00-9:00 AM. Southbound AM peak hour traffic volumes are nearly twice as high as PM peak hour volumes. However, the number of vehicles exiting the hotel in the AM peak hour is minimal (11 vehicles expected to exit Motor Court onto Merv Griffin Way).</p>	<p>Increases overall amount of travel along Santa Monica Boulevard during AM peak period; vehicles would exit the project site onto westbound Santa Monica Boulevard and then make a U-turn at Avenue of the Stars to return to Beverly Hills. However, the number of vehicles that would make this U-turn movement is minimal (approximately 11 vehicles per hour).</p>

Based on the information presented above, the proposed site access option providing two-way access to/from Merv Griffin Way (Option A) is still recommended. To minimize the potential of southbound vehicles traveling on Merv Griffin Way being blocked by vehicles exiting the Motor Court, "Keep Clear" signage and pavement markings could be implemented at the project driveway.



#### 4. Truck Trips at Loading Dock

The Proposed Project would have deliveries between 6:00 AM and 2:30 PM Monday through Saturday. Table RTC-8 in the SEIR (and shown below) presents the number of truck trips per day for the Proposed Project in comparison to the Approved Project. As shown, the Proposed Project would generate an additional 24 truck trips per week, with an average increase of 4 truck trips per day.

**Table RTC-8 from SEIR**

**Proposed Project in Comparison to Approved Project: Estimated Delivery/Truck Trips for Site Operations**

Site Operations	Daily Truck Trips (6:00 AM - 2:30 PM)							Weekly
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Approved Project	4	6	4	3	6	1	0	24
One Beverly Hills	8	10	8	8	10	4	0	48
<b>Net Additional Truck Trips</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>24</b>

The truck data presented in the SEIR does not reflect the number of garbage trucks that would serve the project. Table 1 shows the number of garbage trucks that would serve the Approved Project (5 trucks per week) and the Proposed One Beverly Hills Project (6 trucks per week). The Proposed Project would require one additional garbage truck per week resulting in an overall increase of 25 truck trips per week. As discussed in the SEIR, the truck trips were included in the trip generation estimates for the Proposed Project, and therefore, reflected in the traffic impact analysis. The one additional garbage truck per week is not expected to result in any new traffic impacts.



**Table 1**  
**Proposed Project in Comparison to Approved Project:**  
**Estimated Delivery & Garbage Truck Trips for Site Operations**

Site Operations	Daily Truck Trips (6:00 AM - 2:30 PM)							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Weekly
Approved Project	4	6	4	3	6	1	0	24
<i>Plus Garbage Trucks</i>	1	0	1	1	1	1	0	5
<b>Approved Project Total</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>29</b>
One Beverly Hills	8	10	8	8	10	4	0	48
<i>Plus Garbage Trucks</i>	1	1	1	1	1	1	0	6
<b>One Beverly Hills Total</b>	<b>9</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>54</b>
<b>Net Additional Truck Trips</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>24</b>
<b>Net Additional Total Truck Trips (with Garbage Trucks)</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>25</b>
Note: Garbage truck service days are unknown at this time and subject to provider schedules.								



## **5. Construction Access from Santa Monica Boulevard**

As explained in the Final SEIR, the proposed haul route for construction truck trips has been revised to avoid Wilshire Boulevard and instead utilize Santa Monica Boulevard for both inbound and outbound trips. As shown in Figure 2-8a of the Final SEIR, construction vehicles (including trucks) would access the One Beverly Hills site as follows:

- Construction vehicles would enter the project site from eastbound Santa Monica Boulevard at the western project boundary (at the location of the future residential driveway) utilizing the existing eastbound turn pocket; a flagman would stop traffic on westbound Santa Monica Boulevard when large trucks are entering the site.
- Once vehicles are on-site, they would load/unload materials, and then they would turn around within the project site.
- Construction vehicles would exit the site directly onto westbound Santa Monica Boulevard (at the existing service road); a flagman would stop traffic on westbound Santa Monica Boulevard when large trucks are exiting the site.

The feasibility of trucks making the left-turn movement from eastbound Santa Monica Boulevard into the project site was raised as a potential concern during the Planning Commission meeting. However, this movement is similar to how construction vehicles enter the Beverly Hilton Revitalization site as summarized below:

- For construction of the Beverly Hilton Revitalization project, trucks typically access the site by turning left from eastbound Santa Monica Boulevard onto Merv Griffin Way. The trucks then proceed by making a right turn onto Wilshire Boulevard, and a right turn onto westbound Santa Monica Boulevard to enter the construction site.
- During the past two to three weeks, Wilshire Boulevard has been under construction (the right-turn lane has been closed), which has resulted in a change to site access from that described above. Construction trucks enter and exit the Beverly Hilton Revitalization site directly to/from Santa Monica Boulevard (instead of utilizing Merv Griffin Way). Trucks have two options for accessing the site: 1) they turn directly into the construction site from eastbound Santa Monica Boulevard, or 2) they make a U-turn from eastbound Santa Monica Boulevard onto westbound Santa Monica Boulevard and then back into the project



site (vehicles would access the Proposed Project similar to the first option and there would be no need for vehicles to back into the project site).

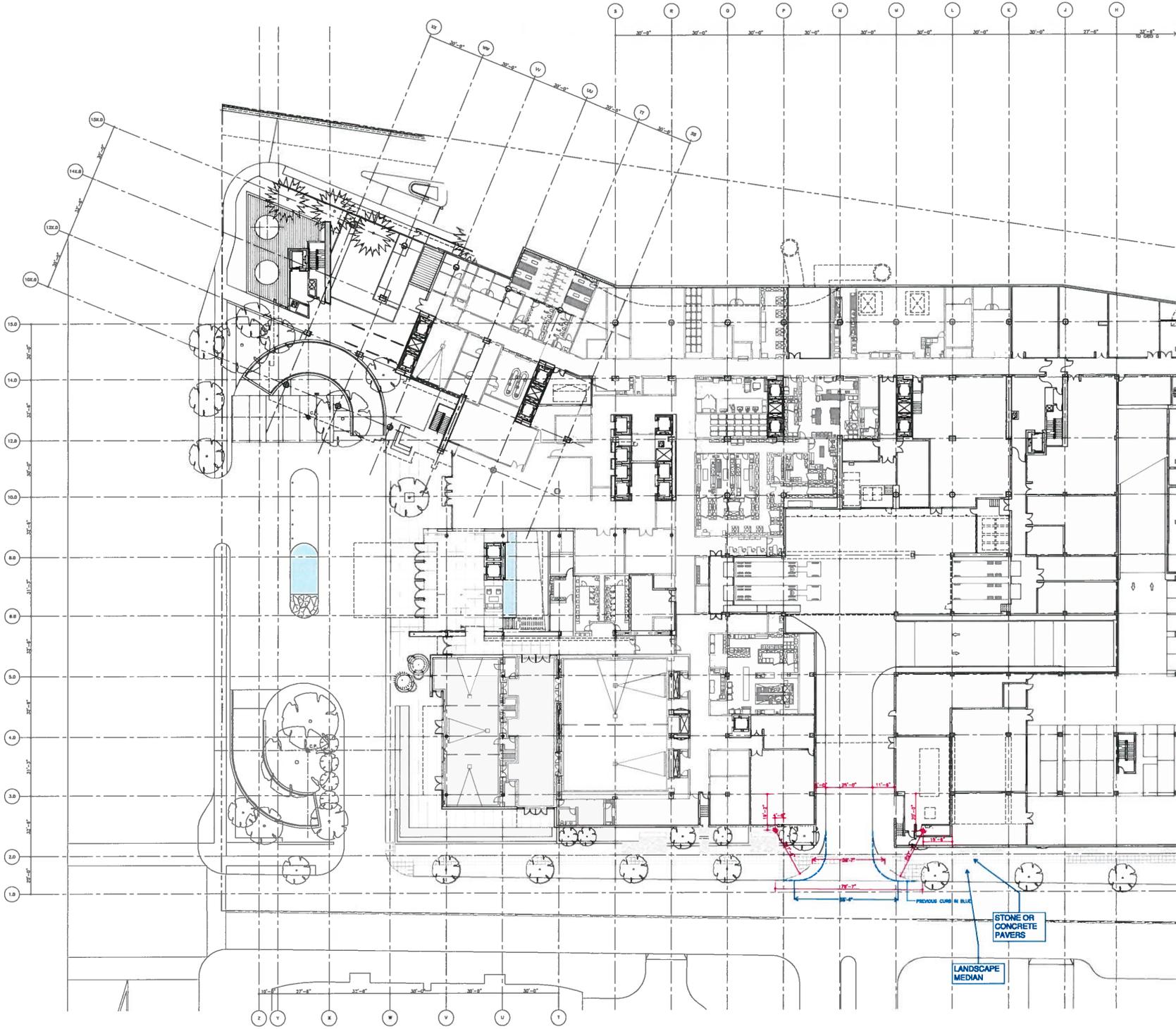
- A flagman stops traffic on Santa Monica Boulevard when large trucks enter or exit the Beverly Hilton Revitalization site. The flagman stops traffic in sync with the traffic signal at Santa Monica Boulevard & Wilshire Boulevard, and therefore, the flagman contributes to little or no traffic delays along Santa Monica Boulevard.

Based on the findings above, the proposed hauling route along Santa Monica Boulevard is feasible for truck access to/from the Proposed Project site.



**Planning Commission Report**  
9900 Wilshire Boulevard (One Beverly Hills)  
September 19, 2016

**Attachment F**  
Revised Loading Dock Entrance Design



11/11/2023 Date 11/11/2023 Revision

⊗  
**One Beverly Hills**

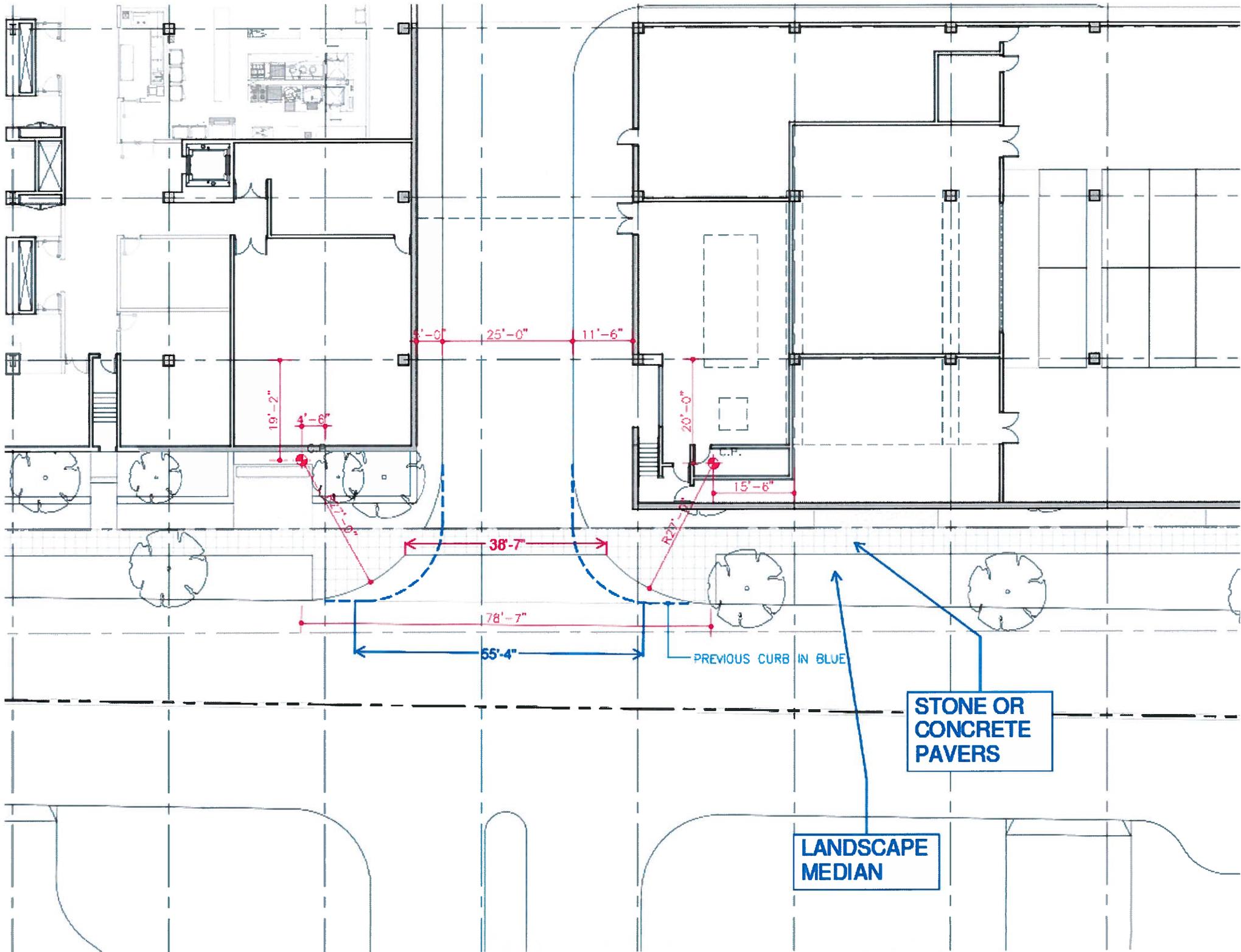
5555 Wilshire Blvd  
 Beverly Hills, California  
 PROJECT NO. 14880  
 OWNER: WANDA BEVERLY HILLS PROPERTIES LLC  
 625 N. CAHILL DRIVE  
 BEVERLY HILLS, CALIFORNIA 90210  
 ARCHITECT: EDWARDS MEECE & PARTNERS LLP  
 1501 DAWLEY AVENUE  
 LOS ANGELES, CALIFORNIA 90046  
 TEL: 310.288.2266  
 FAX: 310.288.2268



South Building Floor Plan  
 LEVEL P1  
 EL. -23'-07"-00"

DATE: 11/11/23  
 SCALE: 1/8" = 1'-0"  
 DRAWN: [Signature]  
 CHECKED: [Signature]

**A2.1.3**





**Attachment G**  
Parking Demand Analysis (Submitted by Applicant)

## MEMORANDUM

---

To: Jay Newman  
Athens BH Development, LLC

Date: September 9, 2016

---

From: David S. Shender, P.E.  
Linscott, Law & Greenspan, Engineers

LLG Ref: 5-16-0232-1

---

Subject: **Parking Demand Analysis - One Beverly Hills Project**

---

Engineers & Planners  
Traffic  
Transportation  
Parking

**Linscott, Law &  
Greenspan, Engineers**  
20931 Burbank Boulevard  
Suite C  
Woodland Hills, CA 91367  
818.835.8648 T  
818.835.8649 F  
www.llgengineers.com

Pasadena  
Irvine  
San Diego  
Woodland Hills

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a comprehensive parking assessment related to the proposed One Beverly Hills project located at 9900 Wilshire Boulevard (the Project) in the City of Beverly Hills.

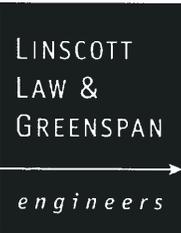
The Project proposes to provide 1,140 parking spaces on-site, which satisfies the parking supply required for the development based on the Beverly Hills Municipal Code (the "BHMC") subject to Planning Commission approval of certain BHMC discretionary credits. While the Project will provide the Code-required parking supply on-site, this report has been prepared to demonstrate that actual number of parking spaces needed on-site to support the Project will be less than the proposed supply of 1,140 spaces. In addition, the Project's overly large motor court provides stacking for an additional 22 full-size vehicles/SUVs without any impact on motor court circulation.

Details of the parking assessment prepared for the Project are provided in the following sections.

### Proposed Project

The Project consists of a mixed-use development including 193 condominium residences, as well as a 134-room hotel with the following ancillary facilities:

- 7,942 square feet of ballroom and meeting facilities;
- 16,057 square feet of indoor restaurant area (including back-of-house space);
- 1,600 square feet of outdoor restaurant area;
- 1,907 square feet of lobby lounge;
- 7,370 square feet of spa area;
- 7,065 square feet of fitness area; and
- 2,484 square feet of retail area.



The Project proposes to provide 1,162 parking spaces on-site including the motor court stacking spaces. The proposed supply of on-site parking satisfies the amount required for the development by the Beverly Hills Municipal Code subject to Planning Commission approval of certain BHMC discretionary credits. However, as demonstrated herein, LLG forecasts that the actual number of parking spaces needed to support the Project is less than the 1,162 spaces that will be provided. This forecast is based upon the fact that the Project is a mixed-use project that will have shared parking. In accordance with the professional findings, guidelines and recommendations of the Urban Land Institute (ULI), LLG has prepared an analysis of the mixed-use parking demand for the Project.

Parking for the residential component (558 spaces) will be reserved and separated from the parking supply for the hotel component and related ancillary facilities (582 spaces plus an additional 22 parking spaces in the motor court). Further, the parking for the hotel will be by valet attendants only for security purposes, as well as to ensure optimum utilization and operation of the parking supply.

In addition to the building areas, the Project proposes to provide landscaped gardens, of which a portion (35,270 square feet of area) would be opened to visitation by the public (i.e., persons not visiting or otherwise affiliated with the residential, hotel, or ancillary components of the Project). The Beverly Hills Municipal Code does not require parking for public gardens. However, as demonstrated herein, the significant excess parking provided by the Project will be more than sufficient to accommodate any incremental demand for parking which may be generated by motorists driving to the site and visiting the public gardens.

### **Code Parking Calculation**

The City of Beverly Hills Municipal Code – specifically, portions of Articles 27 and 28 from Section 10-3 of the Municipal Code – provides the applicable off-street parking requirements for the Project. *Table 1* attached to this memorandum provides the calculation of Code-required parking for the Project. The Code parking calculation was previously reviewed and approved by City staff.

