Attachment G
Revised Loading Dock Access Design
(Submitted by Applicant)

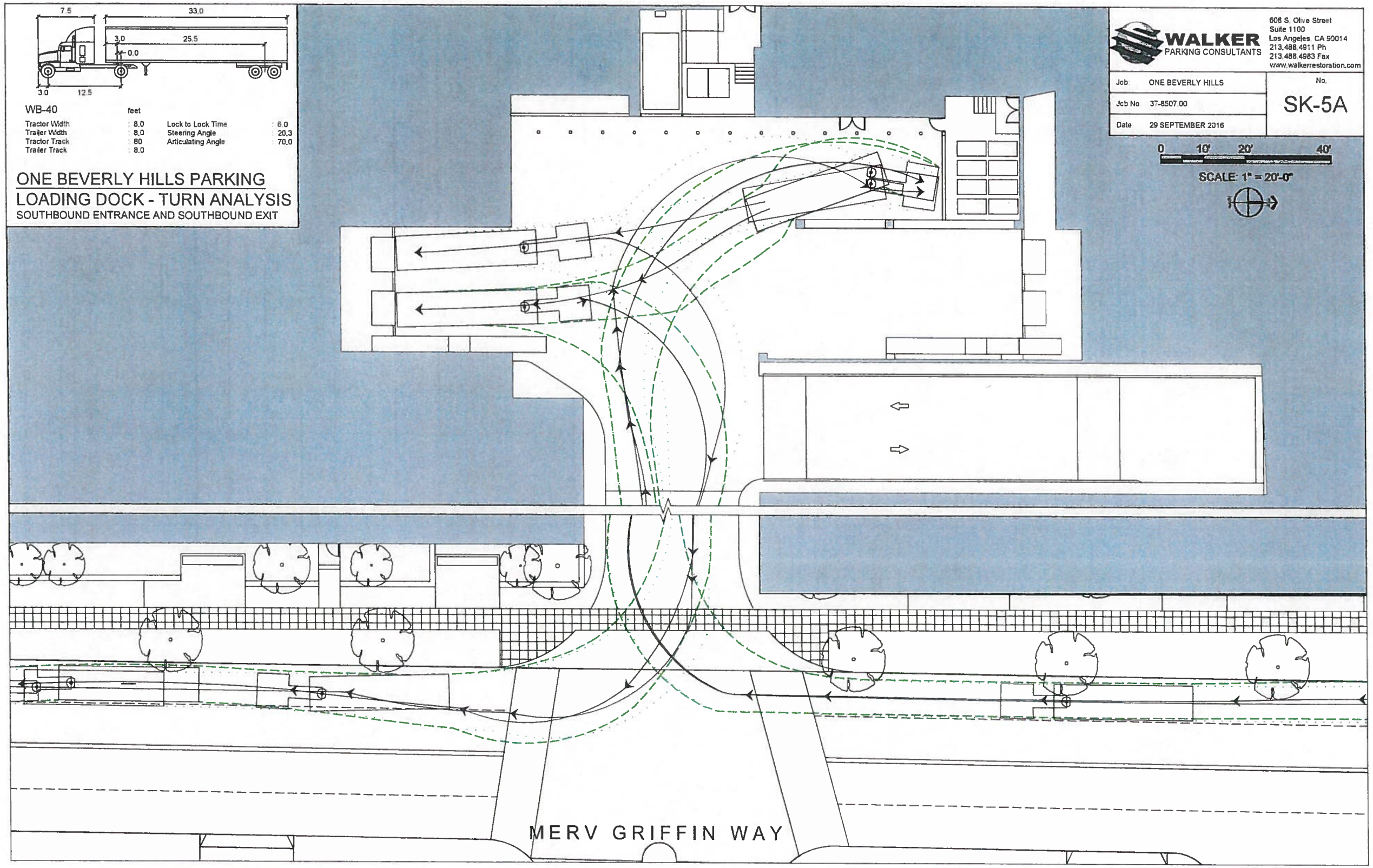
WB-40 feet

Tractor Width	8.0	Lock to Lock Time	6.0
Trailer Width	8.0	Steering Angle	20.3
Tractor Track	80	Articulating Angle	70.0
Trailer Track	8.0		

ONE BEVERLY HILLS PARKING
LOADING DOCK - TURN ANALYSIS
SOUTHBOUND ENTRANCE AND SOUTHBOUND EXIT

WALKER PARKING CONSULTANTS
606 S. Olive Street
Suite 1100
Los Angeles, CA 90014
213.488.4911 Ph
213.488.4983 Fax
www.walkerrestoration.com

Job:	ONE BEVERLY HILLS	No. SK-5A
Job No	37-8507.00	
Date	29 SEPTEMBER 2016	



WB-40 feet

Tractor Width	8.0	Lock to Lock Time	6.0
Trailer Width	8.0	Steering Angle	20.3
Tractor Track	80	Articulating Angle	70.0
Trailer Track	8.0		

ONE BEVERLY HILLS PARKING
LOADING DOCK - TURN ANALYSIS
SOUTHBOUND ENTRANCE AND NORTHBOUND EXIT

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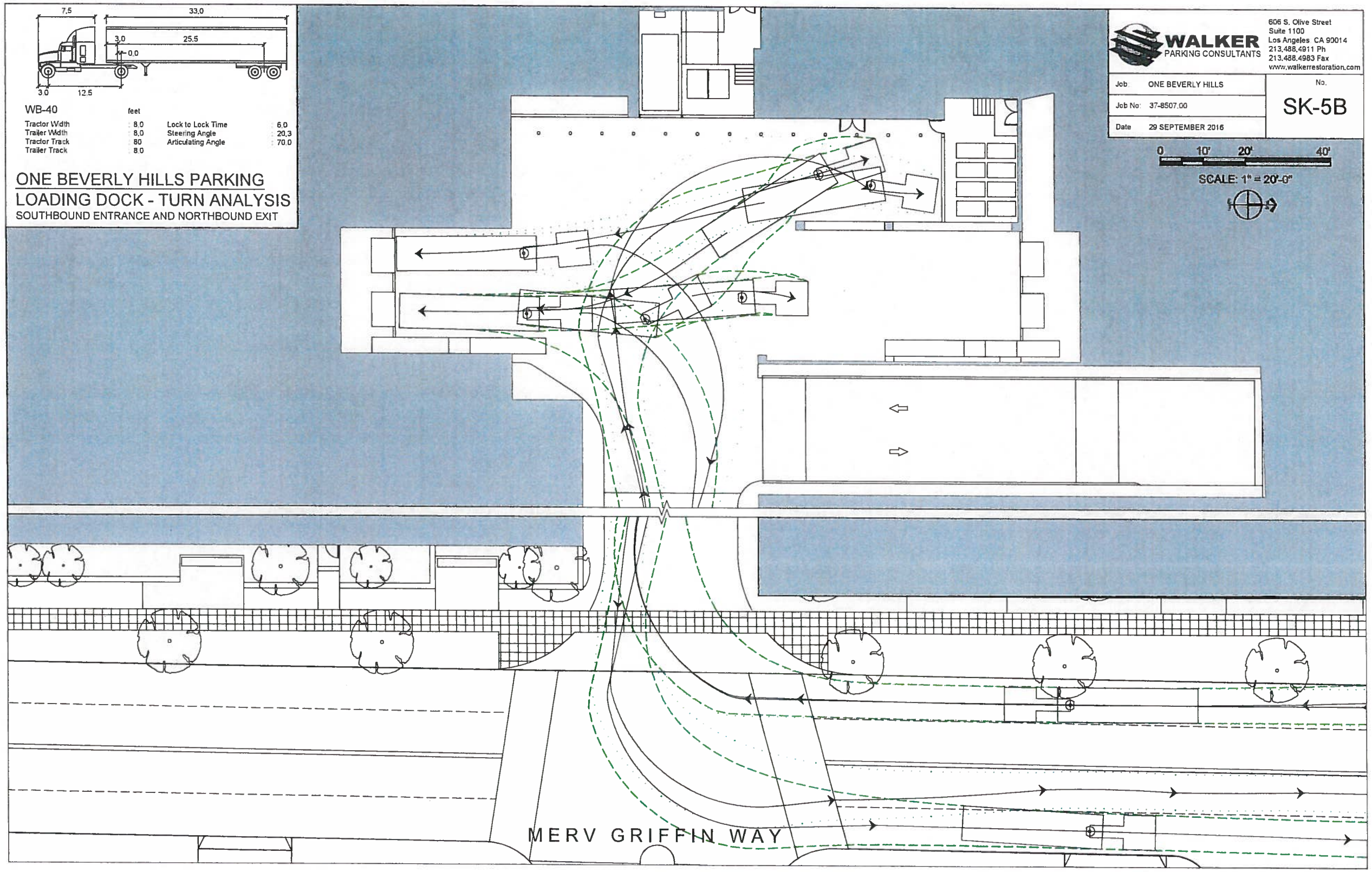
213.488.4911 Ph
213.488.4983 Fax
www.walkerrestoration.com

Job: ONE BEVERLY HILLS	No. SK-5B
Job No: 37-8507.00	
Date 29 SEPTEMBER 2016	

0 10' 20' 40'

SCALE: 1" = 20'-0"



WB-40 feet

Tractor Width	: 8.0	Lock to Lock Time	: 6.0
Trailer Width	: 8.0	Steering Angle	: 20.3
Tractor Track	: 80	Articulating Angle	: 70.0
Trailer Track	: 8.0		