As shown in *Table 1*, a total of 1,140 parking spaces are required for the Project, including 558 spaces for the residential component (residents and their guests) and 582 spaces for the hotel component, including all of the ancillary dining, spa, and retail facilities. For the hotel component, the calculation includes appropriate adjustments to the required parking for the guestrooms and commercial facilities as stipulated in the Municipal Code section due to the expected use of the ancillary facilities by hotel guests. As discussed earlier, the Project will be providing 1,162 parking spaces with the inclusion of the 22 parking spaces in the Project's overly large motor court.

## Forecast Parking Demand

It can be reliably forecast that the actual parking demand at the Project will be substantially less than what would otherwise be required by the BHMC (i.e., 1,140 spaces) and the 1,162 parking spaces that are being provided in the Project. This is because the City's municipal code calculation of required parking is determined without consideration of the ULI's shared parking analysis which results in a reduced parking demand as compared to the Beverly Hills Municipal Code.

The second edition of the *Shared Parking* manual published by the ULI was consulted for purposes of preparing this parking demand analysis. The *Shared Parking* manual was prepared by the ULI through the collection and evaluation of parking utilization data for a variety of land uses (hotels, retail, restaurants, office, etc.) both on a "stand-alone" basis, as well as in a multi-use development setting. Based on the review of this data, the *Shared Parking* manual provides recommendations for adjusting baseline parking rates to account for variations in parking demand that occur throughout the day.

For example, at a typical hotel, the highest demand for parking associated with the guestrooms typically occurs at night when nearly all hotel guests are at the site for the evening. During the day, however, parking demand related to the guestrooms is substantially less as many hotel guests are off-site. Thus, the ULI manual provides hour-by-hour parking profiles (or indices) for land uses such as hotels expressed as a percentage of peak demand. For hotels, it is assumed that the guestrooms will generate 100% of their peak parking demand at 12:00 a.m. (midnight). However, during the daytime, the amount of parking generated by the guestrooms is much less (e.g., 55% of peak demand at 12:00 p.m. noon). Thus, a parking space used by a hotel guest in the evening can be used (shared) with a parker associated with another component in the Project (e.g., meeting room) that has a peak daytime or early evening parking demand.

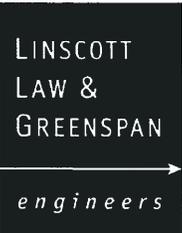
**Table 2** has been prepared to summarize the shared parking analysis for a weekend (e.g., Saturday) condition at the Project, which is expected to be the day of the week with the highest parking demand at the site. The analysis has been prepared using the time of day parking factors provided in the ULI *Shared Parking* manual for weekend conditions.

The following notes are provided related to the preparation of the shared parking analysis:

- As previously noted, the residential-related parking (resident and guest) at the Project would be separate from the hotel parking and thus would not be available for sharing. Accordingly, *Table 2* indicates a consistent demand for the 558 spaces required throughout the day for the residential uses as required by the Beverly Hills Municipal Code.
- For the guestroom, food and beverage, and meeting room/banquet space components, the unadjusted parking requirements for each of these uses (134, 267, and 284 spaces, respectively) were reduced by 15% per Beverly Hills Municipal Code Section 10-3-2866 (See Note 6 on *Table 1*), consistent with the calculation of the Code-required parking for the Project.
- For the food and beverage areas, the calculation of the parking for the all-day restaurant (2,633 s.f.), lobby lounge (1,907 s.f.) and outdoor area adjacent to the lobby lounge (1,000 s.f.) was determined through utilization of the ULI hotel restaurant parking profiles (5,540 s.f. total). The calculation of the parking for the remaining food and beverage areas, such as the Chinese restaurant (3,323 s.f.), rooftop bar (2,046 s.f.), VIP function room (2,847 s.f.), and associated outdoor dining (600 s.f.) was determined through utilization of the ULI fine dining parking profiles (8,816 s.f. total).
- The ULI *Shared Parking* manual provides separate parking profiles for hotel meeting room and banquet facilities (i.e., meeting rooms have a peak daytime parking demand whereas banquet facilities have a peak evening parking demand). Accordingly, the calculation of the parking for the meeting room (3,467 s.f.) and ballroom (4,475 s.f.) have been separated in the parking analysis.

*Table 2* indicates that the peak parking demand for the Project is forecast to occur at 8:00 p.m. when 1,030 parking spaces would be utilized. This results in a surplus of 132 parking spaces when compared to the proposed supply of 1,162 spaces (which includes the motor court spaces).

It is noted that during the daytime hours, the forecast surplus of parking would be even higher than the evening condition. For example, at 1:00 p.m., *Table 2* indicates that 989 parking spaces would be utilized, resulting in a surplus of 173 parking spaces. Thus, there is expected to be a significant number of unused parking spaces available for persons who may drive to the site for the sole purpose of visiting the public gardens. The actual parking demand related to the public use of the gardens will likely be significantly less.



As previously noted, the Project proposes to operate the hotel's parking supply through valet attendants only (i.e., no self-parking). A valet-only system allows for the most optimum use of the parking supply as the parking attendants can arrange parked vehicles (e.g., short-term and long-term parking) so as to provide the most efficient use of the subterranean garage. The parking attendants are also immediately aware of available parking, and thus, will not need to circulate through the parking system to find unused spaces as may otherwise occur in a self-park operation. In addition, unless the parking garage provides complete separation of the valet parking from the self-parking, there will be inevitable conflicts between the trained professional valet parking attendants and the self-parkers who are likely unfamiliar with the parking facility that can lead to conflicts and actual delays in the delivery of cars to and from the motor court. Finally, based upon our experience with a multitude of hotels throughout California, the vast majority of luxury hotels are valet parked with no self-parking option. This is also the case in Beverly Hills.

With respect to mechanical parking and automated parking, we are not aware of any functioning systems that are suitable for a luxury hotel in Beverly Hills.

cc: File

**Table 1. One Beverly Hills  
MOD 2**

**City Code Parking Requirement**

**Revised on 10-7-15**

10-7-15

Move BOH to Commercial. No 25% restaurant credit. Limit 50% commercial credit.  
With appurtenant space reduction.

Use	Units	Quantity	Code Requirement	No. Spaces
<b>Residential</b>				
1-Bedroom	DU's	41	2.0 /DU <sup>1</sup>	82
2-Bedroom	DU's	72	2.5 /DU <sup>1</sup>	180
3-Bedroom	DU's	58	3.0 /DU <sup>1</sup>	174
4-Bedroom	DU's	15	3.0 /DU <sup>1</sup>	45
5-Bedroom	DU's	7	4.0 /DU <sup>1</sup>	28
Subtotal		193		509
Guest Parking		193	0.25 /DU <sup>2</sup>	49
<b>Total Residential</b>				<b>558</b>
<b>Hotel</b>				
Rooms	Rooms	134	1.0 /room	134 <sup>3,4,5</sup>
<b>Restaurant</b>				
All-Day	SF	2,633 <sup>7</sup>	{ 1 sp/45 sf dining & bar <=9,000 sf;	
Lobby Lounge	SF	1,907 <sup>8</sup>		
Chinese Restaurant	SF	3,323 <sup>9</sup>		
Rooftop Bar	SF	2,046 <sup>10</sup>		
VIP Function Room	SF	2,847 <sup>20</sup>		
Outdoor Dining	SF	1,600		
Subtotal		14,356	Note 11	283
<b>Subtotal w/ Apurtenant Exemption</b>		<b>13,351</b>	<b>Note 21</b>	<b>267</b>
<b>Commercial</b>				
Restaurant BOH	SF	5,208	1.0 /350 sf	15
Spa	SF	7,370	1.0 /350 sf <sup>13</sup>	22
Hotel Boutique Shop	SF	2,484	1.0 /350 sf <sup>13</sup>	8
Fitness Center	SF	7,065	1.0 /100 sf <sup>19</sup>	0 <sup>14</sup>
Subtotal		22,127		<b>45</b>
Meeting Room				
Meeting Area	SF	7,942 <sup>16</sup>	1.0 /28 sf <sup>17</sup>	284 <sup>18</sup>
<b>Total Hotel</b>				<b>730</b>
25% Credit for Restaurant Uses			Note 12	0
50% Credit for Commercial Uses			Note 15	-45
Subtotal Hotel				<b>685</b>
15% Reduction			Note 6	-103
<b>Net Hotel</b>				<b>582</b>
<b>Total Project</b>				<b>1,140</b>

1. City of Beverly Hill Code 10-3-2816.
2. City of Beverly Hill Code 10-3-2817.
3. City of Beverly Hill Code 10-3-2730 B1.
4. City of Beverly Hill Code 10-3-2866 E1: 1/3 of the parking shall be used exclusively for hotel employee.  
For 134 rooms = 45 sp parking which may be off-site parking if such parking is situated within 500 ft of the hotel.
5. City of Beverly Hill Code 10-3-2866 H: the parking requirement can be satisfied by providing tandem or compact parking spaces. Compacts may not exceed 25% of the required parking spaces. Such compact or tandem parking spaces shall be approved by conditional use permit in conjunction with a parking operations management program.
6. City of Beverly Hill Code 10-3-2866 I: the parking requirement may be reduced by not more than 15% where a finding is made in approval of the conditional use permit that; because of the location of the hotel, availability of public transportation; or proximity and concentration of shopping to the hotel site, the hotel use will not generate a need for the required number of parking spaces.
7. Total 4,567 sf where 2,633 sf is dining/bar area.
8. Total 1,907 sf where 1,907 sf is dining/bar area.
9. Total 5,585 sf where 3,323 sf is dining/bar area.
10. Total 2,682 sf where 2,046 is bar area.
11. City of Beverly Hill Code 10-3-2730 B9: 1 space per 45 sf of dining and bar floor area for the first 9,000 sf and 1 space per 65 sf of dining and bar floor area in excess of 9,000 sf.
12. City of Beverly Hill Code 10-3-2730 B9: 25% of the spaces required to be provided for a building or structure by City Code subsection 10-3-2730 B1 and 10-3-2730 B10 may also be applied toward the requirements of City Code subsection 10-3-2730 B9. **This not applied per City's comments.**
13. City of Beverly Hill Code 10-3-2730 B10. Conservative assumption: no hotel ancillary uses except fitness center.
14. Fitness center is private ancillary use of hotel.
15. City of Beverly Hill Code 10-3-2866 D1: 50% of the hotel room parking may be credited to commercial parking requirements.  
**Limited to commercial requirement.**
16. Includes ballroom and all meeting rooms. Excludes pre-function room, screening room and bridal room.
17. City of Beverly Hill Code 10-3-2730 B4.
18. City of Beverly Hill Code 10-3-2866 C: if the hotel is approved by conditional use permit, the minimum parking requirement is 1 sp for two occupants, so would be 265 spaces ( 15 sf/occupant, max occupant is 529).
19. City of Beverly Hill Code 10-3-2730 B14.
20. Total 3,223 sf where 3,223 sf is dining/bar area.
21. **Section 10-3-2688 F. Appurtenant parking is exempt. 67 rooms (half of 134 total rooms) \* 15 sf/room = 1,005 sq. ft. can be deducted from FOH sq. ft. 14,356 - 1,005 = 13,351 sf.**

**Table 2  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]  
ONE BEVERLY HILLS PROJECT**

Land Use	Hotel	Hotel Restaurant & Lounge	Destination Restaurant & Lounge	Meeting Room	Banquet Space	Residential [4]	Shared Parking Demand
Size	134 Rms	5,540 KSF	8,816 KSF	3,467 KSF	4,475 KSF	193 DU	
Parking Rate[2]							
Gross Spaces	114 Spc.	88 Spc.	139 Spc.	105 Spc.	136 Spc.	558 Spc.	
Time of Day [3]	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	
6:00 AM	108	0	0	0	0	558	666
7:00 AM	108	9	0	0	0	558	675
8:00 AM	103	26	0	53	41	558	781
9:00 AM	91	9	0	105	82	558	845
10:00 AM	80	9	0	105	82	558	834
11:00 AM	80	4	21	105	82	558	850
12:00 PM	74	88	70	105	88	558	983
1:00 PM	74	88	76	105	88	558	989
2:00 PM	80	29	63	105	88	558	923
3:00 PM	80	9	63	105	88	558	903
4:00 PM	86	9	63	105	88	558	909
5:00 PM	91	26	83	105	136	558	999
6:00 PM	97	48	125	53	136	558	1,017
7:00 PM	97	53	132	32	136	558	1,008
8:00 PM	103	62	139	32	136	558	1,030
9:00 PM	108	59	125	11	136	558	997
10:00 PM	108	53	125	0	68	558	912
11:00 PM	114	35	125	0	0	558	832
12:00 AM	114	26	70	0	0	558	768

**Notes:**

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates per Beverly Hills Municipal Code. See Table 1 for details.

[3] Time of day parking rates based on the weekend parking demand ratios (for customers), as summarized in Table 2-6 of the "Shared Parking" manual.

[4] Parking allocated for residential use is assumed to be separate and secured; thus, it is not available for sharing with other project components.



**Attachment H**

Valet vs. Self-Parking Survey (Submitted by Applicant)

Hotel	Rooms	Valet	Self
-------	-------	-------	------

<b>Beverly Hills Hotels</b>			
-----------------------------	--	--	--

<b>Luxury Hotels</b>			
----------------------	--	--	--

L`Ermitage	116	Valet	
Waldorf Astoria Beverly Hills	170	Valet	
The Peninsula Beverly Hills	195	Valet	
Montage Beverly Hills	201	Valet	Self*
Beverly Hills Hotel	208	Valet	
Beverly Wilshire Beverly Hills	395	Valet	

<b>Other Than Luxury Hotels</b>			
---------------------------------	--	--	--

Sirtaj Hotel	32	Valet	
Beverly Terrace Hotel	39	Valet	
The Crescent Hotel	40	Valet	
Maison 140	44		Self
Mosaic Hotel	49	Valet	
Avalon Hotel	84	Valet	
Luxe Hotel Rodeo Drive	86	Valet	
AKA Beverly Hills - Extended Stay	88	Valet	Self
Sixty Beverly Hills	107	Valet	
Residence Inn Beverly Hills	186	Valet	Self
Marriott Beverly Hills	260	Valet	
Beverly Hilton	352	Valet	Self

\* Public parking structure allows self parking.

<b>Outside Beverly Hills</b>			
------------------------------	--	--	--

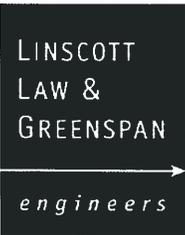
<b>Luxury Hotels</b>			
----------------------	--	--	--

Bel Air Hotel	103	Valet	
Mr. C Hotel	137	Valet	
Four Seasons Los Angeles at Beverly Hills	285	Valet	
Luxury Collection SLS Hotel at Beverly Hills	297	Valet	



**Attachment I**

Simultaneous Events Assessment (Submitted by Applicant)



MEMORANDUM

To: Jay Newman
Athens BH Development, LLC
Date: September 9, 2016
From: David S. Shender, P.E.
LLG Ref: 5-16-0232-1
Linscott, Law & Greenspan, Engineers
Subject: Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
20931 Burbank Boulevard
Suite C
Woodland Hills, CA 91367
818.835.8648
818.835.8649
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers ("LLG") to provide a supplemental assessment regarding the potential traffic impacts related to potential simultaneous special events at the proposed One Beverly Hills project (the "Project") and the adjacent Beverly Hilton Hotel and the Waldorf-Astoria Hotel (after opening) when each hotel is at full capacity. This assessment is not required under the City's established traffic methodologies and procedures, but has been prepared at the request of the Project applicant to provide the fullest range of information on the Project.

The Project is located at 9900 Wilshire Boulevard in the City of Beverly Hills and is adjacent to the existing Beverly Hilton Hotel and the under construction Waldorf Astoria Hotel. Figure 1 shows the location of the Project site within the general vicinity.

Consistent with the City's traffic methodology utilized by their consultant Fehr & Peers, the traffic study for the One Beverly Hills Project prepared by Fehr & Peers analyzed typical Project operations, as well as typical operations at the Beverly Hilton/Waldorf Astoria. In response to questions posed to the Project applicant, LLG has prepared a review of the potential traffic conditions when simultaneous special events occur at the Project and at the Beverly Hilton and the Waldorf Astoria Hotel when each hotel is at full occupancy. This analysis, which utilizes data from the One Beverly Hills project traffic study and the Beverly Hilton traffic study that were utilized as part of the One Beverly Hills supplemental environmental impact report ("SEIR") and the Beverly Hilton Revitalization Plan environmental impact report ("EIR"), respectively, determined that there will be no significant impacts at any of the nearby intersections and street segments during these occasional peak conditions. These are the same intersections and street segments that were studied as part of the SEIR.

### Executive Summary

- A traffic study was recently prepared by the City’s traffic consultant Fehr & Peers for the One Beverly Hills Project<sup>1</sup> (the “OBH Traffic Study”) and its SEIR. This same firm previously prepared a traffic study for the approved Beverly Hilton Revitalization project<sup>2</sup> (the “Beverly Hilton Traffic Study”) which took into account the addition of the Waldorf-Astoria Hotel along with 110 condominiums. The Beverly Hilton Traffic Study was included in the environmental impact report for the Beverly Hilton Revitalization project that was certified by the City Council.
  - The OBH Traffic Study concluded that with implementation of recommended mitigation measures, the resulting traffic impacts of the Project would be less than significant during the weekday commuter peak hours (both morning and evening), the weekday midday peak hour, and the Saturday midday peak hour.
  - Consistent with the City’s long established traffic methodology, both the OBH Traffic Study and the Beverly Hilton Traffic Study analyzed “typical” levels of activity within the meeting rooms and banquet space provided at each of the hotels, including the under construction Waldorf Astoria Hotel. (For example, traffic studies do not analyze the traffic generated by shopping centers on Black Friday, as the trip generation would be atypical and not representative of normal operations.)
- In response to questions posed to the Project applicant by the City’s Planning Commission, we have undertaken additional analysis of potential traffic conditions when simultaneous special events occur at the Project and at the Beverly Hilton and the Waldorf Astoria Hotel when each hotel is at full occupancy. As noted, an analysis of this type is not required under the California Environmental Quality Act (“CEQA”) or the City’s established traffic methodologies and therefore was not a part of the Project’s SEIR. It should be noted the Project’s SEIR concluded that based upon the OBH Traffic Study, the Project would not result in any significant environmental impacts with respect to traffic from the Project.
  - For the Project, a special event was defined as use of the Project’s main event facility, which is 4,475 square feet in size and can accommodate 285-seated guests, assuming no dance floor and no stage configuration. This is the full-seated occupancy of this room.

<sup>1</sup> *One Beverly Hills - Transportation Impact Study*, Fehr & Peers, April 6, 2016.

<sup>2</sup> *Traffic Study for Beverly Hilton Revitalization Plan*, Fehr & Peers, October 2007

- For the Beverly Hilton, the profile of events hosted at the Beverly Hilton over a one-year period was provided in the Beverly Hilton Traffic Study, a copy of which is attached to this memorandum.
  - The Beverly Hilton event profile shows that over a one-year period, a total of six (6) events were hosted that accommodated more than 1,000 guests.
  - For these larger events (e.g., the Golden Globes), the Project would likely host complementary events, but in no event would host competing or simultaneous events within its own ballroom. It is envisioned, for example, that the Project may host on-site a pre- or post-event party (which otherwise may not be accommodated at the Beverly Hilton because it is at full utilization of its facilities). Giving guests the option to walk between the Beverly Hilton/Waldorf Astoria and the Project may actually serve to lessen the severity of traffic conditions that currently occur before and after a large event at the Beverly Hilton. In addition, under this occurrence a number of the guests attending the events at the Beverly Hilton and the Waldorf Astoria also could now be accommodated “on-site” at the Project since the Beverly Hilton and the Waldorf Astoria will very likely be sold out. In addition, the Project’s significant underground parking could be utilized to supplement the Beverly Hilton’s and the Waldorf Astoria’s parking. As a result, the Project’s modest meeting space, significant parking, and additional hotel rooms may help improve the traffic flow with respect to such larger events.
- The profile of events hosted at the Beverly Hilton indicated that 98 events were hosted over a one-year period that accommodated between 500 and 1,000 guests. To provide a highly conservative analysis, we have analyzed a peak 1,000-person simultaneous event at the Beverly Hilton occurring on a weeknight, with arriving vehicles coinciding with the evening peak hour commuter traffic.
- LLG utilized the driveway traffic count data provided in the Beverly Hilton Traffic Study to estimate the number of additional vehicles at the Beverly Hilton driveways during the evening of a 1,000-person dinner event at the hotel. These events are already occurring at the Hilton. Therefore, the traffic related to a 1,000-person dinner event was determined to be a conservative and appropriate baseline for use in this simultaneous event traffic assessment analysis.

- LLG utilized the traffic count data that is provided in the OBH Traffic Study to forecast the additional traffic generated by the Project due to a 285-person weeknight dinner event in the Project's main meeting room. The traffic related to "typical" operation of the Project as forecast in the OBH Traffic Study was combined with the estimated traffic related to a 285-person dinner event at the hotel. For this analysis, this was considered to be "the project" for traffic impact analysis purposes.
- The additional traffic estimated for a 1,000-person weeknight dinner event at the Beverly Hilton was added to the Cumulative traffic condition analyzed in the OBH Traffic Study. For this analysis, this was considered to be "the baseline" for traffic impact analysis purposes.
- The traffic analysis was prepared to determine whether the project (the Project + 285-person dinner event) would cause impacts when measured against the baseline (Cumulative + 1,000-person dinner event at the Beverly Hilton) at any of the 11 intersections and the 3 street segments that were studied in the OBH traffic study and the SEIR. LLG's traffic analysis concluded that the additional traffic resulting from the Project – including an evening event at the Project that occurs simultaneously with a large (1,000-person) event at the Beverly Hilton – would be less than significant at these same intersections and street segments.

The following sections provide further details about the traffic assessment in the event of simultaneous special events at the Project and the Beverly Hilton/Waldorf Astoria during full occupancy.

#### Traffic Study Prepared for the Final Supplemental EIR

The City's traffic consultant, Fehr & Peers, prepared the OBH Traffic Study for the Project. The OBH Traffic Study has been incorporated into the final SEIR prepared by the City for the Project. The OBH Traffic Study evaluated the potential traffic impacts of the Project through an analysis of the existing and future operations at 11 study intersections and 3 street segments under two scenarios: 1) Without taking into account Project-related traffic, and 2) After taking into account Project-related traffic.

The time periods evaluated in the OBH Traffic Study consisted of the following:

- Weekday morning (AM) peak hour;
- Weekday midday (MD) peak hour;
- Weekday afternoon (PM) peak hour;
- Saturday MD peak hour; and
- Non-peak hours

The OBH Traffic Study concluded that the Project-related traffic impacts would be less than significant. Accordingly, no traffic mitigation measures are recommended for the Project in the OBH Traffic Study and the SEIR. It is noted that the OBH Traffic Study considered existing traffic generated by the adjacent Beverly Hilton, as well as future traffic related to the approved Beverly Hilton Revitalization Plan with respect to the Waldorf Astoria and the 110 condominiums. The traffic impacts related to the Beverly Hilton Revitalization Plan were evaluated in a prior traffic study prepared by Fehr & Peers as part of the Beverly Hilton Traffic Study and the Beverly Hilton Revitalization Plan EIR.

As stated in the OBH Traffic Study, the traffic generated by the hotel component of the Project was estimated based on trip generation rates derived from driveway traffic counts conducted at the Beverly Hilton in conjunction with the Beverly Hilton Traffic Study. It is reasonable to assume that the Beverly Hilton driveway counts accounted for typical utilization of its meeting and ballroom space during the peak hour periods listed above. Accordingly, through the use of the Beverly Hilton trip generation rate data in the Beverly Hilton Traffic Study, the OBH Traffic Study took into account the traffic generated by the Project's meeting rooms.

#### Vehicle Trips Associated with Potential Simultaneous Special Events

The OBH Traffic Study evaluated the potential traffic impacts of the Project, including typical use of its meeting room components as would normally be expected during the study time periods, including the weekday AM and PM commuter peak hours. Based upon the data from the Beverly Hilton Traffic Study, it is atypical for an event at the Beverly Hilton hosting 1,000 or more people to occur during one of the analysis peak hours as only 6 of these events occurred in the year of study. It is reasonable to assume that in almost no circumstance (except perhaps rarely on one or two occasions per year) would a special event occur at the Beverly Hilton coinciding with a dinner event at the Project hosting the maximum 285 attendees in its ballroom on a weeknight.

This supplemental traffic impact assessment evaluates the potential traffic impacts on nearby intersections and street segments during the weekday PM peak hour resulting from simultaneous events occurring in the Project and the Beverly Hilton Revitalization when all of the hotels are at full occupancy. The evening peak hour time period was analyzed to provide a conservative analysis because the highest traffic volumes on area roadways and intersections occur during that time period.

To prepare this analysis, the Beverly Hilton Traffic Study was utilized to assess the potential additional trip generation during the weekday PM peak hour related to a special event at the Project (assumed to be primarily related to arrival dinner traffic). The Beverly Hilton Traffic Study states that a 700-person dinner event at the Beverly Hilton generated "...an increase of 100-200 cars at the hotel driveways..." as

compared to the baseline (non-special event) driveways counts conducted at the hotel. For this analysis, we have conservatively assumed the highest count (200 cars) and assumed that all vehicle trips occurred in one hour. To estimate trip generation at the Beverly Hilton for a 1,000-person event, the count of 200 cars cited in the Beverly Hilton Traffic Study was increased proportionately to 285 trips in a one hour period.

As the relative distribution (inbound/outbound) of the vehicle trips counted in association with the special event at the Beverly Hilton was not disclosed in the Beverly Hilton Traffic Study, we have assumed 215 inbound trips and 70 outbound trips related to the special event (i.e., outbound trips generated by departing taxis/limousines, including Uber vehicles transporting attendees to the event). The estimate of 215 inbound vehicle trips related to a 1,000-person event at the Beverly Hilton is reasonable in consideration of: 1) Two or more attendees per arriving vehicle; 2) Additional attendees arriving early (e.g., to have a before-dinner drink and/or explore the hotel and surrounding area) or late; and 3) Some attendees are likely guests of the hotel and therefore would not generate traffic during the arrival peak hour.

Extrapolation of the Beverly Hilton special event traffic data to the Project would yield the expectation of approximately 80 additional vehicle trips in the arrival peak hour associated with a maximum attendance dinner event (285 attendees) at the Project. Similar to the Beverly Hilton, the distribution of these special event trips at the Project are expected to be approximately 60 inbound trips<sup>3</sup> and 20 outbound trips during the weekday PM peak hour. On average, a special dinner event at the Project would generate one additional inbound trip per minute and one additional outbound trip every three minutes during the weekday PM peak hour.

The vehicle trips that were forecasted to be generated during the weekday PM commuter peak hour by special dinner events at the Beverly Hilton and at the Project were analyzed with respect to each of the 11 study intersections and 3 street segments evaluated in the OBH Traffic Study and the SEIR. **Figure 2** provides the assumed vehicular trip special event distribution percentages at each of these Project study intersections utilizing the trip distribution data from the OBH Traffic Study (i.e.,

---

<sup>3</sup> It is noted that Figure 4A in the OBH traffic study forecasts 52 arriving vehicles in the hotel motor court during the weekday PM peak hour. Conservatively assuming that 52 arriving vehicle figure associated with regular hotel operations would remain constant during the evening of a special event at the Project, a total of 112 inbound vehicles would be forecast to arrive at the Project's motor court during the weekday PM peak hour (52 "regular" vehicles plus 60 special event vehicles). The Project motor court proposes to provide two lanes of traffic for arriving vehicles. Assuming the motor court is adequately staffed, it is reasonably estimated that one arriving car can be serviced every 20 seconds, or three cars per minute processed per lane. Extrapolated over a one-hour period, approximately arriving 360 cars can be processed in a one hour period in the Project's motor court. Accordingly, the forecast peak of 112 arriving vehicles during the evening of a special event can be readily accommodated by the Project's motor court.

revised access Option 1 as described in the Project’s Final SEIR). *Figure 3* provides the assumed special event vehicular trip distribution percentages for the Beverly Hilton utilizing the trip distribution data from the Beverly Hilton Traffic Study.

#### Traffic Impact Assessment – Study Intersections

The relative significance of the calculated traffic impacts were assessed using the City of Beverly Hills thresholds of significance for the study intersections located in Beverly Hills. The significance of the potential impacts of the Project generated traffic for the City of Los Angeles study intersections was evaluated using the traffic impact criteria set forth in the Los Angeles Department of Transportation’s *Traffic Study Policies and Procedures*, August 2014.

The traffic impact analysis prepared for each of the 11 study intersections are summarized in *Table 1*. The Intersection Capacity Utilization (ICU) data worksheets for the City of Beverly Hills intersections and the Critical Movement Analysis (CMA) data worksheets for the City of Los Angeles intersections are contained in *Appendices A* and *B*, respectively.

Column [1] of *Table 1* is labeled as Cumulative, which is intended to be consistent with the “Cumulative” analysis provided in the OBH Traffic Study. This column includes existing traffic, as well as traffic due to area growth (including the adjacent Beverly Hilton Revitalization project).

Column [2] of *Table 1* is the Cumulative + Hilton Special Event, which is the total of the traffic from Column [1] of *Table 1* plus the estimated traffic related to a special dinner event at the Beverly Hilton. For this analysis, Column [2] is considered the “baseline” condition for purposes of assessing the traffic impacts of the Project (including a special event at the Project).

Column [3] of *Table 1* adds the forecasted traffic related to the Project, plus the traffic related to a special event at the Project to Column [2] of *Table 1*. As shown in *Table 1*, the relative traffic impacts of the Project plus a special event at the Project are assessed by comparing traffic operations calculated in Column [3] to those in Column [2] because the special events at the Beverly Hilton are considered an existing condition.

As shown in column [3] of *Table 1*, the traffic impacts of the Project plus a special dinner event at the Project occurring simultaneous to a special dinner event at the Beverly Hilton during the weekday PM commuter peak hour will result in incremental, but less than significant traffic impacts for all 11 study intersections based on application of the corresponding significant impact thresholds. The relatively small increase in traffic at the Project related to a special dinner event during the PM peak hour would not change the findings of the potential traffic

impacts as were analyzed in the One Beverly Hills Traffic Study and the SEIR. In other words, there will not be any significant traffic impacts in the event there are simultaneous events occurring at the Project and the Beverly Hilton and the Waldorf Astoria when all of the hotels are at full occupancy.

Traffic Impact Assessment – Residential Street Segments

The relative significance of the calculated traffic impacts were assessed using the City of Beverly Hills thresholds of significance for the three residential street segments evaluated in the OBH Traffic Study. **Table 2** provides the forecast added trips to the three residential street segments evaluated in the OBH traffic study during the weekday PM peak hour.

**Table 2  
 Residential Street Impact Analysis  
 PM Peak Hour**

Segment	Cumulative	Cumulative with Beverly Hilton Special Event	Cumulative with Beverly Hilton Special Event + + OBH Project + OBH Special Event	Change: Volume/%	Sig?
Whittier Dr.: Wilshire Blvd. & Elevado Ave.	1,279	1,302	1,313	11 trips/ 0.8%	No
Whittier Dr.: Elevado Ave. & Lomitas Ave.	935	952	961	9 trips/ 0.9%	No
Elevado Ave.: Whittier Dr. & Beverly Dr.	519	525	528	3 trips/ 0.6%	No



Similar to the analysis of study intersections, the forecast trips related to a special event at the OBH hotel was compared to a baseline condition during the PM peak hour whereby a 1,000-person event was hosted at the Beverly Hilton. Table 18 of the OBH Traffic Study provides the Cumulative traffic volumes for the three residential street segments during the PM peak hour. Using this data, the estimated trips at the three segments related to a 1,000-person event at the Beverly Hilton were added to the OBH Traffic Study Cumulative forecasts to provide a baseline condition. To assess the impact of the Project, the trips related to the Project as provided in the OBH Traffic Study, plus the estimated traffic related to a special event at the hotel, were added to the baseline condition in *Table 2*.

Using the City of Beverly Hills most stringent threshold (i.e., a change in traffic of 6.25% or more), the added trips associated with the Project and a special event at the OBH hotel would fall far below the City's thresholds of significance. Therefore, the potential traffic impacts related to the Project plus a special event at the OBH hotel occurring simultaneously to a 1,000-person event at the Beverly Hilton would be less than significant.

cc: File

**Table 1  
LEVELS OF SERVICE SUMMARY  
AND VOLUME TO CAPACITY RATIOS  
WEEKDAY PM PEAK HOUR [a]**

09-Sep-16

NO.	INTERSECTION	[1]		[2]		[3]			
		CUMULATIVE V/C	LOS	CUMULATIVE SPECIAL EVENT V/C	LOS	CUMULATIVE + HILTON SPECIAL EVENT + OBH PROJECT + OBH SPECIAL EVENT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b], [c]
1	Santa Monica Boulevard North / Beverly Drive	1.093	F	1.097	F	1.101	F	0.004	NO
2	Santa Monica Boulevard North / Wilshire Boulevard	1.143	F	0.964	E	0.964	E	0.000	NO
3	Santa Monica Boulevard South / Beverly Drive	0.917	E	0.919	E	0.918	E	-0.001	NO
4	Santa Monica Boulevard South / Wilshire Boulevard	1.006	F	1.010	F	1.011	F	0.001	NO
5	Santa Monica Boulevard North / Merv Griffin Way	0.990	E	1.031	F	1.048	F	0.017	NO
6	Beverly Drive / Wilshire Boulevard	1.028	F	1.038	F	1.041	F	0.003	NO
7	Whittier Drive - Merv Griffin Way / Wilshire Boulevard	1.334	F	1.279	F	1.284	F	0.005	NO
8	Santa Monica Boulevard / Crossover	0.858	D	0.873	D	0.884	D	0.011	NO
9	Santa Monica Boulevard / Century Park East	0.696	B	0.699	B	0.677	B	-0.022	NO
10	Whittier Drive / Sunset Boulevard	1.045	F	1.058	F	1.058	F	0.000	NO
11	Santa Monica Boulevard / Avenue of the Stars	0.659	B	0.662	B	0.668	B	0.006	NO