ONE BEVERLY HILLS PARKING
LOADING DOCK - TURN ANALYSIS
NORTHBOUND ENTRANCE AND NORTHBOUND EXIT

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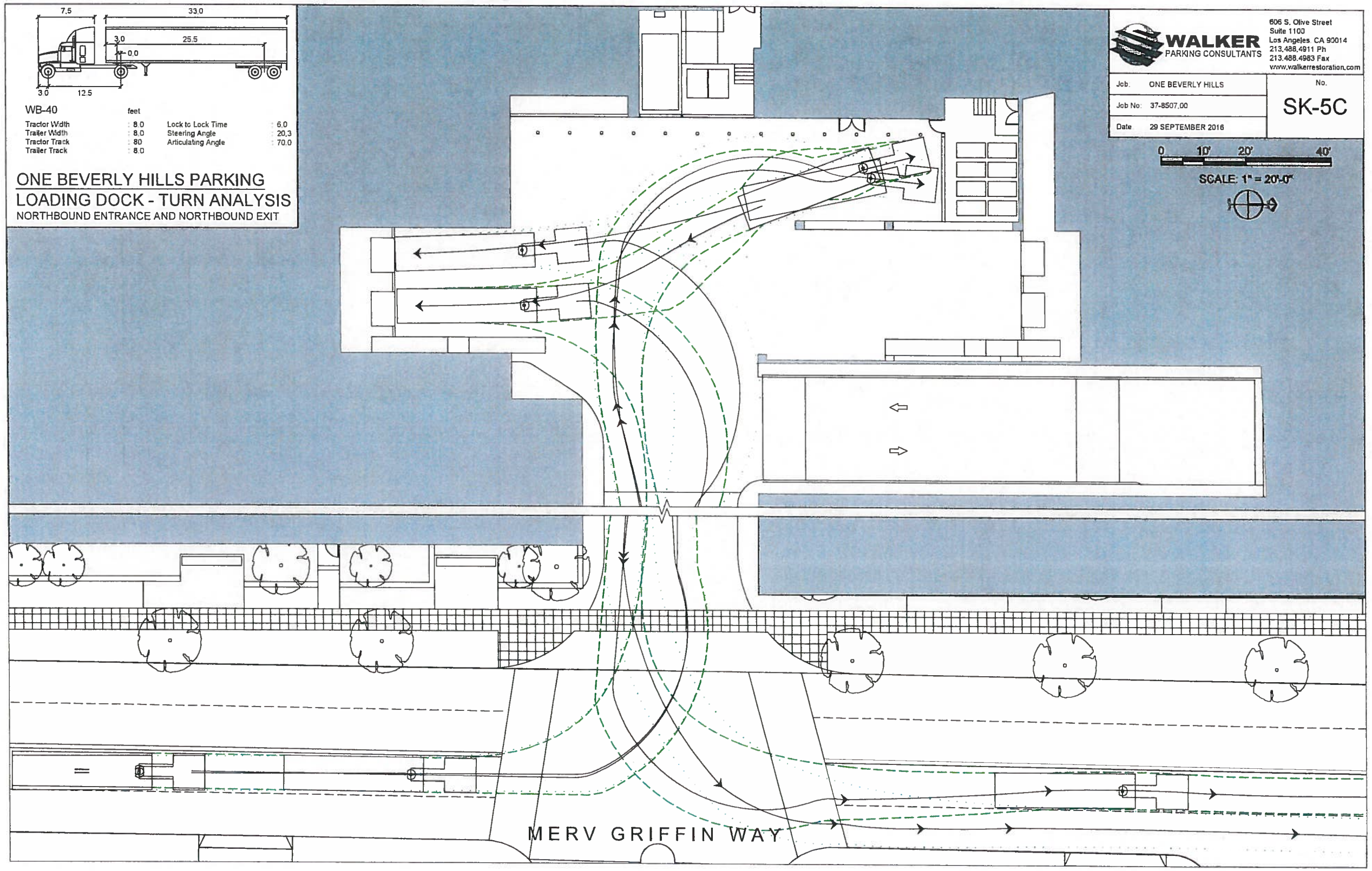
606 S. Olive Street
Suite 1100
Los Angeles, CA 90014
213.488.4911 Ph
213.488.4983 Fax
www.walkerrestoration.com

Job:	ONE BEVERLY HILLS	No.
Job No:	37-8507.00	SK-5C
Date	29 SEPTEMBER 2016	

0 10' 20' 40'

SCALE: 1" = 20'-0"



WB-40 feet

Tractor Width	: 8.0	Lock to Lock Time	: 6.0
Trailer Width	: 8.0	Steering Angle	: 20.3
Tractor Track	: 80	Articulating Angle	: 70.0
Trailer Track	: 8.0		

ONE BEVERLY HILLS PARKING
LOADING DOCK - TURN ANALYSIS
NORTHBOUND ENTRANCE AND SOUTHBOUND EXIT

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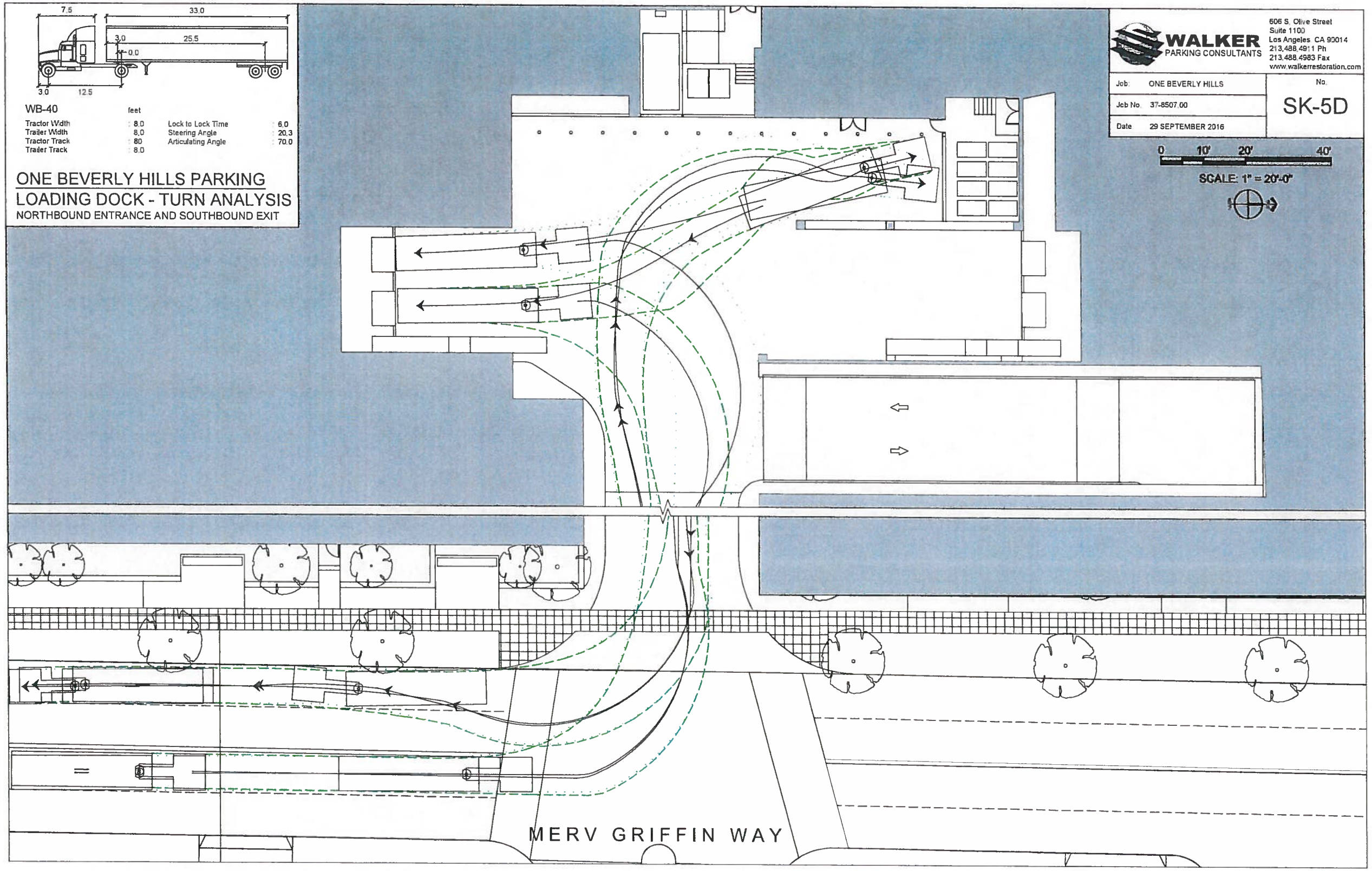
606 S. Olive Street
Suite 1100
Los Angeles, CA 90014
213.488.4911 Ph
213.488.4983 Fax
www.walkerrestoration.com

Job: ONE BEVERLY HILLS	No. SK-5D
Job No. 37-8507.00	
Date 29 SEPTEMBER 2016	

0 10' 20' 40'

SCALE: 1" = 20'-0"



SU-30 feet

Width	8.00
Track	8.00
Lock to Lock Time	6.0
Steering Angle	31.8

ONE BEVERLY HILLS PARKING
LOADING DOCK - TURN ANALYSIS
SOUTHBOUND ENTRANCE AND SOUTHBOUND EXIT

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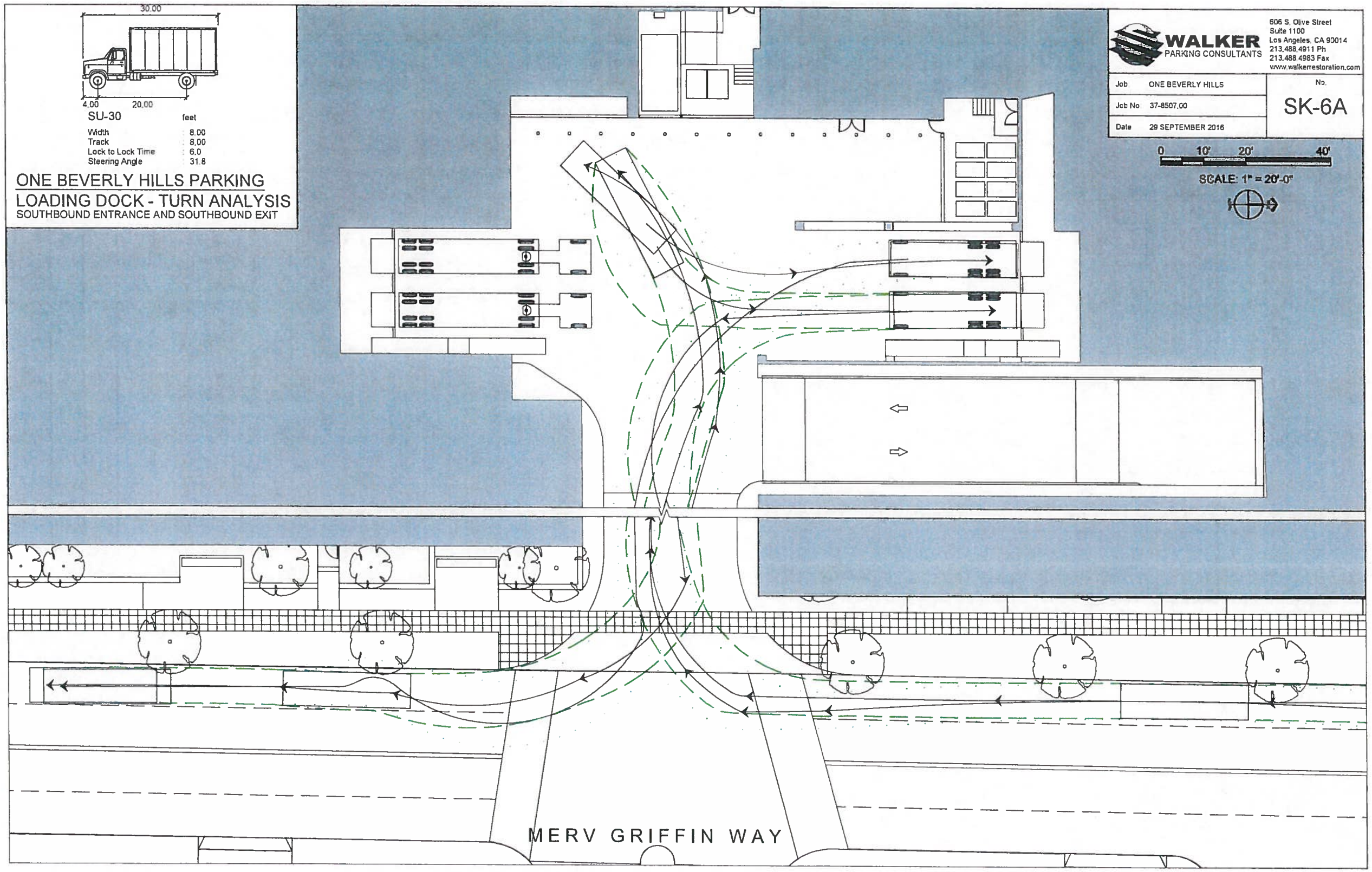
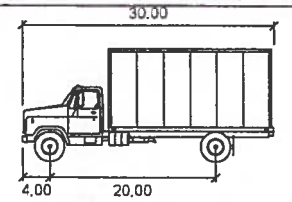
Suite 1100
Los Angeles, CA 90014
213.488.4911 Ph
213.488.4983 Fax
www.walkerrestoration.com