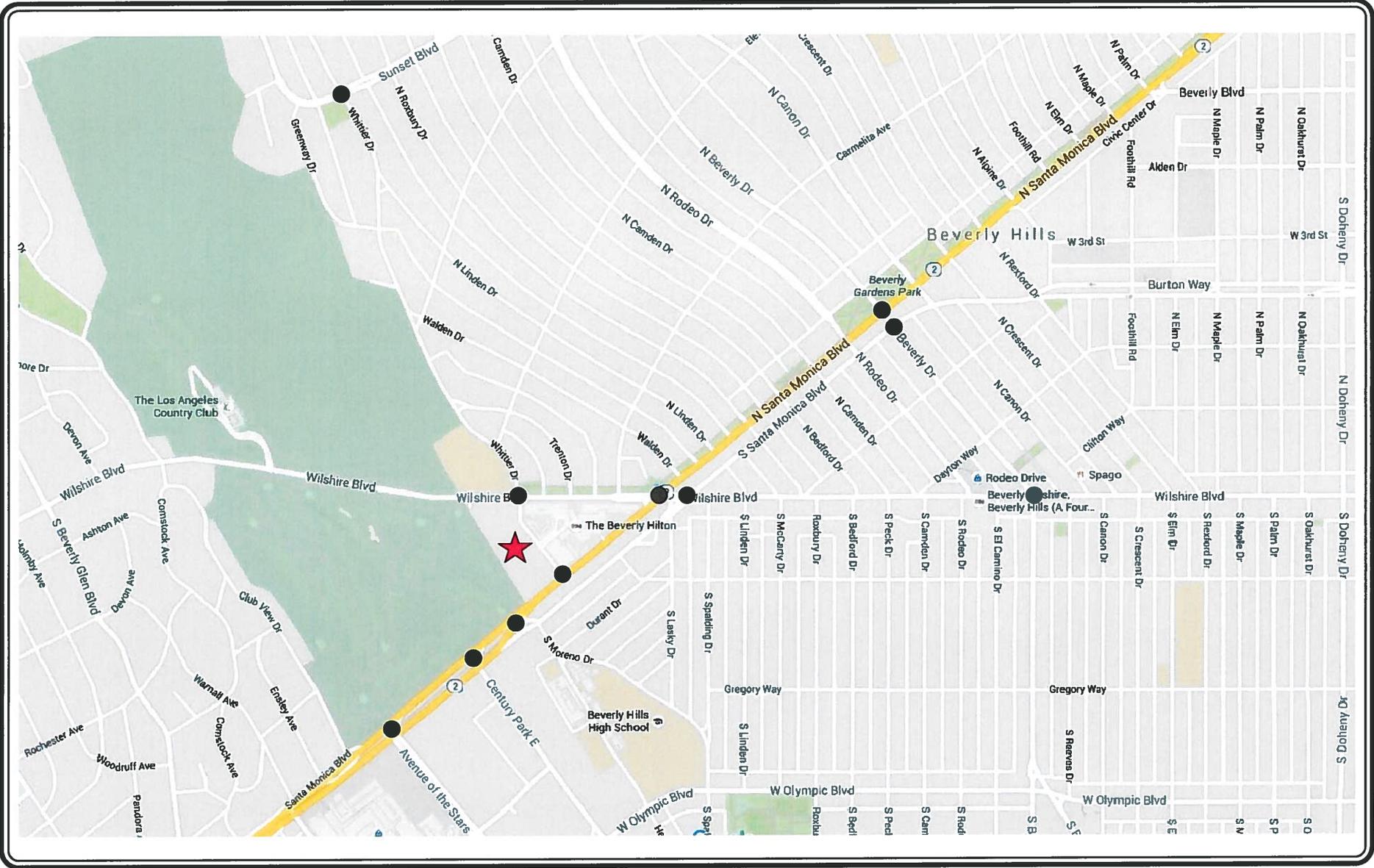
- [a] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.  
 [b] According to the City of Beverly Hills, an impact is considered significant if the final volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

<u>Level of Service</u>	<u>Final V/C</u>	<u>Project-Related Increase in V/C</u>
D	> 0.800 - 0.900	equal to or greater than 0.030
E/F	> 0.900	equal to or greater than 0.020

- [c] According to LADOT's "Traffic Study Policies and Procedures", August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

c:\0232\dwg\memo\1.dwg 04/21/2016 10:11:20 bueno lig exhibits color.ctb



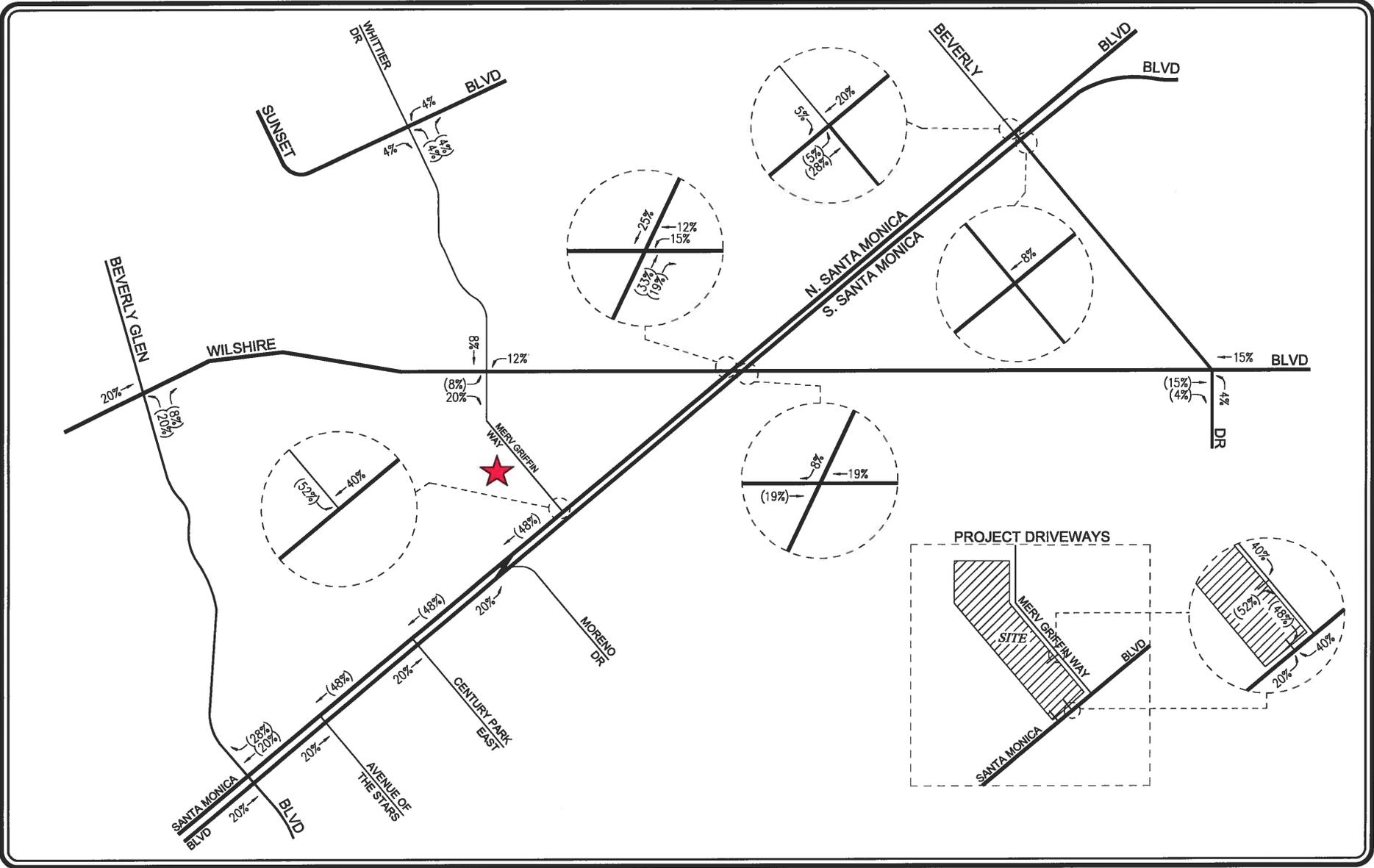
- MAP SOURCE: GOOGLE MAPS
- ★ PROJECT SITE
- STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

# FIGURE 1 VICINITY MAP

ONE BEVERLY HILLS PROJECT

c:\0232\dwg\memo\F2.dwg 09/09/2016 16:17:48 bueno lig exhibits color.ctb



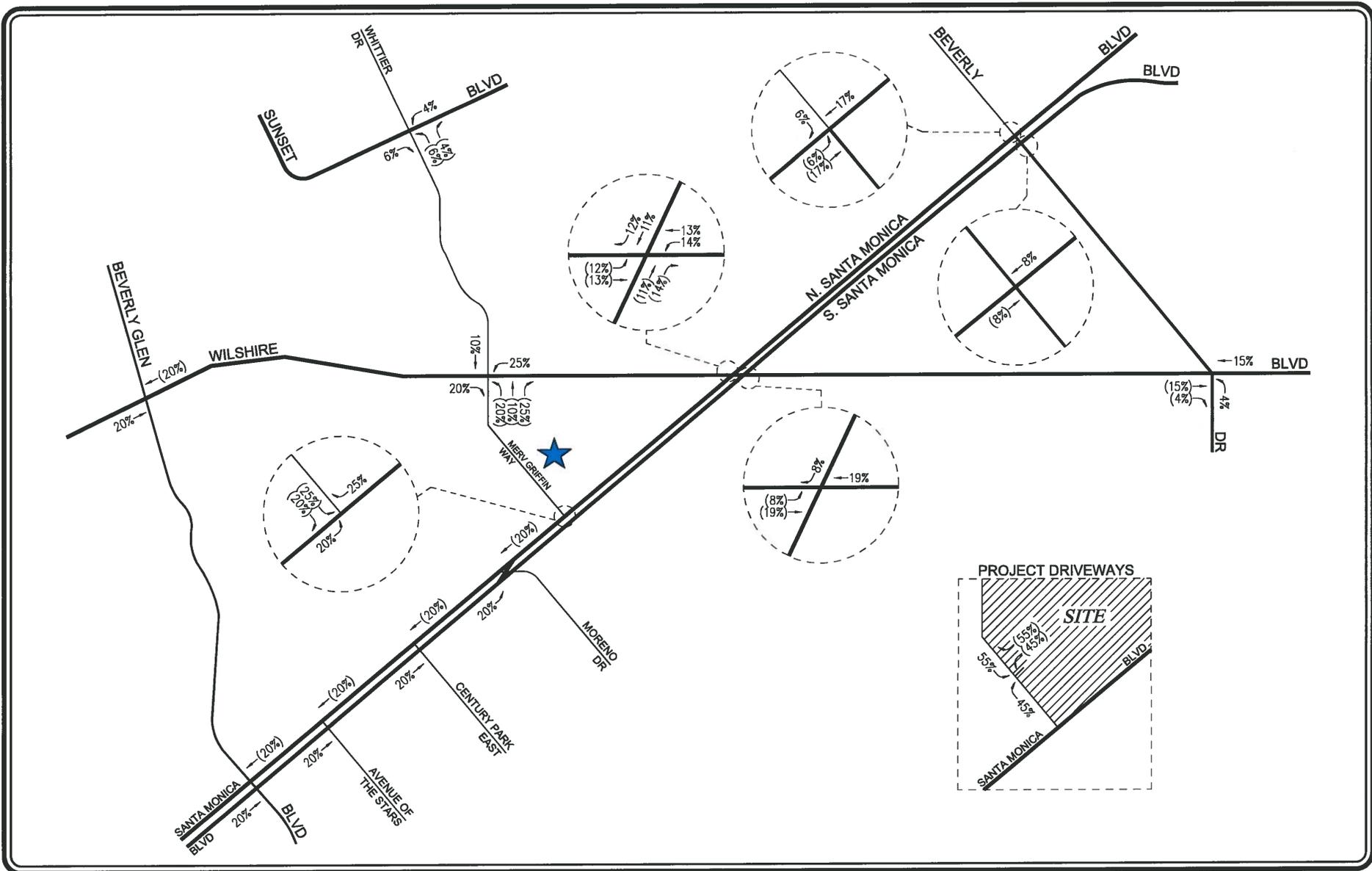
  
NOT TO SCALE

★ PROJECT SITE  
 ## = INBOUND PERCENTAGES  
 (##) = OUTBOUND PERCENTAGES

# FIGURE 2 ONE BEVERLY HILLS PROJECT TRIP DISTRIBUTION

SPECIAL EVENT TRIPS  
 ONE BEVERLY HILLS PROJECT

o:\0239\dwg\memo\3.dwg 09/08/2016 10:22:46 bueno lg exhibits color.ctb



★ PROJECT SITE  
 ## = INBOUND PERCENTAGES  
 (##) = OUTBOUND PERCENTAGES

# BEVERLY HILTON PROJECT TRIP DISTRIBUTION

SPECIAL EVENT TRIPS  
 ONE BEVERLY HILLS PROJECT

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: N Santa Monica Boulevard  
 E-W St: Beverly Drive  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU1

N Santa Monica Boulevard @ Beverly Drive  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	70	1600	0.044	1	71	1600	0.044	4	74	1600	0.046	2	76	1600	0.048	0	76	1600	0.048
Nb Thru	1707	3200	0.547 *	4	1711	3200	0.548 *	12	1720	3200	0.551 *	10	1731	3200	0.554 *	0	1731	3200	0.554 *
Nb Right	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-
Sb Left	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *
Sb Thru	1768	3200	0.584	0	1768	3200	0.584	37	1809	3200	0.597	12	1822	3200	0.601	0	1822	3200	0.601
Sb Right	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-
Eb Left	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *
Eb Thru	428	3200	0.158	0	428	3200	0.158	0	428	3200	0.162	0	428	3200	0.164	0	428	3200	0.164
Eb Right	77	0	-	2	79	0	-	13	91	0	-	5	97	0	-	0	97	0	-
Wb Left	66	1600	0.041	-1	65	1600	0.041	0	66	1600	0.041	-1	65	1600	0.041	0	65	1600	0.041
Wb Thru	587	3200	0.281 *	1	588	3200	0.281 *	0	587	3200	0.281 *	1	588	3200	0.281 *	0	588	3200	0.281 *
Wb Right	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-
Yellow Allowance:	0.100 *			0.100 *				0.100 *				0.100 *				0.100 *			
ICU	1.093			1.095				1.097				1.101				1.101			
LOS	F			F				F				F				F			

04:05 PM

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: N Santa Monica Boulevard  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU2

N Santa Monica Boulevard @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	785	3200	0.245	17	802	3200	0.251	8	794	3200	0.248	24	821	3200	0.257	0	821	3200	0.257
Nb Right	83	1600	0.052	0	83	1600	0.052	10	94	1600	0.059	4	98	1600	0.061	0	98	1600	0.061
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1145	3961	0.289 *	6	1151	3982	0.289 *	24	1172	3935	0.298 *	21	1195	3979	0.300 *	0	1195	3979	0.300 *
Sb Right [3]	705	2439	0.000	-6	699	2418	0.076	26	734	2465	0.078	-6	727	2421	0.085	0	727	2421	0.085
Eb Left	694	1676	0.414 *	-12	682	3200	0.213 *	8	703	3200	0.220 *	-12	690	3200	0.216 *	0	690	3200	0.216 *
Eb Thru	1293	4724	0.280	-11	1282	4800	0.267	9	1303	4800	0.271	-11	1291	4800	0.269	0	1291	4800	0.269
Eb Right	31	0	-	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019
Wb Left	244	1600	0.153	8	252	1600	0.158	30	277	1600	0.173	17	296	1600	0.185	0	296	1600	0.185
Wb Thru	1578	4800	0.340 *	-2	1576	4800	0.340 *	28	1609	4800	0.346 *	5	1615	4800	0.348 *	0	1615	4800	0.348 *
Wb Right	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-
Yellow Allowance:	0.100 *			0.100 *				0.100 *				0.100 *				0.100 *			
ICU LOS	1.143 F			0.942 E				0.964 E				0.964 E				0.964 E			

04:05 PM

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: S Santa Monica Boulevard  
 E-W St: Beverly Drive  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU3

S Santa Monica Boulevard @ Beverly Drive  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	191	1600	0.119	2	193	1600	0.121	0	191	1600	0.119	2	193	1600	0.121	0	193	1600	0.121
Nb Thru	1478	3200	0.504 *	-3	1475	3200	0.503 *	6	1485	3200	0.506 *	-3	1482	3200	0.505 *	0	1482	3200	0.505 *
Nb Right	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-
Sb Left	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *
Sb Thru	978	3200	0.327	-1	977	3200	0.326	17	997	3200	0.333	4	1001	3200	0.333	0	1001	3200	0.333
Sb Right	67	0	-	-1	66	0	-	0	67	0	-	-1	66	0	-	0	66	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *
Eb Right	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-
Wb Left	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
Wb Thru	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219
Wb Right	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *	
ICU	0.917			0.916				0.919				0.918				0.918			
LOS	E			E				E				E				E			

04:05 PM

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: Santa Monica Boulevard  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU4

Santa Monica Boulevard @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042
Nb Thru	1031	3200	0.322 *	7	1038	3200	0.324 *	0	1031	3200	0.322 *	7	1039	3200	0.325 *	0	1039	3200	0.325 *
Nb Right	332	1600	0.208	10	342	1600	0.214	0	332	1600	0.208	10	343	1600	0.214	0	343	1600	0.214
Sb Left	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *
Sb Thru	538	3200	0.263	0	538	3200	0.263	0	538	3200	0.269	0	538	3200	0.270	0	538	3200	0.270
Sb Right	304	0	-	-2	302	0	-	17	323	0	-	3	326	0	-	0	326	0	-
Eb Left	277	0	0.058	-7	270	0	0.056	6	284	0	0.059	-7	276	0	0.058	0	276	0	0.058
Eb Thru	1153	4800	0.298 *	-4	1149	4800	0.296 *	13	1167	4800	0.302 *	0	1167	4800	0.301 *	0	1167	4800	0.301 *
Eb Right	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000
Wb Left	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *
Wb Thru	1426	4800	0.319	7	1433	4800	0.321	41	1472	4800	0.329	18	1492	4800	0.333	0	1492	4800	0.333
Wb Right	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.006				1.006				1.010				1.011				1.011
LOS			F				F				F				F				F

04:05 PM

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: Santa Monica Boulevard  
 E-W St: Merv Griffin Way  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU5

Santa Monica Boulevard @ Merv Griffin Way  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	603	1600	0.377 *	-2	601	1600	0.376 *	43	651	1600	0.407 *	-2	649	1600	0.406 *	0	649	1600	0.406 *			
Nb Thru	901	3200	0.282	20	921	3200	0.288	0	901	3200	0.282	20	923	3200	0.288	0	923	3200	0.288			
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Sb Thru	1377	3200	0.430 *	28	1405	3200	0.439 *	0	1377	3200	0.430 *	52	1435	3200	0.448 *	0	1435	3200	0.448 *			
Sb Right	69	1600	0.043	-15	54	1600	0.034	54	129	1600	0.081	-15	112	1600	0.070	0	112	1600	0.070			
Eb Left	15	181	0.083	-6	9	113	0.050	18	35	372	0.094	4	39	415	0.094	0	39	415	0.094			
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Eb Right	250	3019	0.083	-4	246	3087	0.081 *	14	266	2828	0.094	-4	262	2785	0.094 *	0	262	2785	0.094 *			
Wb Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *			
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	0.990			0.996				1.031				1.048				1.048						
LOS	E			E				F				F				F						

04:05 PM

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: Beverly Drive  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU6

Beverly Drive @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	169	1600	0.106 *	-1	168	1600	0.105 *	9	179	1600	0.112 *	1	180	1600	0.113 *	0	180	1600	0.113 *
Nb Thru	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162
Nb Right	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *
Sb Right	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100
Eb Left	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087
Eb Thru	1882	4800	0.430 *	9	1891	4800	0.431 *	11	1894	4800	0.433 *	12	1907	4800	0.436 *	0	1907	4800	0.436 *
Eb Right	181	0	-	-1	180	0	-	3	184	0	-	0	184	0	-	0	184	0	-
Wb Left	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *
Wb Thru	1542	4800	0.359	9	1551	4800	0.361	32	1578	4800	0.366	18	1598	4800	0.370	0	1598	4800	0.370
Wb Right	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.028			1.029			1.038			1.041			1.041			1.041	
LOS			F			F			F			F			F			F	

04:05 PM

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: Whittier Drive - Merv Griffin Way  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU7

Whittier Drive - Merv Griffin Way @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	39	1600	0.024	-13	26	1600	0.016	14	55	1600	0.034	-13	41	1600	0.026	0	41	1600	0.026
Nb Thru	537	1600	0.396 *	-3	534	1600	0.334 *	7	545	1600	0.341 *	-3	542	1600	0.339 *	0	542	1600	0.339 *
Nb Right	97	0	-	-21	76	1600	0.048	18	117	1600	0.073	-21	94	1600	0.059	0	94	1600	0.059
Sb Left	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028
Sb Thru	157	1600	0.126	0	157	1600	0.126	22	181	1600	0.141	5	187	1600	0.145	0	187	1600	0.145
Sb Right	323	1600	0.202 *	1	324	1600	0.203 *	0	323	1600	0.202 *	1	324	1600	0.203 *	0	324	1600	0.203 *
Eb Left	279	1600	0.174 *	5	284	1600	0.178 *	0	279	1600	0.174 *	7	287	1600	0.179 *	0	287	1600	0.179 *
Eb Thru	2158	4800	0.463	0	2158	4800	0.461	0	2158	4800	0.473	0	2158	4800	0.474	0	2158	4800	0.474
Eb Right	66	0	-	-10	56	0	-	43	114	0	-	2	116	0	-	0	116	0	-
Wb Left	57	1600	0.036	-14	43	1600	0.027	54	117	1600	0.073	-7	109	1600	0.068	0	109	1600	0.068
Wb Thru	2187	4800	0.462 *	6	2193	4800	0.463 *	0	2187	4800	0.462 *	6	2194	4800	0.463 *	0	2194	4800	0.463 *
Wb Right	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-
Yellow Allowance:		0.100 *				0.100 *				0.100 *				0.100 *				0.100 *	
ICU		1.334				1.277				1.279				1.284				1.284	
LOS		F				F				F				F				F	

04:05 PM

- \* Key conflicting movement as a part of ICU
- 1 Counts conducted by National Data and Surveying Services
- 2 Capacity expressed in veh/hour of green
- 3 Northbound and southbound operate with split phasing.

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: Santa Monica Boulevard  
 E-W St: Crossover  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU8

Santa Monica Boulevard @ Crossover  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	1480	3200	0.463 *	19	1499	3200	0.468 *	43	1528	3200	0.478 *	31	1562	3200	0.488 *	0	1562	3200	0.488 *
Nb Right [3]	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	1638	4800	0.341	52	1690	4800	0.352	14	1654	4800	0.345	62	1723	4800	0.359	0	1723	4800	0.359
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.858				0.864				0.873				0.884				0.884
LOS			D				D				D				D				D

04:05 PM

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Free-flow movement

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Santa Monica Boulevard</b>	Year of Count:	<b>2015</b>	Ambient Growth: (%)	<b>0.0</b>	Conducted by:	<b>NDS</b>	Date:	<b>9/9/2016</b>									
CMA9	East-West Street:	<b>Century Park East</b>	Projection Year:	<b>2020</b>	Peak Hour:	<b>PM</b>	Reviewed by:	<b>MB</b>	Project:	<b>One Beverly Hills Project / 5-16-02</b>									
	No. of Phases	<b>4</b>		<b>4</b>		<b>4</b>		<b>4</b>		<b>4</b>									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB- <b>3</b> SB- <b>0</b> EB- <b>0</b> WB- <b>3</b>																	
	ATSAC-1 or ATCS+ATCS-2?	<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>									
	Override Capacity	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>									
MOVEMENT	FUTURE CUMULATIVE			FUTURE + OBH PROJECT			FUTURE + HILTON EVENT				FUT + SIMUL. EVENTS + OBH PROJ				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0					0				0			0		0		
	Through	2218	4	555	-82	2136	534	48	2266	4	567	-69	2197	4	549	0	2197	4	549
	Through-Right		0						0			0			0		0		
	Right	247	1	0	-17	230	0	0	247	1	0	-17	230	1	0	0	230	1	0
	Left-Through-Right		0						0				0			0		0	
Left-Right		0						0				0			0		0		
SOUTHBOUND	Left	248	2	136	-17	231	127	0	248	2	136	-17	231	2	127	0	231	2	127
	Left-Through		0						0				0			0		0	
	Through	2108	3	703	-101	2007	669	16	2124	3	708	-90	2034	3	678	0	2034	3	678
	Through-Right		0						0				0			0		0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0			0		0	
Left-Right		0						0				0			0		0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0			0		0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0			0		0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0			0		0	
Left-Right		0						0				0			0		0		
WESTBOUND	Left	503	2	277	-18	485	267	0	503	2	277	-18	485	2	267	0	485	2	267
	Left-Through		0						0				0			0		0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0			0		0	
	Right	959	2	391	-18	941	391	0	959	2	391	-18	941	2	391	0	941	2	391
	Left-Through-Right		0						0				0			0		0	
Left-Right		0						0				0			0		0		
CRITICAL VOLUMES		North-South: 703 East-West: 391 SUM: 1094	North-South: 669 East-West: 391 SUM: 1060	North-South: 708 East-West: 391 SUM: 1099	North-South: 678 East-West: 391 SUM: 1069														
VOLUME/CAPACITY (V/C) RATIO:			0.796		0.771		0.799		0.777		0.777		0.777		0.777		0.777		0.777
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.696</b>		<b>0.671</b>		<b>0.699</b>		<b>0.677</b>		<b>0.677</b>		<b>0.677</b>		<b>0.677</b>		<b>0.677</b>		<b>0.677</b>
LEVEL OF SERVICE (LOS):			<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>-0.022</b>	Δv/c after mitigation:	<b>-0.022</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: Whittier Drive  
 E-W St: Sunset Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU10

Whittier Drive @ Sunset Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	191	1600	0.119	2	193	1600	0.121	4	195	1600	0.122	3	198	1600	0.124	0	198	1600	0.124			
Nb Thru	285	1600	0.309 *	0	285	1600	0.307 *	0	285	1600	0.311 *	0	285	1600	0.309 *	0	285	1600	0.309 *			
Nb Right	209	0	-	-3	206	0	-	3	212	0	-	-2	210	0	-	0	210	0	-			
Sb Left	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *			
Sb Thru	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089			
Sb Right	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-			
Eb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031			
Eb Thru	1555	3200	0.497 *	0	1555	3200	0.497 *	0	1555	3200	0.501 *	0	1555	3200	0.502 *	0	1555	3200	0.502 *			
Eb Right	34	0	-	2	36	0	-	13	48	0	-	4	52	0	-	0	52	0	-			
Wb Left	212	1600	0.133 *	-1	211	1600	0.132 *	9	222	1600	0.139 *	1	223	1600	0.139 *	0	223	1600	0.139 *			
Wb Thru	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413			
Wb Right	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	1.045			1.043				1.058				1.058				1.058						
LOS	F			F				F				F				F						

04:05 PM

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Santa Monica Boulevard</b>	Year of Count: <b>2015</b>	Ambient Growth: (%): <b>0.0</b>	Conducted by: <b>NDS</b>	Date: <b>9/9/2016</b>														
CMA11	East-West Street: <b>Avenue of the Stars</b>	Projection Year: <b>2020</b>	Peak Hour: <b>PM</b>	Reviewed by: <b>MB</b>	Project: <b>One Beverly Hills Project / 5-16-02</b>														
No. of Phases: <b>4</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <b>0</b> Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>NB- 3 SB- 0</b> ATCS-1 or ATCS+ATCS-2? <b>EB- 0 WB- 0</b> Override Capacity <b>2</b>		<b>4</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>		<b>4</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>		<b>4</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>		<b>4</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>											
MOVEMENT		FUTURE CUMULATIVE			FUTURE + OBH PROJECT			FUTURE + HILTON EVENT			FUT + SIMUL. EVENTS + OBH PROJ			FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	46	46	0	46	1	46	0	46	1	46	0	46	1	46
	Left-Through		0							0				0				0	
	Through	1995	4	499	-2	1993	498	48	2043	4	511	11	2054	4	514	0	2054	4	514
	Through-Right		0							0				0				0	
	Right	331	1	86	0	331	86	0	331	1	86	0	331	1	86	0	331	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	375	2	206	35	410	226	0	375	2	206	35	410	2	226	0	410	2	226
	Left-Through		0							0				0				0	
	Through	2255	3	752	12	2267	756	16	2271	3	757	23	2294	3	765	0	2294	3	765
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	699	3	245	0	699	245	0	699	3	245	0	699	3	245	0	699	3	245
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	433	2	135	0	433	125	0	433	2	135	0	433	2	125	0	433	2	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 798 East-West: 245 SUM: 1043			North-South: 802 East-West: 245 SUM: 1047			North-South: 803 East-West: 245 SUM: 1048			North-South: 811 East-West: 245 SUM: 1056			North-South: 811 East-West: 245 SUM: 1056					
VOLUME/CAPACITY (V/C) RATIO:		0.759			0.761			0.762			0.768			0.768					
V/C LESS ATCS/ATCS ADJUSTMENT:		<b>0.659</b>			<b>0.661</b>			<b>0.662</b>			<b>0.668</b>			<b>0.668</b>					
LEVEL OF SERVICE (LOS):		<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>					

REMARKS:

Version: 1i Beta; 8/4/2011

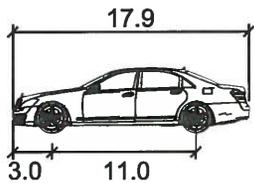
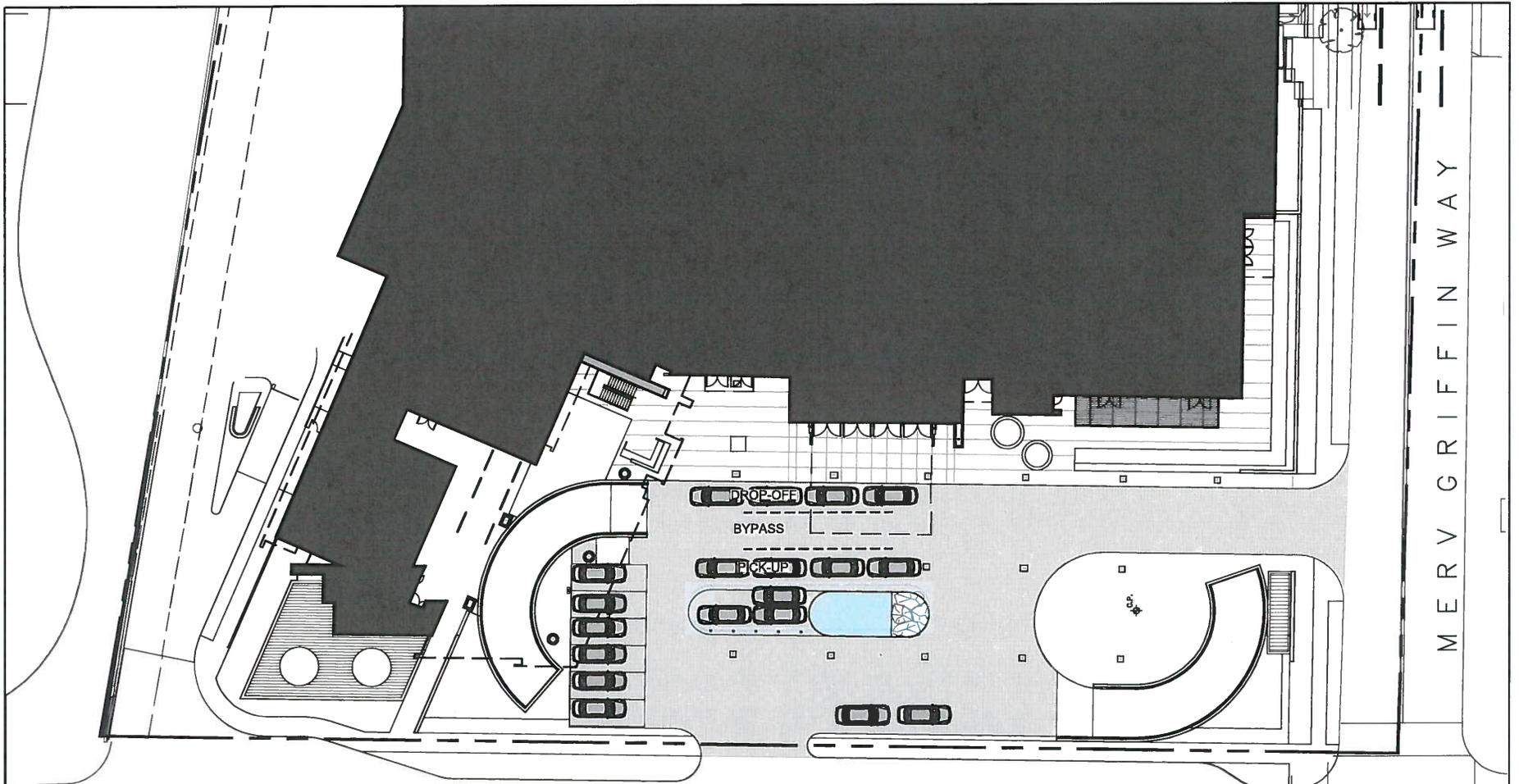
**PROJECT IMPACT**

Change in v/c due to project:	<b>0.006</b>	Δv/c after mitigation:	<b>0.006</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>



**Attachment J**

Limousine and Ride Share Staging Diagrams (Submitted by Applicants)