Job	ONE BEVERLY HILLS	No.
Job No	37-8507.00	SK-6A
Date	29 SEPTEMBER 2016	

0 10' 20' 40'

SCALE: 1" = 20'-0"





SU-30 feet

Width	8.00
Track	8.00
Lock to Lock Time	6.0
Steering Angle	31.8

ONE BEVERLY HILLS PARKING
LOADING DOCK - TURN ANALYSIS
SOUTHBOUND ENTRANCE AND NORTHBOUND EXIT

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606 S. Olive Street
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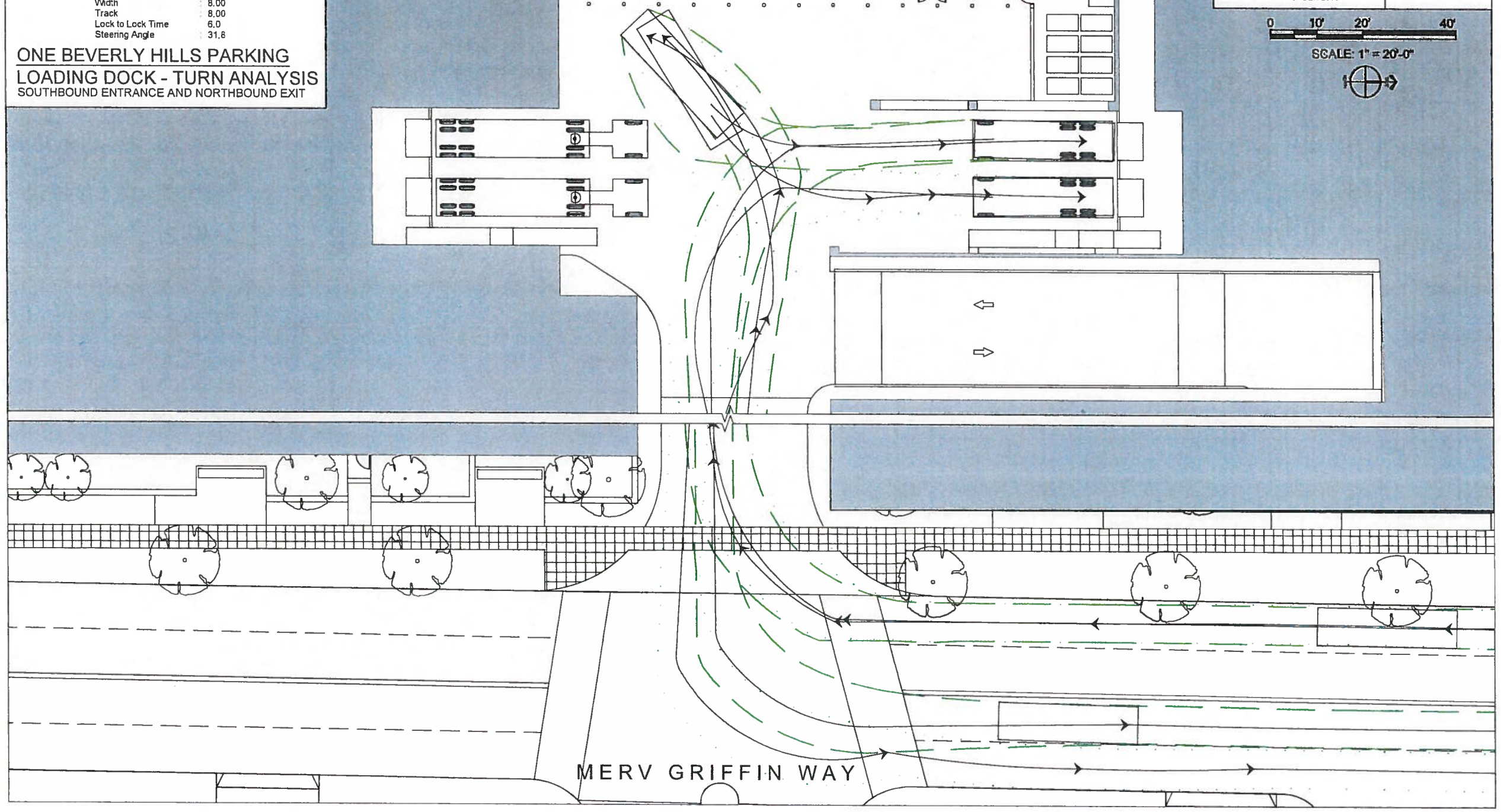
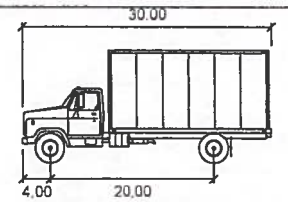
213.488.4911 Ph
213.488.4983 Fax
www.walkerrestoration.com

Job	ONE BEVERLY HILLS	No.
Job No	37-8507.00	SK-6B
Date	29 SEPTEMBER 2016	

0 10' 20' 40'

SCALE: 1" = 20'-0"





SU-30 feet

Width	8.00
Track	8.00
Lock to Lock Time	6.0
Steering Angle	31.8

ONE BEVERLY HILLS PARKING
LOADING DOCK - TURN ANALYSIS
NORTHBOUND ENTRANCE AND NORTHBOUND EXIT

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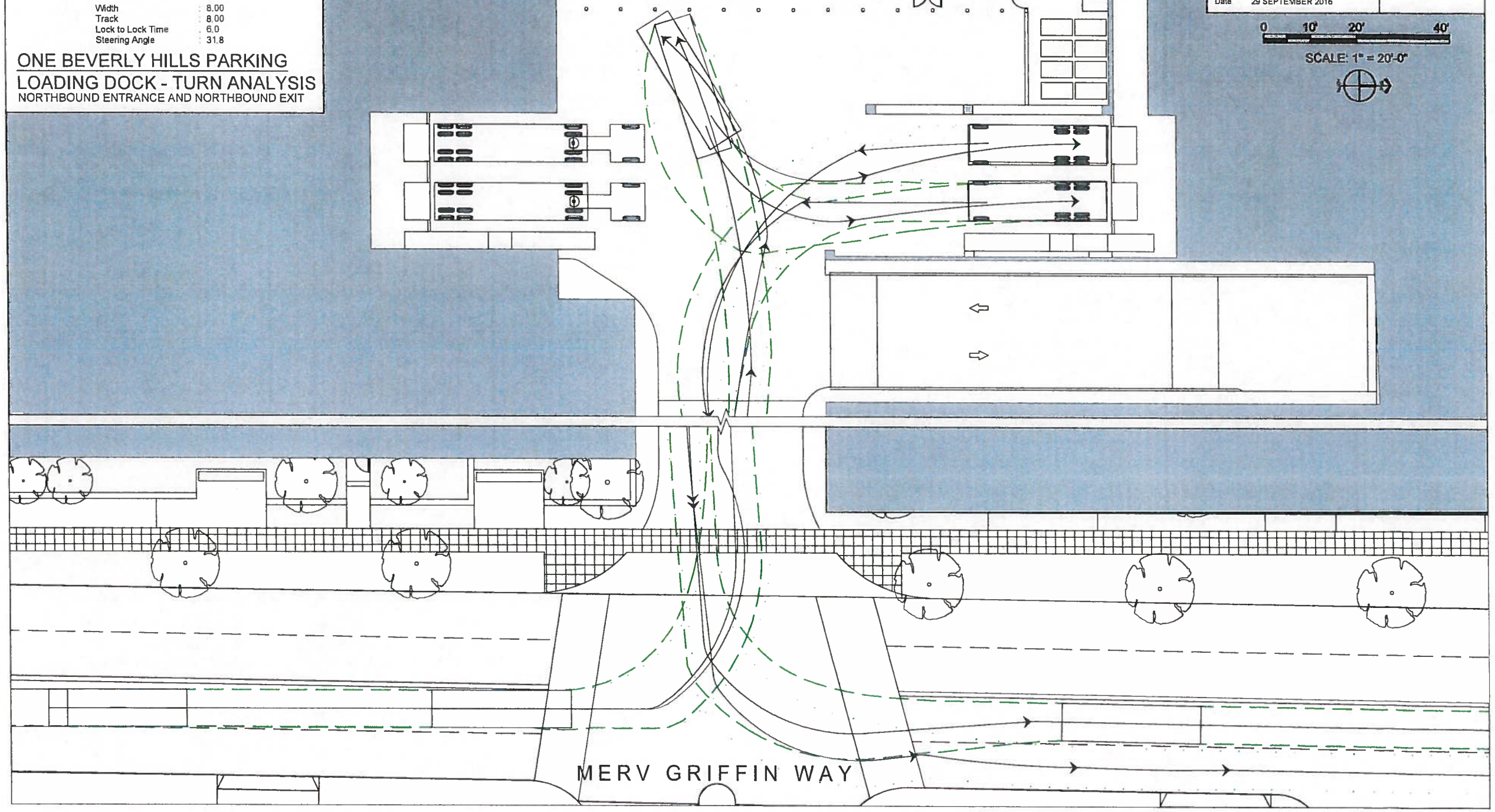
213.488.4983 Fax
www.walkerrestoration.com

Job	ONE BEVERLY HILLS	No.
Job No	37-8507.00	SK-6C
Date	29 SEPTEMBER 2016	

0 10' 20' 40'

SCALE: 1" = 20'-0"