**2015 Mercedes Maybach**

	feet
Width	: 6.2
Track	: 6.2
Lock to Lock Time	: 6.0



606 S. Olive Street  
Suite 1100  
Los Angeles, CA 90014  
213.488.4911 Ph  
213.488.4983 Fax  
www.walkerparking.com

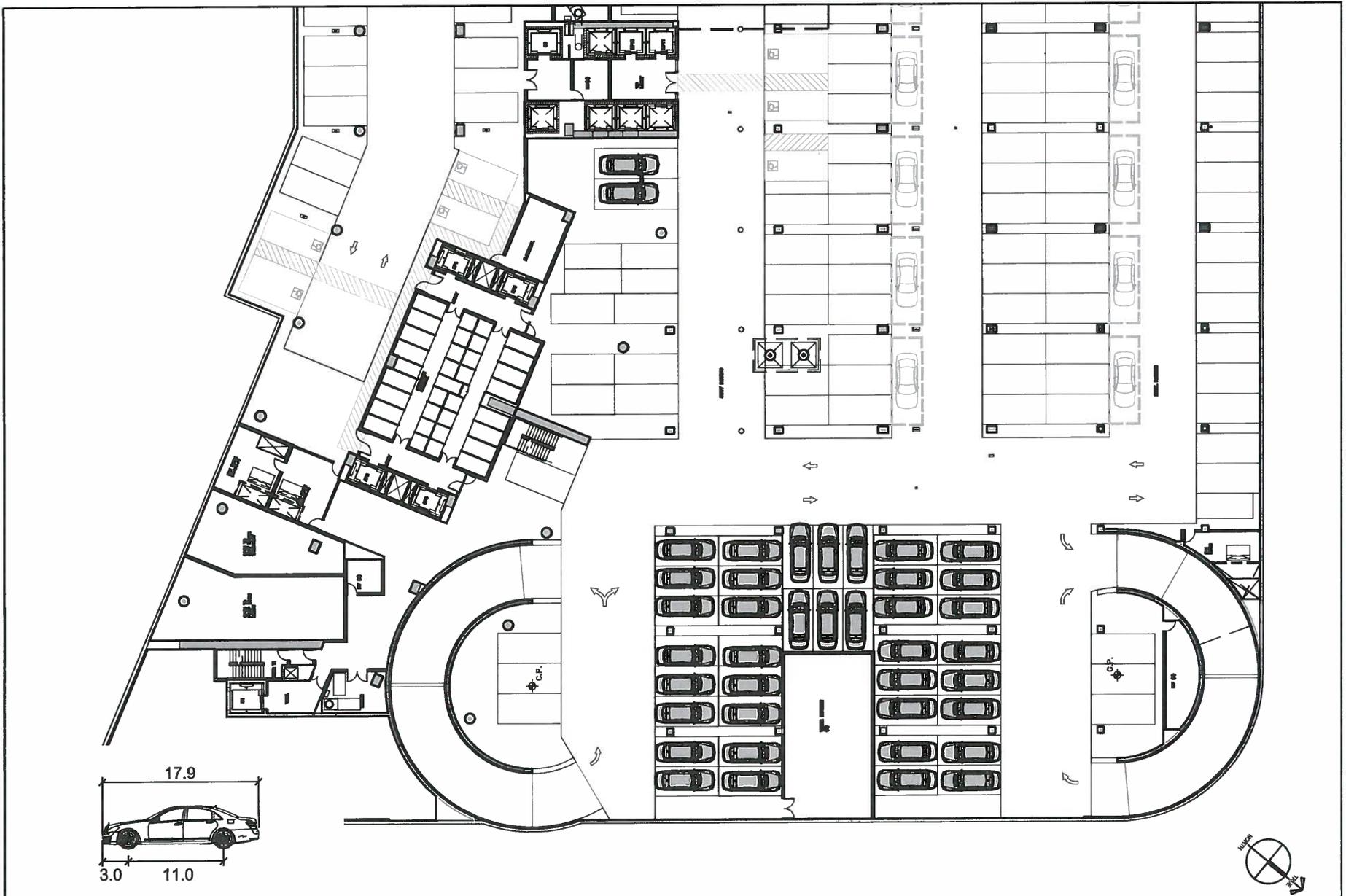
Job: ONE BEVERLY HILLS

Job No: 37-8507.00

Date: 12 AUGUST 2016



No.  
**SK-8**



2015 Mercedes Maybach

	feet
Width	: 6.2
Track	: 6.2
Lock to Lock Time	: 6.0



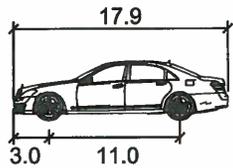
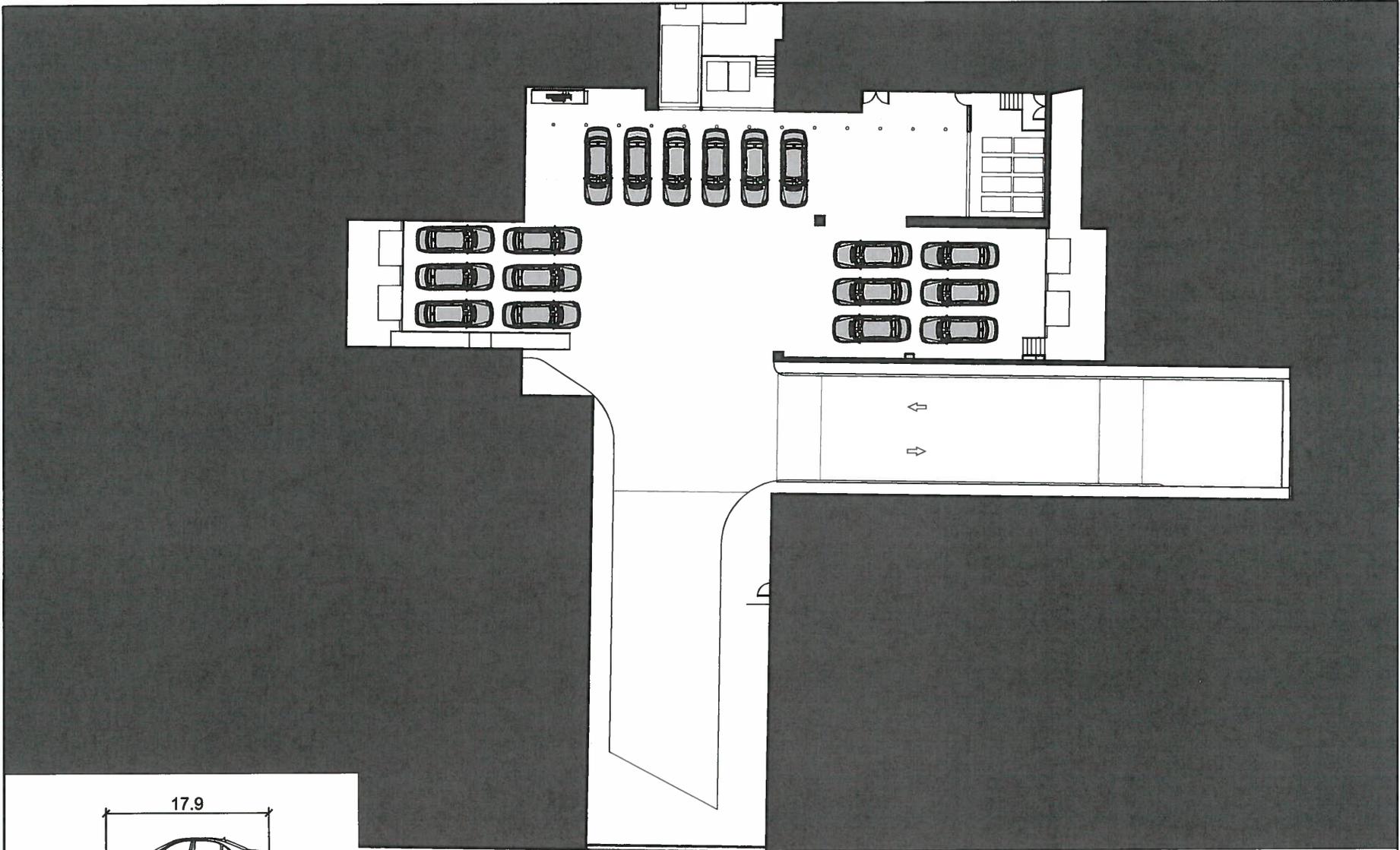
606 S. Olive Street  
 Suite 1100  
 Los Angeles, CA 90014  
 213.488.4911 Ph  
 213.488.4983 Fax  
 www.walkerparking.com

Job: ONE BEVERLY HILLS

Job No: 37-8507.00

Date: 8 September 2016

No.  
**SK-8A**



**2015 Mercedes Maybach**

feet  
 Width : 6.2  
 Track : 6.2  
 Lock to Lock Time : 6.0



606 S. Olive Street  
 Suite 1100  
 Los Angeles, CA 90014  
 213.488.4911 Ph  
 213.488.4983 Fax  
 www.walkerparking.com

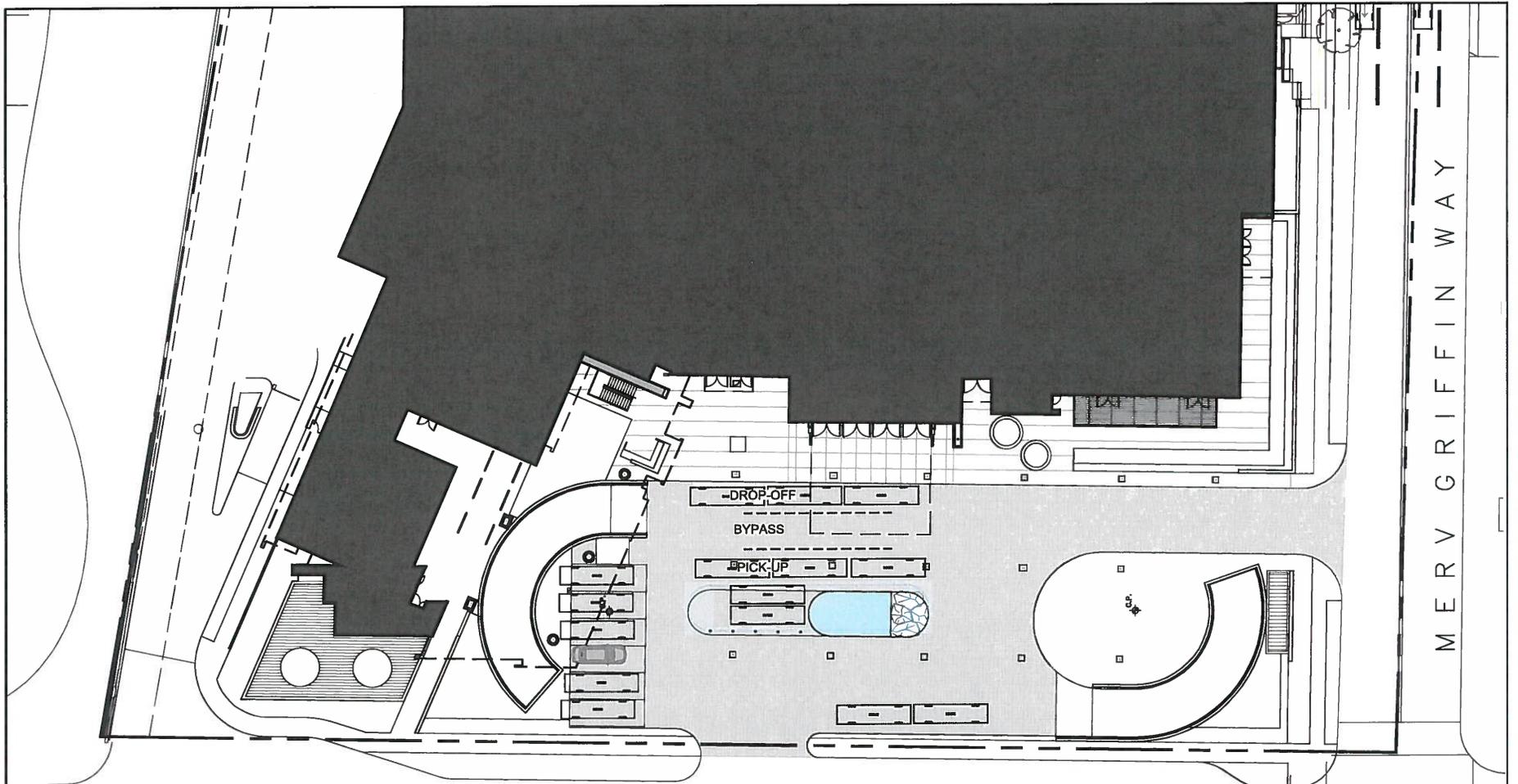
Job: ONE BEVERLY HILLS

Job No: 37-8507.00

Date: 12 AUGUST 2016

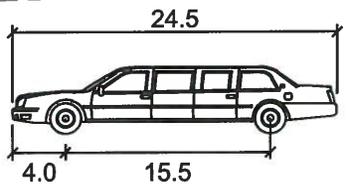
No.

**SK-8B**



MERV GRIFFIN WAY

SANTA MONICA BOULEVARD

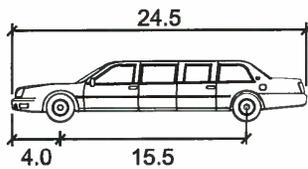


Stretch Limousine	feet
Width	: 6.0
Track	: 6.0
Lock to Lock Time	: 6.0
Steering Angle	: 31.1

 <b>WALKER</b> PARKING CONSULTANTS	606 S. Olive Street Suite 1100 Los Angeles, CA 90014 213.488.4911 Ph 213.488.4983 Fax <a href="http://www.walkerparking.com">www.walkerparking.com</a>	Job: ONE BEVERLY HILLS Job No: 37-8507.00 Date: 12 AUGUST 2016	No. <b>SK-9</b>
--	---	--	--------------------



Sufficient maneuvering space with limousines parked to the back of the stall.



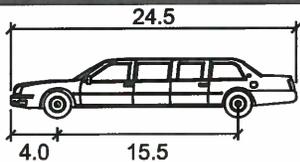
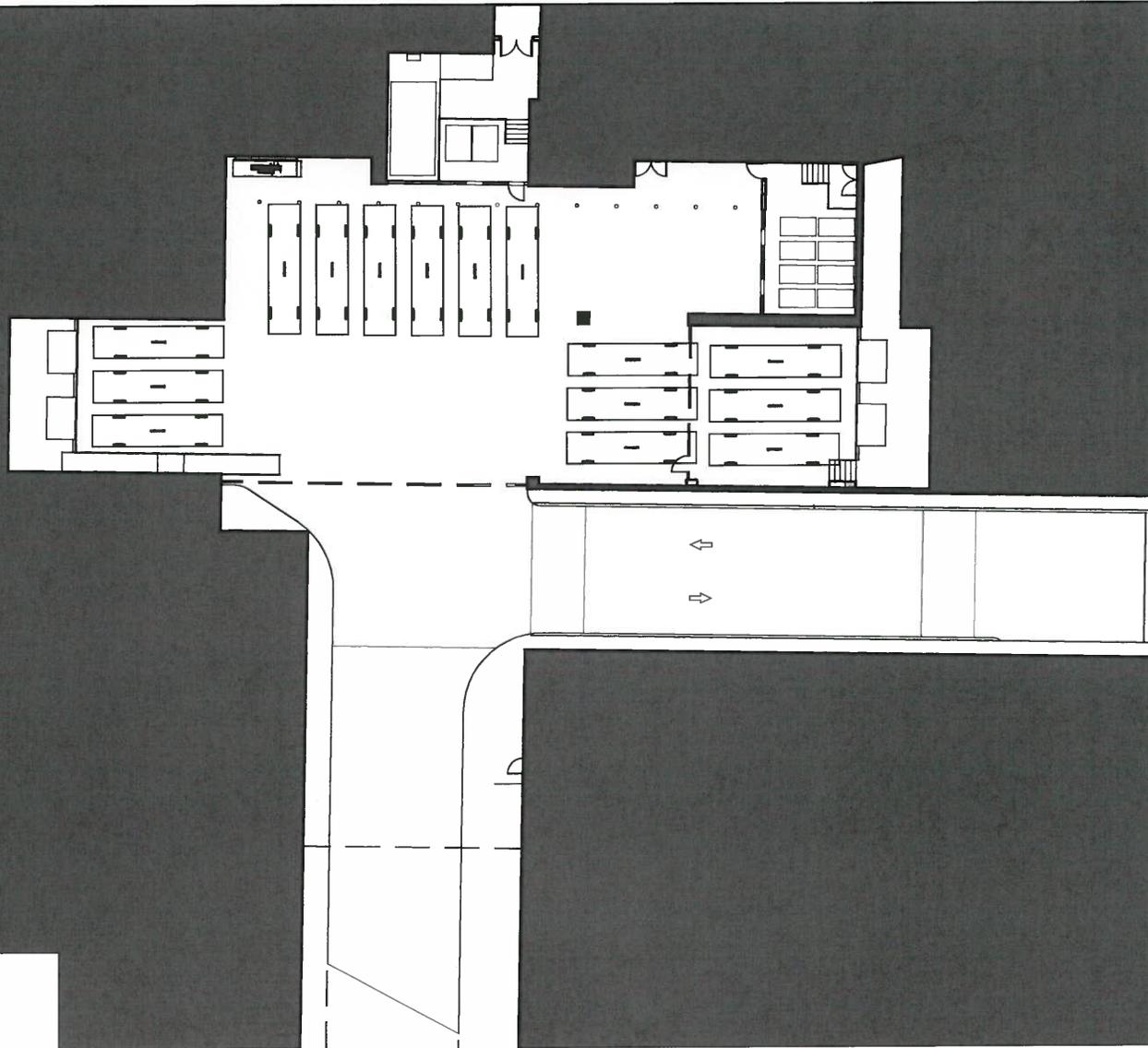
**Stretch Limousine** feet

- Width : 6.0
- Track : 6.0
- Lock to Lock Time : 6.0
- Steering Angle : 31.1

**STACKING - LEVEL P2**



	606 S. Olive Street Suite 1100 Los Angeles, CA 90014 213.488.4911 Ph 213.488.4983 Fax <a href="http://www.walkerparking.com">www.walkerparking.com</a>	Job: ONE BEVERLY HILLS	No.
		Job No: 37-8507.00	<b>SK-9A-1</b>
		Date: 8 September 2016	



**Stretch Limousine** feet

- Width : 6.0
- Track : 6.0
- Lock to Lock Time : 6.0
- Steering Angle : 31.1



606 S. Olive Street  
Suite 1100  
Los Angeles, CA 90014  
213.488.4911 Ph  
213.488.4983 Fax  
www.walkerparking.com

Job: ONE BEVERLY HILLS

Job No: 37-8507.00

Date: 12 AUGUST 2016

No.

**SK-9B**



**Attachment K**  
Draft Project Conditions (with changes)

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

**Community Development/Planning Project Conditions**

1. Compliance with Plans. The Project shall be built in substantial compliance with the approved plans dated \_\_\_\_\_ (“Approved Plans”). These plans shall be kept on file with the City Clerk’s Office and the Department of Community Development/ Planning, and subject to additional conditions as may be imposed by the Architectural Commission.

2. Minor Amendments. Minor Amendments to the Conditions of Approval may be approved by the Director of Community Development and shall not require an amendment to the 9900 Wilshire Specific Plan.

3. Number of Residential Units. In no case shall the Project include more than 193 residential units in accordance with the Approved Plans and details contained in the approved 9900 Wilshire Specific Plan, as amended. The total floor area of the residential uses shall not exceed 697,223 square feet, inclusive of all common areas.

4. Hotel Rooms. In no case shall the Project include more than 134 hotel rooms in accordance with the Approved Plans and details contained in the approved 9900 Wilshire Specific Plan, as amended. The total floor area of the hotel rooms (exclusive of any hotel dining, bar, meeting room ancillary amenities, and back of house) shall not exceed 95,981 square feet.

5. Hotel Dining, Bar, Meeting Rooms, and Ancillary Amenities. The project shall include a maximum floor area of 108,370 square feet of hotel restaurants, bars, ballroom/meeting rooms, ancillary amenities and back of house space. These include, but are not limited to, hotel shops, back of house and storage space, spa and fitness centers, and a hotel

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

lobby lounge. In addition, the project's total open air dining areas shall not exceed a total of 1,600 square feet.

6. Restaurant Noise. No amplified music is permitted in the outdoor dining areas. No amplified music inside the restaurants, bars, or lounges shall be audible from the exterior of the restaurants, bars, or lounges.

7. General Parking Requirements. The project shall have not less than 1,140 parking spaces for residents, residents' guests, hotel guests and visitors, employees, and visitors of the public garden areas as shown in the Approved Plans. This number may be modified by the Director of Community Development by up to 5 spaces to accommodate the final design of the parking layout, and shall be allocated consistent with the following additional conditions of approval.