SU-30 feet

Width	8.00
Track	8.00
Lock to Lock Time	6.0
Steering Angle	31.6

ONE BEVERLY HILLS PARKING

LOADING DOCK - TURN ANALYSIS

NORTHBOUND ENTRANCE AND SOUTHBOUND EXIT

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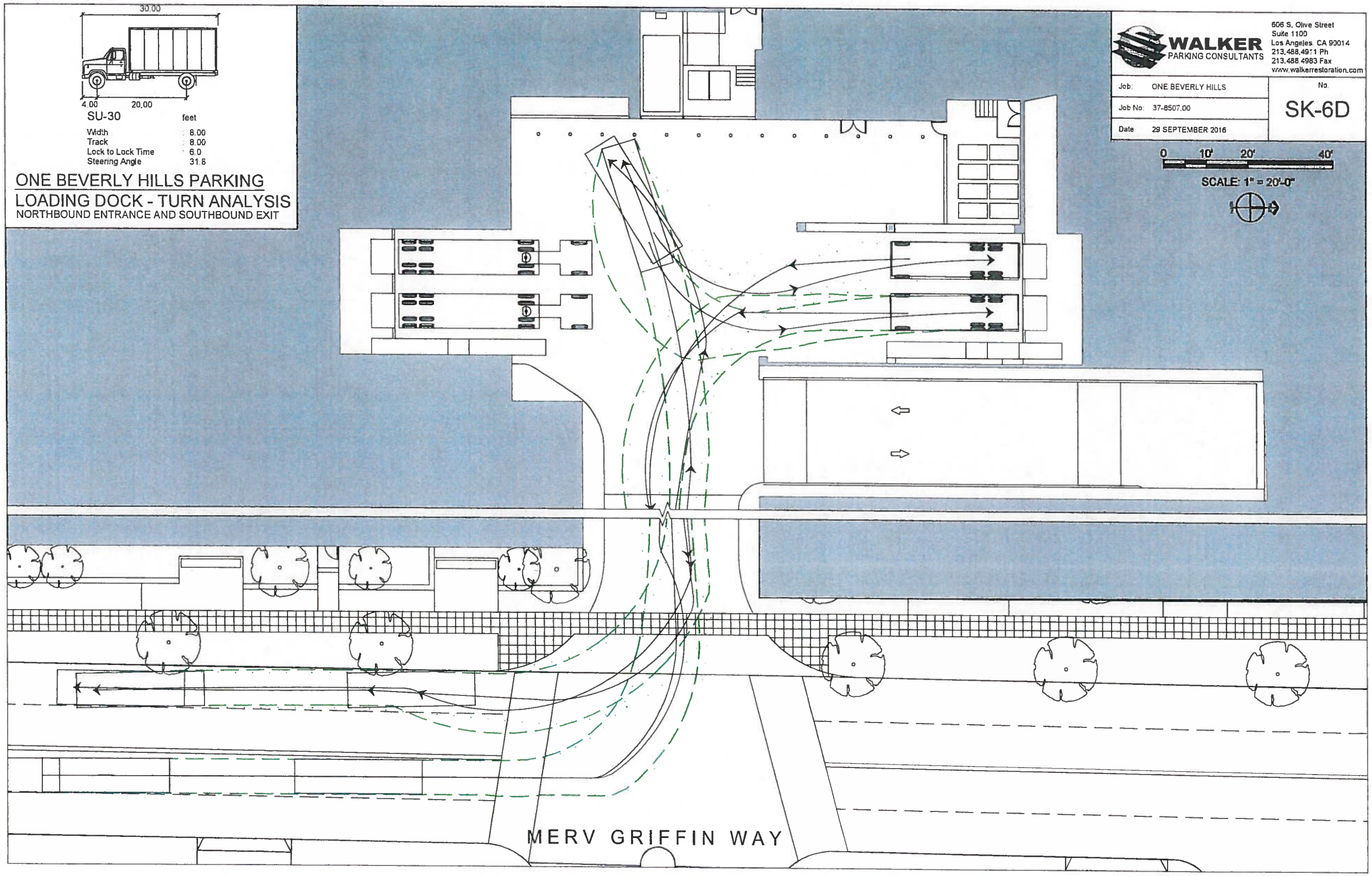
Suite 1100
Los Angeles, CA 90014
213.488.4911 Ph
213.488.4983 Fax
www.walkerrestoration.com

Job: ONE BEVERLY HILLS	No. SK-6D
Job No: 37-8507.00	
Date 29 SEPTEMBER 2016	

0 10' 20' 40'

SCALE: 1" = 20'-0"



Attachment H

Supplemental Transportation Data following Sept. 26 Planning Commission Meeting for One Beverly Hills
(Prepared by Fehr & Peers)

FEHR & PEERS

MEMORANDUM

Date: October 5, 2016

To: Joe Power, Rincon Consultants

From: Sarah Brandenberg, Fehr & Peers

Subject: Supplemental Transportation Data following September 26 Planning Commission Meeting for One Beverly Hills

LA15-2776

This memorandum provides supplemental information based on the Planning Commission meeting on September 26 and the review of the subsequent information provided by Oasis West Realty and the Project Applicant as follows:

1. Evaluation of New Access Scenario proposed by Oasis West Realty
2. Responses to Comment Letter submitted by Gibson Transportation Consultants
3. Peer Review of Addendum to Simultaneous Events Study

Each of the above items are addressed below.

1. New Access Scenario Proposed by Oasis West Realty

A new access scenario for the Hotel Motor Court was proposed by Oasis West Realty. The new access scenario contains the following design features (see Attachment A for illustrations):

- The Project's western access road that is planned to serve residential uses would also provide access to the Hotel Motor Court and loading dock.
- A single driveway connecting to the West Access Road would serve the Hotel Motor Court (no direct access would be provided from Merv Griffin Way or Santa Monica Boulevard).
- A traffic signal would be installed at the West Access Road & Santa Monica Boulevard intersection allowing left turns in and out of the Project site.

- The existing left-turn pocket at the West Access Road would be utilized by vehicles entering the Project site from eastbound Santa Monica Boulevard. A median would be installed between this left-turn pocket and the adjacent left-turn pocket at Merv Griffin Way.

- The traffic signal could also be utilized during construction to provide truck access to/from the Project site.

We have evaluated the new access scenario and have the following observations:

- The West Access Road & Santa Monica Boulevard intersection would not meet peak hour traffic volume warrants for the installation of a traffic signal[1]. This is due to the number of vehicles utilizing the West Access Road during the peak hours (fewer than 100 vehicles per hour).

- The signalized intersection would be in very close proximity to the existing traffic signal at the Santa Monica Boulevard North & South Cross Over intersection located approximately 200 feet to the west and the planned traffic signal at Merv Griffin Way located approximately 400 feet to the east.

- The median placed between the existing left-turn pocket at the West Access Road and the adjacent left-turn pocket at Merv Griffin Way would reduce the amount of storage for vehicles turning from eastbound Santa Monica Boulevard onto Merv Griffin Way by approximately 100 feet.

- Without the installation of a traffic signal, vehicles could not exit the West Access Road to make a left turn onto eastbound Santa Monica Boulevard. Santa Monica Boulevard will be widened to three lanes in the westbound direction upon completion of the Project's and Beverly Hilton's mitigation measures. No other Project driveways, nor Beverly Hilton driveways, permit a left-turn movement across three lanes of adjacent street traffic.

- A temporary construction signal is not needed. During construction, a flagman would control truck turning movements in and out of the Project site. The flagman can stop vehicles for the minimum amount of time needed to allow a truck to turn in/out of the

---

[1] The Manual of Uniform Traffic Control Devices lists the traffic signal warrants in Part 4, Chapter 4C. An intersection should meet at least one of several criteria to warrant the installation of a traffic signal. The peak hour warrant is typically the first set of criteria tested to determine if traffic flow levels during peak hour justify the need to install a traffic signal. Other warrants, such as intersections with a high number of pedestrian crossings or locations close to schools, are also available but were not tested as part of this evaluation due to the location of the proposed signalized intersection. See Attachment B for Peak Hour Signal Warrant analysis.

Project site to minimize delays to vehicles traveling along Santa Monica Boulevard to the extent possible.

Based on the discussion above, we do not recommend implementing the proposed new access scenario for the Hotel Motor Court. If the Planning Commission would prefer to restrict access to the Hotel Motor Court, the following modifications could be made to the Preferred Access Option:

- Remove left-turn access directly from eastbound Santa Monica Boulevard to the Hotel Motor Court (or restrict left-turn access during afternoon peak hours, 4:00 to 7:00 PM).

- Restrict outbound access during the morning peak hours (7:00 to 9:00 AM) from the Hotel Motor Court onto Merv Griffin Way and implement "Keep Clear" signage and pavement markings to minimize the potential of southbound vehicles traveling on Merv Griffin Way being blocked by vehicles exiting the Motor Court.

2. Responses to Comment Letter submitted by Gibson Transportation Consultants

A letter containing comments on the transportation analysis conducted for One Beverly Hills was submitted by Gibson Transportation Consulting (GTC) on September 29, 2016 (see Attachment C). The following responses are provided in response to comments received.

- **Vehicles Accessing Project Site:** The letter states that the number of vehicle trips expected to access the Project site is low in comparison to GTC trip generation estimates. GTC estimates that 31 vehicles will enter the Hotel Motor Court from eastbound Santa Monica Boulevard during the PM peak hour (in comparison to the 13 vehicles per hour estimated in the Draft SEIR transportation analysis and the 19 trips per hours analyzed as part of the Sensitivity Testing analysis in the Final SEIR).

  Response: Please see Topical Response C and Response to Comment 6.13 in the Final SEIR for additional information on the Proposed Project trip generation.

- **Consolidated Project Access:** The new access scenario proposed by Oasis West Realty and presented above is addressed in this comment. The comment states that the left-turn pocket at the West Access Road could accommodate the full demand of vehicles making an eastbound left-turn movement to access the residential and hotel uses. Twenty inbound left-turning vehicles (one vehicle every three minutes) could be accommodated in the 100-foot turn pocket (storage provided could accommodate all vehicles arriving over a 12-

minute period). The left-turn pocket could also accommodate the higher trip generation estimates developed by GTC (demand would be less than one vehicle per minute).

Response: Please see the discussion above regarding the proposed new access option developed by Oasis West Realty. The installation of a traffic signal is not recommended at this location.

- **Event Analysis Inadequacy:** The comment states that the Simultaneous Event Analysis submitted by the Project Applicant has assumptions that are inaccurate or not conservative enough to determine impacts. The Project's event capacity of 285 guests assumes a dinner event (without a dance floor or stage) and does not consider a standing room only event that could generate up to 340 people. This would increase the event trip generation from 80 trips to 95 trips. In addition, the analysis applied outdated event information from the Beverly Hilton hotel and did not account for the rapid rise in ridesharing services that may be used by event attendees.

  Response: Fehr & Peers conducted a peer review of the Simultaneous Event Study submitted by the Project Applicant. As stated in the report and in our peer review, CEQA requires an analysis of typical operations when analyzing potential impacts. Special event conditions may be studied to explore a worst-case scenario for travel and parking demands; however, they should not be used to determine significant impacts or mitigation measures.

  Traffic impact studies examine the increment of change that will occur with the development of a potential project. Therefore, the supplemental traffic study first assigned vehicle-trips generated by the Beverly Hilton event to future baseline conditions to develop "Future plus Beverly Hilton Event" traffic forecasts and LOS results. Next, the additional vehicle trips generated by One Beverly Hills (typical operations plus special event) were added to generate "Future plus Beverly Hilton & One Beverly Hills Event" traffic forecasts and LOS results. In comparison to the 1,000-person event at the Hilton, the 285-person event at the Proposed Project does not result in a V/C change that exceeds the City's thresholds of significant impacts.

  The Project Applicant has submitted a revised Simultaneous Event Study. The findings of our peer review are described in the following section.

- **Traffic and Parking Inconsistencies:** The comment reiterates that the trip generation estimates of the Project are lower than the GTC estimates. The comment states that the Applicant's Shared Parking Study contradicts the trip generation estimates. For example,

the Shared Parking Study shows that the number of parked vehicles associated with the Meeting Rooms/Ballrooms increases from 0 to 94 spaces at 8:00 AM, and to 187 spaces at 9:00 AM.

Response: The Shared Parking Study is based on peak usage at the Project site on a Saturday and utilizes the City's parking rates to develop the parking demand estimates. Based on Beverly Hills Municipal Code requirements, the parking demand for each individual component of the Project site was calculated separately. The purpose of the Shared Parking Study is to show that even when applying City parking code rates, the Project's parking demand will be less than the supply provided when accounting for some internalization of uses at the site and full occupancy of the various on-site facilities (hotel rooms, restaurants and event space) based on the Urban Land Institute shared parking model. While the parking demand is based on code requirements, the trip generation rates are based on expected hotel operations on a typical weekday.

- **Responses to Draft SEIR Comments:** The following additional comments were provided on the responses to comments published in the Final SEIR.

    - Project Access and Trip Distribution: The additional analysis presented in Topical Response C provides a worst-case scenario for the study intersection of Santa Monica Boulevard & Merv Griffin Way in which additional vehicles are traveling through the intersection after exiting the Hotel Motor Court Driveway onto Merv Griffin Way and vehicles traveling eastbound on Santa Monica Boulevard are also making a U-turn at the intersection to access the Hotel Motor Court driveway. See Topical Response C for LOS analysis results.

    - New Empirical Traffic Data: The additional trip generation counts at the Peninsula Hotel were provided for informational purposes only and were not used in the transportation impact analysis.

    - Sensitivity Analysis Trip Generation: The sensitivity analysis removes the internalization of uses within the site but still relies on locally valid trip generation rates to estimate Project trip generation. The GTC trip generation estimates apply ITE rates to all internal hotel dining uses, including back-of-house operations. See Topical Response C regarding the trip generation rates applied to the Project.

    - Sensitivity Analysis Baseline Conditions: Please see Topical Response A regarding the preparation of a Supplemental EIR.

- Service and Delivery Trucks: Additional data is being collected by the City of Beverly Hills for loading dock operations and truck deliveries.

3. Addendum to Supplemental Events Study by Project Applicant

The project applicant has prepared an addendum to the *Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel* (LLG, September 9, 2016). The purpose of this study was to analyze the potential traffic impacts of special events occurring simultaneously at the One Beverly Hills Hotel, Beverly Hilton Hotel and Waldorf-Astoria Hotel. The *Addendum to the September 9, 2016 Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel* is contained in Attachment D. Below is a summary of the study and our peer review:

- The original simultaneous events study analyzed the transportation impacts of a 1,000 guest weeknight event at the Beverly Hilton and a 285 guest weeknight event at One Beverly Hills.

- The addendum to the original study was prepared to address comments received during the September 19 Planning Commission meeting in which Oasis West Realty stated that a 2,000 guest weeknight event at the Beverly Hilton would be a more reasonable assumption for the event analysis.

- The addendum provides additional information on the frequency of events at the Beverly Hilton. However, our peer review focuses on the transportation impact analysis of a 2,000 guest event as we did not confirm the frequency of events at the Beverly Hilton.

- Twice as many vehicle-trips would be generated by the 2,000 guest event when compared to the original study of a 1,000 guest event at the Beverly Hilton. Applying the observed Hilton event rate yields 570 vehicle trips (in comparison to 285 vehicle trips in the original study) for the 2,000-person event at the Hilton.

- Similar to the original study, the special event at One Beverly Hills would generate an additional 80 vehicle trips (60 inbound and 20 outbound).

- Traffic impact studies examine the increment of change that will occur with the development of a potential project. Therefore, similar to the original event study, the addendum first assigned vehicle-trips generated by the Beverly Hilton event to future

baseline conditions to develop "Future plus Beverly Hilton Event" traffic forecasts and LOS results. Next, the additional vehicle trips generated by One Beverly Hills (typical operations plus special event) were added to generate "Future plus Beverly Hilton & One Beverly Hills Event" traffic forecasts and LOS results.

- The LOS at the study locations is presented for three scenarios:
  - The Cumulative LOS is the same as the cumulative baseline LOS reported in the SEIR.
  - The Cumulative Plus Hilton Special Event LOS reflects the additional vehicle trips generated by the 2,000-guest weeknight event. In comparing the V/C ratios and LOS results to Cumulative conditions, the level of change is consistent with additional special event vehicle trips.
  - The Cumulative Plus Hilton Special Event Plus One Beverly Hills Project & Special Event LOS reflects all vehicle trips anticipated during typical hotel operations and the simultaneous special events. At all study intersections, the increase in volume-to-capacity (V/C) ratio with the special event is greater than reported in the SEIR under typical hotel operations.
- Similar to the original study, when comparing traffic operations under Future plus Beverly Hilton & One Beverly Hills Event conditions to conditions with only the event at the Beverly Hilton, the increment of change in the V/C ratios at the study intersections does not exceed the City's significance thresholds.

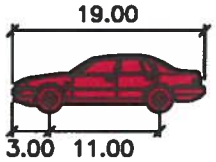
As in the original study, the supplemental traffic study is based on standard methodologies and was prepared in accordance with the typical procedures applied to traffic studies in Beverly Hills. We concur with the analysis results and conclusions.

ATTACHMENT A

New Site Plan Proposed by Oasis West Realty

PROPOSED CIRCULATION ACCESS - SANTA MONICA BOULEVARD

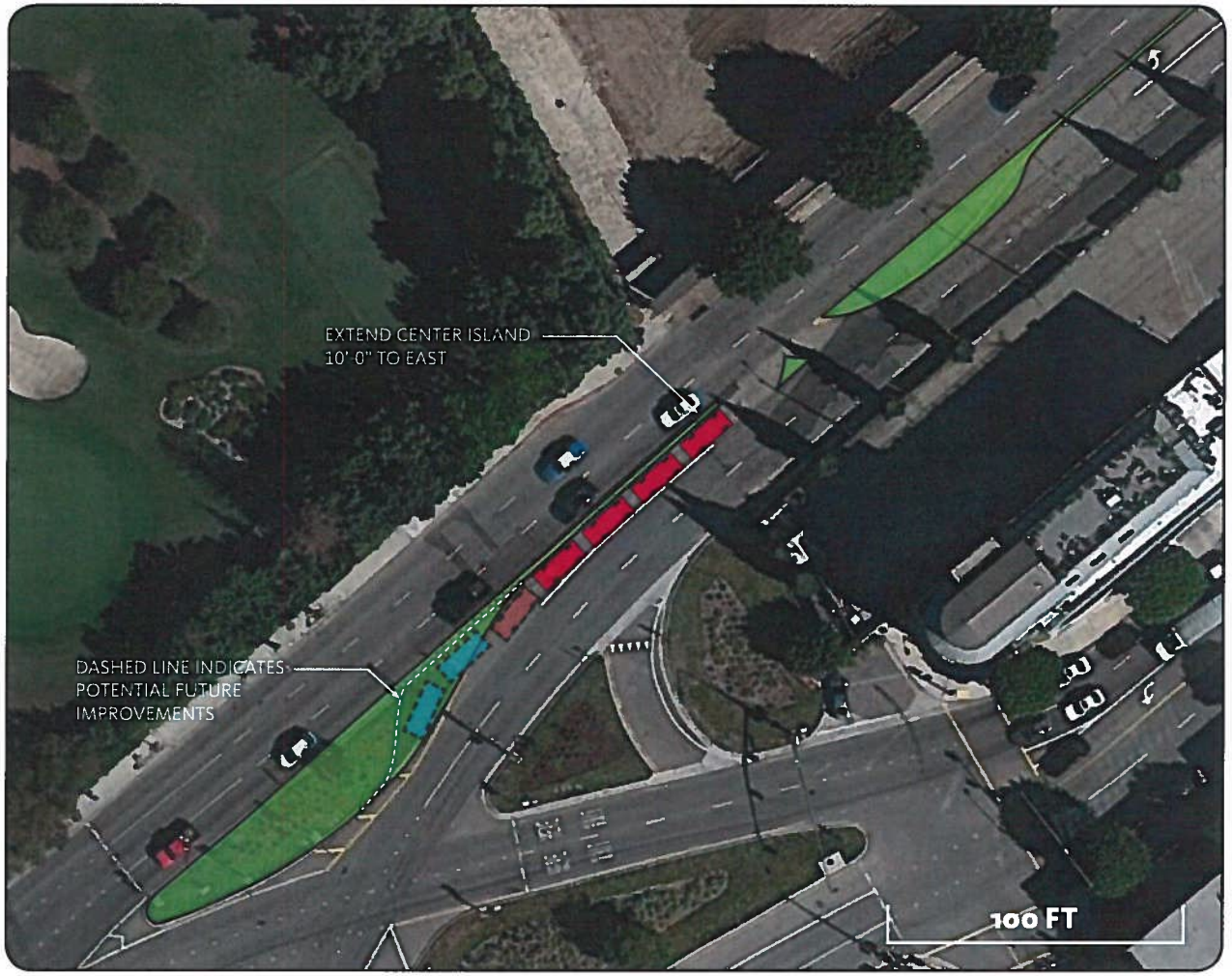
AUTOMOBILE ACCESS



P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

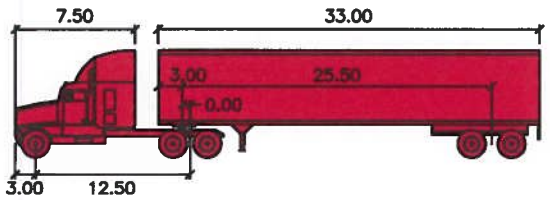
VEHICLE PROFILE

- LEFT-HAND TURN POCKET CURRENTLY ACCOMMODATES (4) 19'-0" VEHICLES WITH 4'-0" SPACING BETWEEN BUMPERS
- POCKET CURRENTLY ACCOMMODATES ADDITIONAL (1) CAR IN TAPERED AREA WITHOUT BLOCKING THROUGH LANE
- POCKET CAN ACCOMMODATE (7) STANDARD AUTOS WITH FUTURE IMPROVEMENTS