8. Residential Parking. A total of not less than 558 residential parking spaces shall be provided for the condominium component of the project. Of these, not more than 103 spaces may be tandem spaces. Tandem spaces may not be used for guest parking. Parking spaces for residential units are required to comply with the City's Municipal Code standards and shall be used solely for the parking of the personal vehicles of residents, their guests, and employees associated with the condominium units. Parking spaces for residential units may not be leased, subleased, sold, transferred, or otherwise separated from the unit for which the parking spaces are required and shall not be dedicated to or used to provide parking for any off-site use. The parking spaces for each residential unit shall be permanently assigned to the unit and shall be labeled as such.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

9. Hotel Parking. A total of not less than 582 parking spaces (including not more than 59 tandem spaces and not more than 102 in-aisle spaces) shall be provided for the hotel, dining/bar, hotel ancillary, and meeting room/ballroom uses. In addition, the hotel motor court shall be designed to accommodate at least 22 additional standard parking spaces; 19 large sedan (towncar) spaces; or 14 stretch limousine spaces, while maintaining adequate circulation space at all times. On-site valet parking services shall be provided and shall operate pursuant to the approved Parking Valet/Operations Plan required by Condition 18 below for the tandem and in-aisle spaces.

10. Public Garden Parking. As part of the required number of hotel parking spaces, a minimum of 30 spaces shall remain available at all times for visitors of the public gardens located at the southwest corner of Wilshire Boulevard and Merv Griffin Way. Visitors of the public gardens shall receive 3 hours of free parking, after which market rates for parking may be imposed. All leases or sales agreements for hotel or commercial space within the Project shall contain provisions to implement this requirement.

11. Excess Parking: An additional \_\_\_\_\_ excess parking spaces shall be provided. These excess spaces may be leased for uses other than residential or on-site hotel or commercial requirements. Such leases shall require prior review and approval by the Director of Community Development. The Director of Community Development's decision to approve or deny a request for to lease excess parking spaces for uses other than residential or on-site hotel or commercial requirements shall be based on evidence that the total remaining parking supply dedicated to the site meets the total parking demand generated by the uses on the site.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

12. Parking Accessibility. Each parking stall designated to meet the numeric requirements of the Americans with Disabilities Act (“ADA”) shall meet all ADA requirements for an accessible parking space.

13. Employee Parking. The Project shall provide free on-site parking for all hotel employees at all times. All leases or sales agreements for hotel or commercial space within the Project shall contain provisions to implement this requirement. An employee shall be defined as a person in the service of another under any contract of hire, express or implied, oral or written, where the employer has the power or right to control and direct the employee in the material details of how the work is to be performed. This condition shall also apply to any employees of contractors retained for services on the property.

14. Customer Parking. Two hours of free, validated parking shall be provided for patrons of the hotel dining and bar, or any hotel ancillary uses, after which market rates for parking may be imposed. All leases or sales agreements for hotel or commercial space within the Project shall contain provisions to implement this requirement.

15. Pedestrian Signage. Prior to the issuance of occupancy permits for the Project, the Applicant shall install sufficient signage, as determined by the City Traffic engineer, on both the interior and exterior of the parking garage to protect pedestrians from drivers entering/exiting all access points of the residential and hotel garages and the hotel motor court.

16. Signage. Prior to the issuance of a building permit, the Applicant shall submit a unified sign plan required by Section 4.6 of the Specific Plan for review and approval. Said unified sign plan shall include, but not be limited to, provision of appropriate signage and

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

precautionary devices inside the parking garage. After approval of the Unified Sign Plan, all project signage shall conform to the approved Unified Sign Plan.

17. Parking Signage. Prior to the issuance of a building permit, the Applicant shall submit a signage plan for review and approval by the Department of Community Development/Planning, which plan shall include, but not be limited to, provision of appropriate signage and precautionary devices inside the parking garage. All signage shall conform to the signage plan.

18. Parking Valet/Operations Plan. Prior to the issuance of any occupancy permit, the applicant shall prepare and shall have received approval from the Director of Community Development and Director of Public Works of a Parking Valet/Operations Plan for both hotel and residential parking operations. The residential parking operations plan shall include plans to meet the parking needs generated by large on-site events and parties (i.e. to include the aggregate number of people generated for multiple, simultaneous small events occurring on-site). Thereafter, the applicant and subsequent homeowners' association shall implement said plan for any large on-site events and parties. The requirement for this residential operations plan shall be incorporated into the Covenants, Conditions and Restrictions for the condominiums. The hotel parking operations plan shall consider and coordinate with simultaneous events occurring within the condominiums as well as at the Beverly Hilton and the Waldorf Astoria, and shall include information on the number of valet attendants that will be on duty at any given time, the standard operating procedures for staging of limousines, ride share vehicles, car service vehicles, and taxis, and any other information deemed necessary by the Community Development Department.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

19. Safety/Technology. The applicant shall install state-of-the-art devices or equipment as approved by the City's Police and Fire Departments to ensure that wireless telecommunication reception in the parking garage and in the project is adequate for police, fire and other emergency responders and the health and safety of residents and visitors. The system shall include an In-Building Bi-Directional Amplification System that will (a) provide City Emergency services personnel the ability to communicate reliably and efficiently by supported City radio systems, within any occupiable spaces inside the respective buildings; and (b) contain back-up / emergency power to ensure on-going, uninterrupted functionality in the event of any power failures or interruptions. Further, the System shall be tested on a regular basis to ensure reliable performance at all times, and the building owner or future homeowners association shall work cooperatively with the City to design, build, maintain, and update the system as conditions require.

20. Loading. Prior to issuance of occupancy permits and subject to the review and approval of the Directors of Community Development and Public Works, the Applicant shall provide a Loading Management Plan to minimize loading-related impacts from the Project on adjacent land uses. The Loading Management Plan shall identify permissible hours for loading, which shall not occur outside the hours of 6:00 a.m. to 2:30 p.m. Monday through Saturday with no loading operations on Sundays, and shall designate a delivery monitor to monitor the loading area and deliveries in order to control the circulation activities and to prevent overcrowding in the loading area. The City hereby retains the authority to impose additional conditions on the Project to address loading, delivery and parking issues. The Applicant shall comply with the approved Loading Management Plan and any additional

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

conditions imposed after adoption of this Resolution and after adoption of the Loading Management Plan, in order to address parking, loading and delivery issues. No loading shall occur on Wilshire Boulevard or Santa Monica Boulevard.

21. Public and Common Areas. All public and common areas and facilities shall be clearly depicted, described, or both in the final plans reviewed by the Department of Community Development/Planning prior to issuance of a building permit.

22. Rooftop Uses. Only those rooftop uses that are designated in the Approved Plans are permitted as part of this approval. These include the residents' pool and terrace on the rooftop of the North Building, and the hotel pool, dining, bar, function room, back of house, fitness center, and spa uses on the rooftop of the South Building.

23. Green Building Design. The Project shall be constructed to meet LEED® Silver certification. A green building plan shall be submitted as part of the application for a building permit. The green building plan shall indicate which LEED® checklist items that the project will utilize, and indicate where compliance with each selected point is shown on the plans. The applicant shall be required to implement all points shown in the final green building plan. The Building Official or his designee shall verify compliance with each selected point prior to issuance of a final certificate of occupancy. The Building Official may conduct other inspections as needed to ensure compliance with this condition. The Applicant may request amendment of the green building plan and such amendment may be approved by the Building Official. If the City Council adopts a green building ordinance prior to the submittal of an application for a building permit, the applicant shall comply with said Ordinance.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

24. Gray Water Usage Requirement. The applicant shall install a gray water system as required by Section 3.4 F of the Specific Plan, including sufficient plumbing features to allow gray water to be used for landscaped areas on the property. All plumbing requirements shall be subject to review and approval by the City's Building and Safety Division.

25. Architectural Commission Review. Prior to the issuance of building permits, the design, materials and finishes of the building, and proposed landscaping shall be subject to the review and approval of the Architectural Commission. The Applicant shall submit final landscape, lighting and irrigation plans that include mature-sized plantings along the property to provide an appropriate visual and aesthetically pleasing transition between the property and the neighboring property on the east side of Merv Griffin Way. Particular attention shall be paid to the entry garden areas at the north and south corners of the property that intersect with Merv Griffin Way (including the motor court); to the public garden areas spanning the length of the property; to meandering pathways proposed to span the entirety of the north/south perimeter adjacent to Merv Griffin Way; and to the landscaped areas directly abutting the Merv Griffin Way roadway. Landscape plans shall be prepared by a licensed landscape architect.

26. Final Building Plans. Final building plans shall be consistent with the preliminary plans approved by this Resolution and shall be prepared by a licensed professional.

27. Traffic/Crossing Guard. In addition to the existing City crossing guards in the vicinity of the Project site, during Project construction, the City shall hire and the applicant shall pay for, one or more additional crossing guards to assist children in crossing Wilshire Boulevard, Santa Monica Boulevard and Little Santa Monica at the beginning and end of each school day, as deemed appropriate by the Director of Community Development. In addition,

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

if deemed necessary by the Environmental Compliance Monitor, an additional guard shall be hired during construction on an as-needed basis to ensure the safety of children walking the length of Merv Griffin Way before and after school. The cost of any such additional crossing guards may be shared by the applicant and the applicant for the Beverly Hilton Revitalization Project if such cost sharing is directed by the Director of Community Development.

**28. Hiring Practices.** The applicant shall require the Construction Manager/Supervisor to verify that no construction workers have prior felony records prior to hiring of any such workers, and shall not hire any such workers with such prior felony record to work on this Project. The on-site Construction Manager/Supervisor shall assure that no employees, subcontractors of any tier, material suppliers or consultants have direct contact with students from the Beverly Hills Unified School District during the performance of their duties, unless required within the scope of their duties and with the knowledge or approval of the Construction Manager/Supervisor and prior approval from the School District. The applicant shall be responsible for verifying that any security personnel and/or crossing guards have no prior felony record prior to hiring of any such workers, and shall not hire any such workers with such prior felony record to work on this Project. Compliance with this provision shall be verified by the Environmental Compliance Monitor. Further, each contractor on the site shall provide the Environmental Compliance Monitor and the Beverly Hills Unified School District Superintendent a certification form certifying that there are no known felons working on the site.

**29. Traffic Signal at Merv Griffin Way/Santa Monica Boulevard.** The applicant shall install a traffic light at the Merv Griffin Way/Santa Monica Boulevard intersection.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

Installation and plans for the traffic light are subject to review and approval by the City's Traffic Engineer and Building Official. The applicant may be entitled to a fair share reimbursement from other projects that impact this intersection and necessitate the traffic light. The traffic light either shall be installed and operational prior to construction, or the applicant shall provide adequate security for installation prior to the approval of any final subdivision map.

**30.** Santa Monica Boulevard Roadway Improvements. Prior to the issuance of a certificate of occupancy, the applicant shall provide the right-of-way dedications to the City as shown on the approved plans and subject to review and approval by the City's Public Works Director. As approved by the Public Works Director, the applicant shall install and pay for improvements to the Santa Monica Boulevard right-of-way adjacent to the Project as shown on the approved plans, including but not limited to landscaping and street improvements.

**31.** Merv Griffin and Wilshire Boulevard Intersection Improvements. The north bound configuration of Merv Griffin Way portion of the southern leg of the intersection of Merv Griffin Way and Wilshire Boulevard shall be modified to provide one left-turn lane, one through lane, and one right-turn lane on the portion of Merv Griffin Way within the Specific Plan Area. The improvements shall be completed prior to the recordation of any final subdivision map.

**Landscaping and Irrigation**

**32.** Prior to final building inspection, the Applicant shall install all proposed irrigation and landscaping, including irrigation controllers, staking, and mulching, in accordance with the Architectural Commission's approval of the final project design.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

33. Prior to occupancy, the Applicant shall submit a letter from the Project landscape architect certifying that all landscape material and irrigation has been installed and is functioning according to the approved landscape plans.

34. The property owners and successors in interest, including but not limited to any homeowners association, shall be responsible for the maintenance of the site drainage system, sidewalks, parkways, street trees and other landscaping, including irrigation, within and along the adjacent public right-of-way and all public and private open areas on the site including the western half of Merv Griffin Way. The Covenants, Conditions and Restrictions for this project shall specifically reflect this obligation.

**Other City Departments' Requirements**

35. The Applicant shall comply with all applicable conditions and permits required from the Public Works and Transportation Department and Community Services-Recreation and Parks Department attached as Exhibit A. The Applicant shall secure all necessary permits from the Engineering Division of Public Works prior to commencement of any demolition or Project related work.

36. An offsite improvement plan prepared by a registered civil engineer must be submitted to the Civil Engineering Division. This plan must show any existing street furniture within the public right-of-way (ROW) fronting the proposed improvement site. All new construction and relocation of any existing street furniture must be clearly shown.

37. The Project shall comply with all applicable conditions from the Fire Department as may be identified through the plan check process.

**Construction Management**

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

**38.** The Applicant shall comply with a Construction Management Plan that has been approved by the Director of Community Development prior to issuance of a building permit. The Applicant shall comply with the approved Construction Management Plan. The Construction Management Plan shall incorporate the Construction Traffic Management Plan and the Construction Workers Parking Plan as described in the attached Mitigation Measures for the project. The Construction Management Plan shall also include, at a minimum, the following requirements:

- a. Parking and transportation to and from the construction parking area for construction workers, which shall be paid for by the Project applicant.
- b. A map identifying routes and parking lots to be utilized and shall be provided to the City and include written certification from the owner(s) of the parking lots proposed to be used that such parking will be available to the Applicant throughout the construction period.
- c. A plan for the proposed demolition/construction staging for the Project to determine the amount, appropriate routes and time of day of heavy hauling truck traffic necessary for demolition, deliveries etc., to the subject site shall be included in the Construction Management Plan. The construction haul route shall be reviewed and approved by the City Traffic Engineer and the Director of Community Development. The approved haul route is subject to change if the haul route creates unanticipated traffic congestion or noise impacts.
- d. All final construction mitigation measures.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

- e. An implementation plan for each phase of construction (demolition, excavation, concrete, superstructure, etc).
  - f. Specification that construction hauling shall be restricted to Santa Monica Boulevard to/from Interstate 405; any deviations from this requirement first shall be reviewed by the School District and approved by the Director of Community Development.
  - g. Specification that hauling of debris and/or soil from the site shall be allowed to take place at night and/or weekends as approved by the Director of Community Development in accordance with an after-hours work permit (BHMC Section 5-1206).
  - h. Measures to protect the artificial turf field and associated drainage system on El Rodeo School's campus from construction dirt and debris.
  - i. Requirements for measures such as a sign-in/sign-out requirement for all persons accessing and leaving the site, defined separations between public and construction areas, fencing and/or landscape barriers, active surveillance, privacy screening, and other similar measures to prevent unauthorized access between such areas.
- 39.** A third-party Construction Management Plan Coordinator shall be retained to develop and maintain the Construction Management Plan. The developer shall deposit funds sufficient to pay for the Construction Management Plan Coordinator who shall be hired by and work for the City.
- a. The Construction Management Plan Coordinator hired to provide these services shall be selected from a list of individuals or firms deemed qualified by the Director of Community Development, and shall be mutually agreed upon by the City of Beverly

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

Hills and the Beverly Hills Unified School District. If the District does not agree with the City on a Coordinator within a 14 calendar day period after being presented with the list of qualified coordinators, the Director of Community Development shall have the authority to select the Coordinator.

- b. The Construction Management Plan Coordinator should have experience in large private and public development including experience with school or hospital construction. The Coordinator must have a broad range of experience in construction management, estimating, scheduling and large commercial construction practices and techniques. Past experience with development projects in the City of Beverly Hills will be a consideration in the selection process.

40. An updated copy of the Construction Management Plan shall be provided to the designated Beverly Hills Unified School District representative, and shall be available at El Rodeo School at all times. Further, an up-to-date copy of the Construction Management Plan shall be made available to the general public on the project's publicly accessible web page.

41. The Beverly Hills Unified School District shall be given a 14 calendar day period in which to review and comment on the Construction Management Plan before the City approves it.

42. The Construction Management Plan shall be updated, as deemed necessary by the Coordinator, throughout all phases of the construction process. This Plan shall be amended and updated to coordinate all construction activity at the site area should the adjacent Beverly Hilton Revitalization Project move forward concurrently.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

43. The Construction Management Plan Coordinator shall participate in meetings throughout the construction process and shall provide necessary and prudent advice and resources to the City to properly develop, implement and modify the mitigation plan. Further, the applicant shall invite School District representatives and the City's representatives including but not limited to the Construction Management Plan Coordinator and Environmental Compliance Monitor to attend and participate in regular construction progress meetings.

44. Requests for after-hours construction permits shall be reviewed by the City's Building Official in accordance with BHMC Section 5-1-206. The Building Official shall confer with the Environmental Compliance Monitor and revise any afterhours permits as necessary to mitigate noise to residential neighbors of the project.

45. The applicant shall maintain a current construction schedule on a publicly accessible project web page and shall provide the web page address on construction signage placed on the boundary of the property or in a location visible to the public as determined by the Environmental Compliance Monitor.