PROPOSED CIRCULATION ACCESS - SANTA MONICA BOULEVARD

SEMI-TRUCK/TRAILER ACCESS

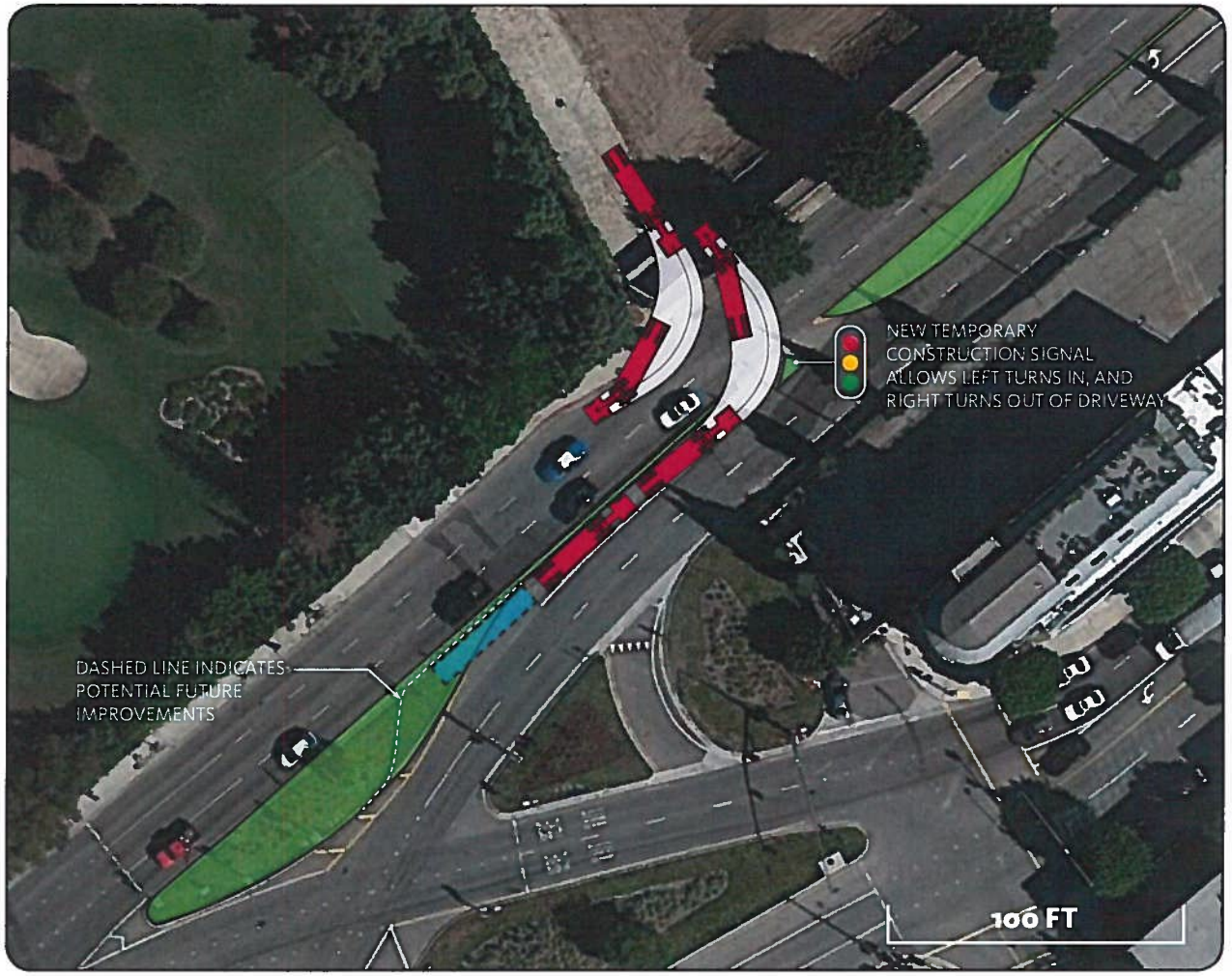


WB–40 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

VEHICLE PROFILE

- LEFT-HAND TURN POCKET FITS (2) 40'-0" VEHICLES WITH 4'-0" SPACING BETWEEN BUMPERS
- POCKET CAN ACCOMMODATE (3) SEMI-TRUCK VEHICLES WITH FUTURE IMPROVEMENTS



ATTACHMENT B

Peak Hour Signal Warrant Analysis

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street:	Santa Monica Boulevard
Minor Street:	Project West Access Road
Scenario:	2020 With Project PM
Urban/Rural:	U (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	3		
Minor Street:	1		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	1,088	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,084	Minor Street (Higher Volume App.):	54
Major Street Total (Both Approaches):	2,172	Minor Street Total:	54
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	390	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	80

FOUR HOUR VOLUME WARRANT SATISFIED? **NO**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	3		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	1,360	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,355	Minor Street (Higher Volume App.):	68
Major Street Total (Both Approaches):	2,715	Minor Street Total:	68
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

ATTACHMENT C

Traffic Commentary on the One Beverly Hills Project **(Gibson Transportation Consultants, September 29, 2016)**

Gibson
transportation consulting, inc.

MEMORANDUM

TO: City of Beverly Hills

FROM: Jonathan Chambers, P.E.

DATE: September 29, 2016

RE: Traffic Commentary on the One Beverly Hills Project
Beverly Hills, California **Ref:** J1418

On behalf of Oasis West Realty LLC ("Oasis"), Gibson Transportation Consulting, Inc. ("GTC") reviewed traffic and parking documentation associated with the proposed One Beverly Hills project ("Project"), including the Final Supplemental Environmental Impact Report ("Final SEIR"), an analysis of simultaneous events at One Beverly Hills and the neighboring Beverly Hilton hotel, and a shared parking analysis. GTC previously provided commentary on *Draft Supplemental Environmental Impact Report: 9900 Wilshire Boulevard (One Beverly Hills) Project* (Rincon Consultants Inc., April 2016) ("Draft SEIR") in the form of a memorandum dated May 25, 2016 ("GTC Draft SEIR Comment Letter").

In summary, GTC continues to believe that the traffic analysis presented in the Draft SEIR and Final SEIR fail to adequately identify or address potential significant impacts of the Project. Further, certain key statements made by Wanda Group ("Applicant") and its consultants during public testimony are unsubstantiated, as is discussed in this memorandum.

The following areas are addressed herein:

1. Understatement of the number of vehicles to be turning across Santa Monica Boulevard
2. Overstatement of the potential impacts of consolidating Project access
3. Inadequacy of the analysis of simultaneous hotel events
4. Inconsistencies between the traffic analysis and parking analysis
5. Inadequacy of responses to comments in Final SEIR

VEHICLES ACCESSING PROJECT SITE

In public testimony, including on August 23, 2016 and September 19, 2016, the Applicant has argued that the number of vehicles that would turn left from Santa Monica Boulevard into the proposed hotel motor court would be very few – approximately 13 vehicles per hour during the PM peak hour (the busiest hour for hotel trip generation). This is 20% of the 64 total peak hour arrivals estimated in the Draft SEIR analysis based on the percentage of Project traffic that would travel to and from Santa Monica Boulevard to the southwest.

However, as was extensively documented in the GTC Draft SEIR Comment Letter, the trip generation estimates presented in the Draft SEIR were severely understated. By using more reasonable estimates of internal capture and accounting for more of the dining uses proposed in the Project, GTC estimates that the hotel and its associated uses would generate approximately 153 inbound trips during the PM peak hour, 20% of which equals 31 peak hour trips. This is nearly 140% more peak hour unprotected left turns across Santa Monica Boulevard than disclosed by the Applicant.

Even using the Applicant's own estimates in its "Sensitivity Analysis" presented in the Final SEIR (in which internal capture credit for hotel-associated uses was removed), the Project would generate approximately 93 inbound trips during the PM peak hour, 20% of which equals 19 trips (a 46% increase over 13 trips).

CONSOLIDATED PROJECT ACCESS

Oasis proposed that Project access on Santa Monica Boulevard should be consolidated to a single signalized driveway at the southwest corner of the Project Site. The Project already proposes that residential access to the Project Site, inclusive of all residential deliveries and moving trucks, would be at this location, and Oasis' suggestion would add hotel and related traffic to that location. The driveway would provide full access – left- and right-turns in and out of the Project Site.

This reasonable suggestion was dismissed by the Applicant's representative at the September 19 hearing on the basis that it would not be possible to accommodate the necessary left-turn volumes in the short turn pocket on Santa Monica Boulevard at the western edge of the site. However, the Applicant's same traffic projections were used to suggest that the number of left-turns across Santa Monica Boulevard is miniscule.

The fact is, based on the Applicant's numbers, the entire Project would generate a maximum total of 20 inbound left-turns across Santa Monica Boulevard – approximately one every three minutes. The left-turn pocket at the site's western access road can accommodate four cars without blocking traffic on Santa Monica Boulevard – a 12-minute supply of vehicular arrivals based on the Applicant's estimates. Currently, nearly 500 vehicles an hour make an unsignalized left-turn across Santa Monica Boulevard onto Merv Griffin Way without the benefit of a traffic signal; clearly, 20 vehicles could make a left-turn in an hour at this intersection without causing a queuing problem with space for four vehicles to queue.

Even if trip generation estimates from the GTC Draft SEIR Comment Letter were used, the Project would still only generate approximately 38 peak hour left turns across Santa Monica Boulevard, well under one per minute, and queuing would not be a problem. The City should independently address this consolidated project access proposal as it will avoid unsignalized left turns across Santa Monica Boulevard, will separate further vehicles traveling to the Project and the Beverly Hilton property, and will avoid confusion for drivers traveling to the two adjacent properties.

EVENT ANALYSIS INADEQUACY

The Project's public record includes an analysis of potential traffic impacts assuming simultaneous events occurring at the Project Site and at the Beverly Hilton ("Event Analysis"). However, the assumptions in that analysis are inaccurate and fail to disclose the likely impacts of such a scenario. The following assumptions made in the Event Analysis are inaccurate or not conservative enough to properly assess potential impacts:

- The Event Analysis only assumes a maximum-capacity seated event of 285 persons. For an event without seating, or one with theater-style seating, the capacity would be approximately 20% greater, or approximately 340 persons. This would increase the total Project trip generation attributable to event traffic from the 80 trips assumed in the Event Analysis to 95 trips, including 72 inbound and 23 outbound.

- The Event Analysis used 10-year old data to estimate the number of additional vehicle trips that are generated by an event at a Beverly Hills hotel. Further, no information was provided about the time of day of the surveyed event or of the traffic count that was used to determine event trip generation. Finally, only a single count at a single event was used. This count suggested that there were only between one and two peak hour vehicles for every seven people at the event – fewer, even, when considering that the Event Analysis assumed that 25% of the total trip generation estimate was *departing trips*. With the rapid (and continuing) rise in the use of ridesharing services such as Uber and Lyft, which have not just replaced the use of taxis but have in many cases replaced the use of personal automobiles, a much larger percentage of event traffic today likely consists of both an inbound and outbound trip for each arriving or departing guest. For all of these reasons, updated event traffic data should have been collected during multiple major events to conduct this analysis.

- Oasis confirmed that there were 24 events with over 1,000 attendees at the Beverly Hilton in 2015, and an additional 45 with between 700 and 999 attendees. This is orders of magnitude higher than the six events with 1,000 or more attendees identified in the Event Analysis based on 2006 data. Further, Oasis expects the number of events that it hosts – including large events – to increase by approximately 5% per year between now and 2020 (the year on which the Event Analysis was based) due in part to the construction closure of the Century Plaza Hotel and the fact that, upon reopening, the Century Plaza Hotel will provide less event space than it formerly did. The importance of this point cannot be overstated. The Event Analysis emphasized that the scenario it analyzed would be an exceedingly rare coincidence, based largely on the fact that the Beverly Hilton only hosted six such large events per year. However, given that there were 66 events at the Beverly Hilton with over 700 attendees in 2015, it is likely that the simultaneous event scenario detailed in the Event Analysis could happen frequently.

In short, the Event Analysis provided by the Applicant significantly underestimates both the magnitude and the frequency of potential impacts associated with event conditions.

TRAFFIC AND PARKING INCONSISTENCIES

The GTC Draft SEIR Comment Letter pointed out that additional trip generation should be assumed for much of the square footage proposed in the hotel component of the Project. The Draft SEIR and Final SEIR ignored trips potentially generated by nearly 10,000 sf of dining-related uses, the 7,065 sf fitness center, 7,942 sf of ballroom and meeting rooms, and over 65,000 sf of back-of-house uses and "amenities."

The assumption that these uses would generate no or only nominal external traffic is erroneous, and is contradicted directly by the Applicant's own shared parking analysis (*Parking Demand Analysis – One Beverly Hills Project* [Linscott, Law & Greenspan, Engineers, September 9, 2016]) ("Project Shared Parking Study"). The Project Shared Parking Study appropriately accounted for the parking demand generated by the various components of the hotel project, including the ballroom/meeting rooms. It estimated a peak parking demand of 284 spaces for the ballroom/meeting rooms, which is nearly half of the 582 spaces provided for commercial users at the Project Site. In reviewing Table 2 of the Project Shared Parking Analysis, the Meeting Room and Banquet Space were assumed to generate no parking demand during the 7:00 AM hour, but a combined demand of 94 spaces during the 8:00 AM hour and 187 spaces during the 9:00 AM hour. In order to increase the number of parked cars from 0 to 187 over two hours during the morning peak period, an average of 94 vehicles per hour must arrive during those hours destined for those uses. The Draft SEIR assumed that only 37 total vehicles would arrive during the morning peak hour for the hotel and all of its components, including the ballroom and meeting rooms.

This discrepancy further demonstrates that, as we pointed out in the GTC Draft SEIR Comment Letter, external vehicle trips should have been assumed to be generated by the various uses within the Project. As was demonstrated in the analysis included in our letter, a fair estimate of Project traffic would result in significant traffic impacts at several locations, which were not disclosed nor mitigated by the Draft SEIR.

RESPONSES TO DRAFT SEIR COMMENTS

The Applicant's responses to comments on the Draft SEIR found in the Final SEIR, including responses to the GTC Draft SEIR Comment Letter, do not address the fundamental problems with the traffic analysis presented. These problems are detailed below:

<u>Project Access and Trip Distribution Still Indecipherable:</u> The Final SEIR, in Topical Response C, states that the new Project access plan for hotel and commercial uses would allow left-turn access from Santa Monica Boulevard into the hotel motor court. However, Figures 8-1 and 8-2, which show Project-only traffic at the driveways under this new access plan, fail to show any left-turning traffic at the motor court driveway. (FSEIR, at 288-89; see e.g. data for Driveway 4 [no left turns from Santa Monica Boulevard shown].) As in the Draft SEIR, it is impossible to understand the Project's anticipated traffic patterns from the information provided.

<u>New Empirical Traffic Data Does Not Compare to Project:</u> The Final SEIR describes new traffic data that was collected from the Peninsula Hotel, which was stated to be "similar to the proposed One Beverly Hills Hotel." According to the information provided, the Peninsula Hotel includes approximately 3,270 sf of meeting space, a 3,500 sf spa, a 50-seat "club bar lounge," a

35-seat "living room," a 105-seat restaurant, and a 50-seat rooftop patio. None of the dining-related uses were described in square footage and, therefore, it is impossible to verify that the Peninsula Hotel does, in fact, present a comparable facility to the proposed Project. As summarized in the GTC Draft SEIR Comment Letter, the Project would provide a 3,649 sf fine dining restaurant, a 600 sf rooftop patio, a 3,223 sf private lounge, a 2,215 sf rooftop bar, a 2,633 sf all-day restaurant, a 1,907 sf lobby lounge, 1,000 sf of "other outdoor dining," and 4,337 sf of additional dining-related uses This is far more dining-related options and space than can be supported by hotel guests and far more than are stated to be provided in the Peninsula Hotel. Additionally, the Project's spa is more than twice as large as that of the Peninsula Hotel, it has more than twice the amount of ballroom/meeting space, it incorporates retail and fitness uses, and 65,000 sf of amenity and back-of-house space. The Project is not comparable to the Peninsula Hotel.

Sensitivity Analysis Still Excluded Trips: As noted above, the Project's traffic analysis should consider trips from all components of the Project. The sensitivity analysis provided in the Final SEIR removed credits for internal capture from the Draft SEIR analysis without considering traffic from any of the other land uses. The resulting analysis is, therefore, still inadequate for identifying potential significant traffic impacts within the study area.

Sensitivity Analysis Did Not Compare to Baseline Conditions: As in the Draft SEIR, the sensitivity analysis conducted in the Final SEIR only compared the Project to conditions with the Approved Project. As described in the GTC Draft SEIR Comment Letter, this is a phantom comparison. The Approved Project was never constructed, and the Project Site has not generated any traffic for years. Therefore, the only accurate way to assess the impacts of the proposed Project is by comparing to existing or future baseline conditions without the Approved Project.

Underestimated Service and Delivery Traffic: The Final SEIR provided estimates of the number of service and delivery vehicles that would access the Project Site throughout a week. These numbers are of particular interest and importance to Oasis, because the Project's service and delivery access is at the same location as the Beverly Hilton's main vehicular entrance. However, the estimates provided are substantially lower than what is expected based on a review of service truck volumes at other hotels in the area. GTC collected a week of traffic count data at the service and delivery entry and exits for the Peninsula Hotel (smaller than the proposed Project) and the Montage Hotel (slightly larger than the proposed Project) and found at both locations that far more vehicles access the service area than reported in the Final SEIR. At the Peninsula Hotel, the week yielded 134 total vehicle arrivals, including 75 fixed-trailer delivery vehicles, three articulated-trailer "big rigs," 42 service vans or trash trucks, and 14 passenger vehicles. At the Montage Hotel, there were over 550 total vehicle arrivals, including over 150 fixed-trailer delivery vehicles, four articulated-trailer "big rigs," over 150 service vans or trash trucks, and over 250 passenger vehicles. This compares to 48 total vehicles over the full week projected in the Final SEIR for the Project.

CONCLUSION

It remains GTC's expert opinion that there are substantial analytical, procedural, and presentation errors in the traffic analysis presented for the Project in the Draft SEIR, Final SEIR, and supplemental documentation in the record. As a result, significant traffic impacts of the

proposed Project were never identified, disclosed, or mitigated by the Project Applicant through the SEIR process.

ATTACHMENT D

Addendum to the September 9, 2016 Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at One Beverly Hills and Beverly Hilton/Waldorf Astoria Hotel **(Linscott, Law & Greenspan, Engineers, September 29, 2016)**

MEMORANDUM

LINSCOTT
LAW &
GREENSPAN
engineers

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

To:	Jay Newman Athens BH Development, LLC	Date:	September 29, 2016
From:	David S. Shender, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	5-16-0232-1
Subject:	**Addendum to the September 9, 2016 Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel**		

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers ("LLG") to provide an addendum to the September 9, 2016 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.

Summary of September 9, 2016 Supplemental Assessment

The supplemental assessment evaluated the potential traffic impacts of the Project – including an assumed 285-person dinner event at the site – on the night of a 1,000-person dinner event at the Beverly Hilton. As described in the supplemental assessment, the 285-person event at the Project represents the seated capacity of the Project's ballroom. Further, a 1,000-person simultaneous event for the Beverly Hilton was assumed in the supplemental assessment based on data provided in the 2007 traffic study prepared by the City's independent traffic consultant (Fehr & Peers) for the Beverly Hilton Revitalization Project. The profile of events at the Beverly Hilton as provided in the Beverly Hilton traffic study indicated that in 2006, there were 98 events at the Beverly Hilton accommodating between 500 and 1,000 guests, and only six events hosting more than 1,000 guests. Thus, the assumption of a 1,000-person dinner event at the Beverly Hilton occurring during the same evening as a dinner event at the Project was considered to be reasonably conservative for traffic analysis purposes.

The supplemental assessment concluded that the additional traffic resulting from the Project on a night of a large (1,000-person) event at the Beverly Hilton would be less than significant at the intersections and street segments evaluated in City's Supplemental Environmental Impact Report (SEIR) prepared for the Project. Further, Fehr & Peers prepared a peer review of the supplemental assessment on behalf of the City and concluded as follows: "The supplement traffic study is based on standard methodologies and was prepared in accordance with the typical procedures applied to traffic studies in Beverly Hills. We concur with the analysis results and conclusions."

Comments at September 19, 2016 Planning Commission Hearing

The findings of the supplemental assessment were presented at the City of Beverly Hills Planning Commission hearing conducted for the Project on September 19, 2016. At the hearing, representatives of the Beverly Hilton asserted that the Beverly Hilton regularly accommodates events with greater attendance than 1,000 persons and that the supplemental assessment should have been prepared assuming 2,000 dinner guests at the Beverly Hilton. While representatives of the Beverly Hilton did not present data to support their assertions regarding attendance and frequency of such large-scale events at the Beverly Hilton, both City staff and the Project applicant agreed to prepare a revised traffic analysis assessing the impacts of the Project – including a 285-person dinner event in its ballroom – occurring on the same evening as a 2,000-person dinner event at the Beverly Hilton.

We have since reviewed the records of the City of Beverly Hills Public Assembly permits to determine the Beverly Hilton's current event profile. These records show that the only events that have more than 2,000 people are the Golden Globes and Milken Conference, which are special events discussed in the September 9, 2016 study. In fact, according to the City's records of assembly permits, which are required for all public assemblies over 50 people, there were no other single events in 2014 or 2015 with more than 2,000 people.[1] As the applicant's representatives stated to the Planning Commission, the One Beverly Hills project would not hold events in its ballroom during the Golden Globes and Milken Conference that are not associated with those events. Therefore, the scenario studied in this report represents a truly conservative analysis. Nonetheless, as requested by the Planning Commission, we have studied a 2,000-person event as set forth below.

Revised Simultaneous Event Traffic Analysis

The supplemental analysis outlines the methodology used to estimate trip generation at the Beverly Hilton related to a 1,000-person event, including use of traffic data provided in the traffic study prepared for the Beverly Hilton Revitalization Project. The supplemental analysis estimates that a 1,000-person dinner event would generate 215 inbound trips and 70 outbound trips during the weekday PM commuter peak hour. For a 2,000-person event, it is reasonable to estimate that the site-generated trips would be double the number estimated for a 1,000-person event; that is, 430 inbound trip and 140 outbound trips during the weekday PM commuter peak hour.

[1] Four other instances during the 2014-2015 period were noted in the records when 2,000 or more people were scheduled to be at the Beverly Hilton for separate events, but the start times were staggered, which likely dispersed the arrival traffic over a period of time.

Study Intersections

The traffic impact analysis was updated for the 11 study intersections using the procedures and methodologies outlined in the supplemental analysis. The results of the traffic impact analysis for the 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 attached to this memorandum.

Similar to the supplemental analysis, 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 2,000-person special dinner event at the Beverly Hilton. Similar to the supplemental 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 (whether at 1,000 or 2,000 attendees) 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 2,000-person 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. This is consistent with the finding provided in the supplemental analysis. 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.