46. A cash deposit of \$25,000 shall be deposited with the City to ensure compliance with the conditions of this Resolution regarding construction activities. The \$25,000 deposit shall be replenished as deemed necessary by the City's Building Official. Such deposit shall be returned to Applicant upon completion of all construction activities and in the event that no more than two violations of such conditions or the Beverly Hills Municipal Code occur. In the event that three or more such violations occur, the City may: (a) retain the deposit to cover costs of enforcement; (b) notify the Applicant that the Applicant may request a hearing before the City within ten days of the notice; and (c) issue a stop work notice until such time that an

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

additional deposit of \$25,000 is deposited with the City to cover the costs associated with subsequent violations. Work shall not resume for a minimum of two days after the day that the additional deposit is received by the City. If the Applicant timely requests a hearing, said deposit will not be forfeited until after such time that the Applicant has been provided an opportunity to appear and offer evidence to the City, and the City determines that substantial evidence supports forfeiture. Any subsequent violation will trigger forfeiture of the additional deposit, the issuance of a stop work notice and the deposit of an additional \$25,000, pursuant to the procedure set forth herein above. All amounts deposited with the City shall be deposited in an interest bearing account. The Applicant shall be reimbursed all interest accruing on monies deposited. The requirements of this condition are in addition to any other remedy that the City may have in law or equity and shall not be the sole remedy of the City in the event of a violation of the conditions of this Resolution or the Beverly Hills Municipal Code.

47. The design of the construction barrier/fence required in Mitigation Measure Noise-1 shall be subject to architectural review. The applicant shall provide temporary aesthetic improvements, which may include landscaping, to improve the appearance of the site around the construction barrier/fence during the construction period.

48. The applicant shall designate a Community Liaison Officer as outlined in the attached Mitigation Measures, directly accessible to the public by telephone in the event that the public has any concerns regarding the maintenance of the site. The name and telephone number of the Community Liaison Officer shall be transmitted to the Director of Community Development, the City's Building Official, and the Beverly Hills Unified School District Superintendent and Principal at El Rodeo School. In addition, the Applicant shall post the

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

name and telephone number of the Community Liaison Officer on the site in a location readily visible to the general public as approved by the Director of Community Development. Said signs shall also include the name and number of a City contact from the Community Development Department. The Applicant representative's telephone number provided shall be manned during construction hours.

49. Within three working days after approval of this Resolution, the Applicant shall remit to the City a cashier's check, payable to the County Clerk, in the amount of \$75.00 for a documentary handling fee in connection with Fish and Game Code requirements in addition to the Department of Fish and Game filing fee imposed pursuant to Fish and Game Code Section 711.4.

50. Property Maintenance. The property owners and successors in interest, including but not limited to any homeowners' association shall be responsible for the operation and maintenance of the private sewer connection to the public sewer in the public right-of-way, the site drainage system, the maintenance of the common areas and facilities, the exterior of the building, and any costs or corrections due to building or property maintenance code enforcement actions. The Covenants, Conditions and Restrictions for this project shall specifically reflect this obligation.

**Environmental Compliance Monitor**

51. The Construction Management Plan Coordinator shall provide assistance in the selection of a full-time Environmental Compliance Monitor. The developer shall deposit funds sufficient to pay for the Environmental Compliance Monitor who shall be hired by and work for the City. The Environmental Compliance Monitor shall be selected from a list of individuals

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

deemed qualified by the Director of Community Development and shall be mutually agreed upon by the City of Beverly Hills and the Beverly Hills Unified School District. If the District does not agree with the City on a Monitor within a 14 calendar day period after being presented with the list of qualified monitors, the Director of Community Development shall have the authority to select the Monitor.

52. The field office of the Environmental Compliance Monitor shall be located in a office trailer provided by the developer on or adjacent to the El Rodeo School campus for easy access to District staff, parents, and local residents. The location of the field office shall be approved by the Community Development Director. All utility and maintenance costs associated with the installation and maintenance of this trailer shall be paid for by the developer.

53. The Environmental Compliance Monitor shall maintain a daily log and provide monthly reports to the City and School District.

54. The Environmental Compliance Monitor shall immediately report any violations of the construction mitigation measures to the City.

55. City staff shall have the authority to immediately stop construction upon verification of any violation of the Construction Management Plan. Work shall not be allowed to restart until the problem is abated and/or corrective actions are taken to mitigate the violation.

56. The Environmental Compliance Monitor shall conduct a weekly meeting with the project construction manager(s) and shall invite City and School District representatives to attend such meetings.

**Specialty Testing**

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

57. Specialty consultants (noise and air quality) shall be hired to provide testing and monitoring and provide recommendations as described in the 2008 Final EIR and subsequent Final Supplemental EIR, and imposed by these conditions of approval. The developer shall deposit funds sufficient to pay for the specialty consultants who shall be hired by and work for the City.

58. The Construction Management Plan Coordinator shall provide assistance in the selection of these specialists.

59. Consultants hired to provide specialty testing services shall be selected from a list of individuals or firms deemed qualified by the Director of Community Development, and shall be mutually agreed upon by the City of Beverly Hills and the Beverly Hills Unified School District. If the District does not agree with the City on specialty testing consultants within a 14 calendar day period after being presented with the list of qualified specialty testing consultants, the Director of Community Development shall have the authority to select the specialty testing consultants.

60. All test results shall be maintained on file with the Environmental Compliance Monitor and included in monthly reports submitted to the City and School District.

61. Construction noise and vibration shall be monitored at El Rodeo School as part of the Construction Management Plan. Construction activities and/or measures may be modified to correct any excesses in the event acceptable thresholds are exceeded.

62. The Environmental Monitor shall initiate, and the Developer shall pay for a traffic study to be undertaken within 45 days after the beginning of each school year during construction of the Project to measure the then existing conditions and to determine whether unanticipated

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

impacts resulting from the Project construction are occurring. Additional measures as may be identified by any such study that address impacts from the Project shall be implemented by the developer.

63. Construction traffic shall be monitored at the site so that the frequency of construction to/from the project site during periods when most schoolchildren are arriving/departing to/from schools will be reduced in the event that construction traffic exceeds thresholds that shall be identified in the Construction Management Plan.

**General Conditions**

64. All electrical transformers and other such mechanical equipment shall be clearly depicted, described, or both, in the final plans reviewed by the Department of Community Development/Planning, prior to issuance of a building permit. Screening and/or relocation may be required if the proposed locations have the potential to adversely affect the appearance of the building from the public right-of-way.

65. The Covenants, Conditions and Restrictions (CC&R's) for this project shall reflect the fact that, as this Project is located on Wilshire Boulevard, the maintenance of public improvements (street payment, sidewalk, curb, gutter, water and sewer lines) is usually performed at night.

66. In accordance with the requirements set forth in City Council Resolution 71-R-4269, the applicant shall file a formal written request with the Civil Engineering Department for approval of any type of temporary construction encroachment (steel tieback rods, etc.) within the public right-of-way. Shoring plans and elevations prepared by a registered civil engineer

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

must be submitted for review by the Civil Engineering Department. An indemnity bond must be submitted and approved by the City Attorney prior to excavation.

67. The Project shall comply with the applicable standard conditions and shall obtain all necessary permits from the Public Works/Engineering Department. The Standard Conditions List is attached hereto as Exhibit A and incorporated herein by this reference.

68. The Applicant shall comply with the requirements of the Street Tree Mitigation Plan of the Recreation and Parks Department, attached hereto as Exhibit C and incorporated herein by this reference.

69. These conditions shall run with the land and shall remain in full force for the duration of the life of the Project.

70. The City reserves the right to make modifications and/or impose additional conditions which may become necessary to enable implementation of the specific conditions set forth in this Resolution, and the Applicant shall comply with all such modified or additional conditions.

71. Prior to the earlier of either the issuance of any occupancy permit or the sale or lease of any residential unit in the project, a subdivision map shall be approved by the City and the final map for such subdivision shall have been recorded with the County of Los Angeles Recorder and the condominium plan filed with the Department of Real Estate.

72. Prior to the approval of any final map, the applicant shall prepare and submit CC&R's for review and approval by the Director of Community Development and the City Attorney. The CC&R's shall include the provisions in these conditions of approval relating to the Parking Valet/Operations Plan, Property Maintenance, and reflecting that the performance

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

of public improvement along Wilshire Boulevard is usually performed at night. The CC&R's shall be recorded prior to the approval of any final map.

73. Prior to the recordation of any final subdivision map, the applicant shall record a reciprocal parking and access agreement for the site in form and content satisfactory to the Community Development Director and the City Attorney.

74. The applicant shall install insulated laminated clear safety glass on the exterior of all the condominium units facing the Los Angeles County Club.

75. Unanticipated Traffic Impacts. In the event that the Director of Community Development determines that operation of the project is having unanticipated traffic or parking impacts, the Director shall require the owner, hotel, or Homeowners Association to provide an analysis of the traffic or parking impacts and recommend and implement mitigation for the impacts. If, in the opinion of the Director, the owner, hotel, or Homeowners Association fails to implement sufficient mitigation to mitigate the unanticipated traffic or parking impacts, then the Director shall schedule a hearing before the Planning Commission concerning the impacts being created by the project. The owner, hotel, or Homeowners Association shall receive at least ten days' notice of such hearing. Upon conclusion of the hearing, the Planning Commission may impose additional conditions upon the project as necessary to mitigate any unanticipated traffic or parking impacts caused by the project, and the owner, hotel, or Homeowners Association and operator shall forthwith comply with any such additional conditions at their sole expense. However, the owner, hotel, or Homeowners Association may appeal the decision of the Planning Commission to the City Council pursuant to the provisions of the Beverly Hills

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

**Municipal Code and any decision of the Planning Commission shall be stayed pending a decision by the City Council on appeal.**

76. The Construction Management Plan shall contain a provision prohibiting construction trucks from queuing on Santa Monica Boulevard or Wilshire Boulevard during all aspects of construction.

77. An air cleaning/filtering system shall be installed in the condominium buildings subject to the review and approval of the Building Official to assist in the removal of pollutants emanating from the adjacent streets.

78. The provisions of the Amended Specific Plan shall not become effective, and no development or implementation of the Amended Specific Plan shall be permitted until a) the ordinance approving the amended development agreement has become effective and b) the amended Development Agreement is executed and recorded.

79. **Uses ancillary to the residential uses in the Specific Plan, including but not limited to the spa, screening rooms, and common event spaces, shall be for the exclusive use of residents within the Specific Plan. Guests of residents may use such facilities except that there shall be no charge to or for non-resident guests and in no event shall memberships be given or sold to any person or entity that is not a resident within the Specific Plan.**

80. The applicant shall execute and record against the 9900 Wilshire property, a covenant and agreement to facilitate the continuation of the Golden Globe Awards, or successor event, at The Beverly Hilton Property. The CC&Rs shall be in a form satisfactory to the City Manager and the City Attorney, after consultation with the Beverly Hills Fire and Police Departments. The covenant and agreement shall include provisions providing for (a) the closure

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

of Merv Griffin Way the day prior to and the day of the Golden Globe Awards event, (b) prohibitions on the use of vehicles on or access of persons to Merv Griffin Way the day prior to, the day or and the day after the Golden Globe Awards event, (c) grant of a license to use Merv Griffin Way for camera equipment, satellite truck use, celebrity arrivals, or any similar event-related use on the day prior to and the day of the Golden Globes Awards event, (d) closure of any pedestrian and vehicular access points (other than emergency access as may be required by the Beverly Hills Fire or Police Departments) from the 9900 Wilshire property to Merv Griffin Way and to prohibit persons or vehicles from entering Merv Griffin Way from such access points on the day prior to and the day of the Golden Globe Awards event. These provisions also shall apply to the day after the Golden Globe Awards event to the extent reasonably necessary to remove equipment utilized in the Golden Globe Awards event. In addition, the covenant and agreement shall provide for a grant of access to the 9900 Wilshire Property and its buildings at any time as requested by the Beverly Hills Police Department, United States Secret Service, Federal Bureau of Investigation, or other governmental security agency and/or their successors, as needed, to provide security for the Golden Globe Awards event, and (e) cooperation with requests by the Beverly Hills Police Department, United States Secret Services, Federal Bureau of Investigation, or other governmental security agency and/or their successors for a security perimeter on the 9900 Wilshire Property for the Golden Globe Awards event. The covenant and agreement shall provide for notice to all owners of the 9900 Wilshire Boulevard Property, including without limitation successors and assigns, owners of condominium interests, and tenants, of the existence of the covenant and agreement, which covenant and agreement shall be

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

recorded prior to final map approval, but not prior to the issuance of a Building Permit, as that term is defined in the development agreement approved as part of this project.

**Demolition**

81. Work at the site shall be accelerated during the summer months and while school is not in session to the fullest extent that is approved by the City.

82. The applicant shall provide the Beverly Hills Unified School District with a full set of specifications and construction plans and specifications, before the start of construction. The applicant shall also provide the Beverly Hills Unified School District with a copy of the detailed construction schedule prior to commencement of construction.

**Other Measures**

83. During construction, the developer shall install and maintain at least two (2) remotely controlled cameras made accessible via the internet to City staff, the Construction Management Coordinator, and the Environmental Compliance Monitor for mitigation monitoring purposes. The cameras are to be placed at a height and location so that 100% of the project site is visible at all times. Cameras shall be maintained regularly and accessible at all times and shall be equipped with microphones.

84. During construction, the Construction Management Coordinator, Environmental Compliance Monitor or the specialty testing consultants shall have the authority to require additional measures deemed necessary to address unanticipated issues that may arise due to construction of the Project. The developer shall fund any and all such recommended measures regardless of the cost.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

**85.** Any lighting associated with permitted night-time construction shall be shielded, directed downward, and directed to face west or south, as approved by the Environmental Compliance Monitor.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

CITY OF BEVERLY HILLS  
STANDARD CONDITIONS LIST  
FOR THE PLANNING COMMISSION

ENGINEERING, UTILITIES AND RECREATION & PARKS:

1. The applicant shall remove and replace all defective sidewalk surrounding the existing and proposed buildings.
2. The applicant shall remove and replace all defective curb and gutter surrounding the existing and proposed buildings.
3. The applicant shall comply with all applicable statutes, ordinances and regulations concerning the conversion of residential rental units into condominiums, including, but not limited to, the requirement that the applicant pay the City of Beverly Hills the condominium conversion tax of \$5,638.80\*, if a certificate of occupancy is issued prior to approval of the final subdivision map by the City Council. (\*The tax figure is adjusted annually.)
4. The applicant shall remove all unused landings and driveway approaches. These parkway areas, if any, shall be landscaped and maintained by the adjacent property owner. This landscape material cannot exceed six to eight inches in height and cannot be planted against the street trees. Care shall be taken to not damage or remove the tree existing tree roots within the parkway area. Remove and replace all defective alley and driveway approaches surrounding the existing and proposed buildings.
5. The applicant shall protect all existing street trees adjacent to the subject site during construction of the proposed project. Every effort shall be made to retain mature street trees. No street trees, including those street trees designated on the preliminary plans, shall be removed and/or relocated unless written approval from the Recreation and Parks Department

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

and the City Engineer is obtained. (See attached Trees and Construction document.) Removal and/or replacement of any street trees shall not commence until the applicant has provided the City with an improvement security to ensure the establishment of any relocated or replaced street trees. The security amount will be determined by the Director of Recreation and Parks, and shall be in a form approved by the City Engineer and the City Attorney.

6. The applicant shall provide that all roof and/or surface drains discharge to the street. All curb drains installed shall be angled at 45 degrees to the curb face in the direction of the normal street drainage flow. The applicant shall provide that all groundwater discharges to a storm drain. All ground water discharges must have a permit (NPDES) from the Regional Water Quality Control Board. Connection to a storm drain shall be accomplished in the manner approved by the City Engineer and the Los Angeles County Department of Public Works. No concentrated discharges onto the alley surfaces will be permitted.

7. The applicant shall provide for all utility facilities, including electrical transformers required for service to the proposed structure(s), to be installed on the subject site. No such installations will be allowed in any City right-of-way.

8. The applicant shall underground, if necessary, the utilities in adjacent streets and alleys per requirements of the Utility Company and the City.

9. The applicant shall make connection to the City's sanitary sewer system through the existing connections available to the subject site unless otherwise approved by the City Engineer and shall pay the applicable sewer connection fee.

10. The applicant shall make connection to the City's water system through the existing water service connection unless otherwise approved by the City Engineer. The size, type and

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

location of the water service meter installation will also require approval from the City Engineer.

11. The applicant shall provide to the Engineering Office the proposed demolition/construction staging for this project to determine the amount, appropriate routes and time of day of heavy hauling truck traffic necessary for demolition, deliveries, etc., to the subject site.

12. The applicant shall obtain the appropriate permits from the Civil Engineering Department for the placement of construction canopies, fences, etc., and construction of any improvements in the public right-of-way, and for use of the public right-of-way for staging and/or hauling certain equipment and materials related to the project.

13. The applicant shall remove and reconstruct any existing improvements in the public right-of-way damaged during construction operations performed under any permits issued by the City.

14. During construction all items in the Erosion, Sediment, Chemical and Waste Control section of the general construction notes shall be followed.

15. Condensate from HVAC and refrigeration equipment shall drain to the sanitary sewer, not curb drains.

16. Water discharged from a loading dock area must go through an interceptor/clarifier prior to discharging to the storm drain system. A loading dock is not to be confused with a loading zone or designated parking space for loading and unloading.

17. Organic residuals from daily operations and water used to wash trash rooms cannot be discharged to the alley. Examples are grocery stores, mini markets and food services.

Draft Project Conditions for proposed amendments to  
9900 Wilshire Specific Plan (One Beverly Hills Project)

18. All ground water discharges must have a permit (NPDES) from the Regional Water Quality Control Board. Examples of ground water discharges are; rising ground water and garage sumps.

19. Storm water runoff from automobiles going into a parking garage shall be discharged through a clarifier before discharging into the storm drain system. In-lieu of discharging runoff through a clarifier, parking lots can be cleaned every two weeks with emphasis on removing grease and oil residuals which drip from vehicles. Maintain records of cleaning activities for verification by a City inspector.

20. After completion of architectural review of a new or modified commercial structure, and prior to issuance of the certificate of occupancy, the applicant is required to comply with the Public Art Ordinance. An application is required to be submitted to the Fine Art Commission for review and approval of any proposed art piece or, as an alternative, the applicant may choose to pay an in-lieu art fee.