Study Residential Street Segments

The analysis of potential impacts at the three residential street segments evaluated in the SEIR and supplemental analysis was updated based on the assumed 2,000-person dinner event at the Beverly Hilton. 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 2,000-person event was hosted at the Beverly Hilton. The relative significance of the calculated traffic impacts was assessed using the City of Beverly Hills thresholds of significance for the three residential street segments evaluated in the supplemental analysis. ***Table 2*** provides the forecast added trips to the three residential street segments evaluated 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	1,325	1,336	11 trips/ 0.8%	No
Whittier Dr.: Elevado Ave. & Lomitas Ave.	935	969	978	9 trips/ 0.9%	No
Elevado Ave.: Whittier Dr. & Beverly Dr.	519	532	535	3 trips/ 0.6%	No

As shown in *Table 2*, the potential traffic impacts related to the Project plus a special event at the OBH hotel occurring simultaneously to a 2,000-person event at the Beverly Hilton would be less than significant. This is consistent with the finding provided in the supplemental analysis.

cc: File

TABLE 18

DINNER EVENT ATTENDANCE

Month	<99 People	100-499 People	500-999 People	>1000 People	Monthly Percent of Total
January	2	3	5	2	6%
February	1	4	8	0	7%
March	2	5	12	1	10%
April	2	2	7	0	6%
May	6	5	10	0	11%
June	0	7	8	1	8%
July	0	3	1	0	2%
August	5	4	3	0	6%
September	4	5	6	0	8%
October	4	3	14	1	11%
November	4	5	16	0	13%
December	11	6	8	1	13%
Total	**41**	**52**	**98**	**6**	--
Attendance Percent of Total	**21%**	**26%**	**50%**	**3%**	**100%**

Source: The Beverly Hilton Hotel, 2007

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

21-Sep-16

NO.	INTERSECTION	[1] CUMULATIVE V/C	[1] CUMULATIVE LOS	[2] CUMULATIVE + HILTON SPECIAL EVENT V/C	[2] CUMULATIVE + HILTON SPECIAL EVENT LOS	[3] CUMULATIVE + HILTON SPECIAL EVENT + OBH PROJECT + OBH SPECIAL EVENT V/C	[3] CUMULATIVE + HILTON SPECIAL EVENT + OBH PROJECT + OBH SPECIAL EVENT LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b], [c]
1	Santa Monica Boulevard North / Beverly Drive	1.093	F	1.102	F	1.105	F	0.003	NO
2	Santa Monica Boulevard North / Wilshire Boulevard	1.143	F	0.982	E	0.982	E	0.000	NO
3	Santa Monica Boulevard South / Beverly Drive	0.917	E	0.921	E	0.920	E	-0.001	NO
4	Santa Monica Boulevard South / Wilshire Boulevard	1.006	F	1.014	F	1.015	F	0.001	NO
5	Santa Monica Boulevard North / Merv Griffin Way	0.990	E	1.072	F	1.089	F	0.017	NO
6	Beverly Drive / Wilshire Boulevard	1.028	F	1.046	F	1.050	F	0.004	NO
7	Whittier Drive - Merv Griffin Way / Wilshire Boulevard	1.334	F	1.284	F	1.289	F	0.005	NO
8	Santa Monica Boulevard / Crossover	0.858	D	0.888	D	0.899	D	0.011	NO
9	Santa Monica Boulevard / Century Park East	0.696	B	0.704	C	0.685	B	-0.019	NO
10	Whittier Drive / Sunset Boulevard	1.045	F	1.071	F	1.071	F	0.000	NO
11	Santa Monica Boulevard / Avenue of the Stars	0.659	B	0.666	B	0.672	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:

Level of Service	Final V/C	Project-Related Increase in V/C
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:

Final v/c	LOS	Project Related Increase in v/c
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

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

INTERSECTION CAPACITY UTILIZATION

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

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

Date: 09/21/2016
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	70	1600	0.044	1	71	1600	0.044	8	79	1600	0.049	2	81	1600	0.051	0	81	1600	0.051
Nb Thru	1707	3200	0.547 *	4	1711	3200	0.548 *	24	1734	3200	0.555 *	10	1745	3200	0.559 *	0	1745	3200	0.559 *
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	73	1849	3200	0.610	12	1862	3200	0.614	0	1862	3200	0.614
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	0.167	0	428	3200	0.169	0	428	3200	0.169
Eb Right	77	0	-	2	79	0	-	26	106	0	-	5	112	0	-	0	112	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				1.102				1.105				1.105
LOS			F				F				F				F				F

05:54 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 Santa Monica Boulevard @ Wilshire Boulevard
Peak hr: PM
Annual Growth: 0.00%

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

Date: 09/21/2016
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	785	3200	0.245	17	802	3200	0.251	15	802	3200	0.251	24	829	3200	0.259	0	829	3200	0.259
Nb Right	83	1600	0.052	0	83	1600	0.052	20	105	1600	0.066	4	109	1600	0.068	0	109	1600	0.068
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 *	47	1197	3909	0.306 *	21	1220	3951	0.309 *	0	1220	3951	0.309 *
Sb Right [3]	705	2439	0.000	-6	699	2418	0.076	52	763	2491	0.083	-6	756	2449	0.090	0	756	2449	0.090
Eb Left	694	1676	0.414 *	-12	682	3200	0.213 *	17	713	3200	0.223 *	-12	700	3200	0.219 *	0	700	3200	0.219 *
Eb Thru	1293	4724	0.280	-11	1282	4800	0.267	18	1313	4800	0.274	-11	1301	4800	0.271	0	1301	4800	0.271
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	60	311	1600	0.194	17	330	1600	0.206	0	330	1600	0.206
Wb Thru	1578	4800	0.340 *	-2	1576	4800	0.340 *	56	1640	4800	0.353 *	5	1646	4800	0.354 *	0	1646	4800	0.354 *
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			1.143				0.942				0.982				0.982				0.982
LOS			F				E				E				E				E

05:54 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

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

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

Date: 09/21/2016
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			
Movement	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 *	11	1490	3200	0.508 *	-3	1487	3200	0.507 *	0	1487	3200	0.507 *
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	34	1016	3200	0.338	4	1020	3200	0.339	0	1020	3200	0.339
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 *				0.100 *
ICU			0.917				0.916				0.921				0.920				0.920
LOS			E				E				E				E				E

05:54 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

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

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

Date: 09/21/2016
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	0.275	0	538	3200	0.276	0	538	3200	0.276
Sb Right	304	0	-	-2	302	0	-	34	342	0	-	3	345	0	-	0	345	0	-
Eb Left	277	0	0.058	-7	270	0	0.056	11	289	0	0.060	-7	281	0	0.059	0	281	0	0.059
Eb Thru	1153	4800	0.298 *	-4	1149	4800	0.296 *	27	1183	4800	0.307 *	0	1183	4800	0.305 *	0	1183	4800	0.305 *
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	82	1517	4800	0.338	18	1537	4800	0.343	0	1537	4800	0.343
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				1.014				1.015				1.015
LOS			F				F				F				F				F

05:54 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

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

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

Date: 09/21/2016
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	603	1600	0.377 *	-2	601	1600	0.376 *	86	699	1600	0.437 *	-2	697	1600	0.436 *	0	697	1600	0.436 *
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	108	189	1600	0.118	-15	172	1600	0.108	0	172	1600	0.108
Eb Left	15	181	0.083	-6	9	113	0.050	35	54	516	0.105	4	58	554	0.105	0	58	554	0.105
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 *	28	281	2684	0.105 *	-4	277	2646	0.105	0	277	2646	0.105
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 *				0.100 *
ICU			0.990				0.996				1.072				1.089				1.089
LOS			E				E				F				F				F

05:54 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

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

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

Date: 09/21/2016
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 *	17	188	1600	0.118 *	1	189	1600	0.118 *	0	189	1600	0.118 *
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 *	21	1905	4800	0.436 *	12	1918	4800	0.439 *	0	1918	4800	0.439 *
Eb Right	181	0	-	-1	180	0	-	6	188	0	-	0	188	0	-	0	188	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	65	1614	4800	0.374	18	1634	4800	0.378	0	1634	4800	0.378
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				1.046				1.050				1.050
LOS			F				F				F				F				F

05:54 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

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

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

Date: 09/21/2016
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	28	70	1600	0.044	-13	56	1600	0.035	0	56	1600	0.035
Nb Thru	537	1600	0.396 *	-3	534	1600	0.334 *	14	553	1600	0.346 *	-3	550	1600	0.344 *	0	550	1600	0.344 *
Nb Right	97	0	-	-21	76	1600	0.048	35	136	1600	0.085	-21	113	1600	0.071	0	113	1600	0.071
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	43	205	1600	0.156	5	211	1600	0.160	0	211	1600	0.160
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	0.483	0	2158	4800	0.484	0	2158	4800	0.484
Eb Right	66	0	-	-10	56	0	-	86	162	0	-	2	164	0	-	0	164	0	-
Wb Left	57	1600	0.036	-14	43	1600	0.027	108	177	1600	0.111	-7	169	1600	0.106	0	169	1600	0.106
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				1.284				1.289				1.289
LOS			F				F				F				F				F

05:54 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.

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20931 Burbank Boulevard, Suite C, Woodland Hills, CA
(818) 835-8648 Fax (818) 835-8649

INTERSECTION CAPACITY UTILIZATION

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

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

Date: 09/21/2016
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			
Movement	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	1480	3200	0.463 *	19	1499	3200	0.468 *	86	1576	3200	0.493 *	31	1610	3200	0.503 *	0	1610	3200	0.503 *
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	28	1669	4800	0.348	62	1738	4800	0.362	0	1738	4800	0.362
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				0.888				0.899				0.899
LOS			D				D				D				D				D

05:54 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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Santa Monica Boulevard	Year of Count:	2015	Ambient Growth: (%):	0.0	Conducted by:	NDS	Date:	9/21/2016
CMA9	East-West Street:	Century Park East	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	MB	Project:	One Beverly Hills Project / 5-16-02

	FUTURE CUMULATIVE	FUTURE + OBH PROJECT	FUTURE + HILTON EVENT	FUT + SIMUL. EVENTS + OBH PROJ	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	4	4	4	4	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB– 3 SB– 0 EB– 0 WB– 3	NB– 3 SB– 0 EB– 0 WB– 3	NB– 3 SB– 0 EB– 0 WB– 3	NB– 3 SB– 0 EB– 0 WB– 3	NB– 3 SB– 0 EB– 0 WB– 3
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

MOVEMENT		FUTURE CUMULATIVE Volume	No. of Lanes	Lane Volume	FUTURE + OBH PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE + HILTON EVENT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUT + SIMUL. EVENTS + OBH PROJ Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION 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	0
	Left-Through		0							0				0				0	
	Through	2218	4	555	-82	2136	534	96	2314	4	579	-69	2245	4	561	0	2245	4	561
	Through-Right		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	
	Left-Right		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	
	Through	2108	3	703	-101	2007	669	31	2139	3	713	-90	2049	3	683	0	2049	3	683
	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	503	2	277	-18	485	267	0	503	2	277	-18	485	2	267	0	485	2	267
	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	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	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		703	North-South:		669	North-South:			715	North-South:			688	North-South:			688
		East-West:		391	East-West:		391	East-West:			391	East-West:			391	East-West:			391
		SUM:		1094	SUM:		1060	SUM:			1106	SUM:			1079	SUM:			1079
VOLUME/CAPACITY (V/C) RATIO:				0.796			0.771				0.804				0.785				0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.671				0.704				0.685				0.685
LEVEL OF SERVICE (LOS):				B			B				C				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.019	Δ*v/c* after mitigation:	-0.019
Significant impacted?	NO	Fully mitigated?	N/A

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

INTERSECTION CAPACITY UTILIZATION

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

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

Date: 09/21/2016
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	191	1600	0.119	2	193	1600	0.121	8	200	1600	0.125	3	203	1600	0.127	0	203	1600	0.127
Nb Thru	285	1600	0.309 *	0	285	1600	0.307 *	0	285	1600	0.313 *	0	285	1600	0.312 *	0	285	1600	0.312 *
Nb Right	209	0	-	-3	206	0	-	6	216	0	-	-2	214	0	-	0	214	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	0.506 *	0	1555	3200	0.507 *	0	1555	3200	0.507 *
Eb Right	34	0	-	2	36	0	-	26	63	0	-	4	67	0	-	0	67	0	-
Wb Left	212	1600	0.133 *	-1	211	1600	0.132 *	17	231	1600	0.144 *	1	232	1600	0.145 *	0	232	1600	0.145 *
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 *				0.100 *
ICU			1.045				1.043				1.071				1.071				1.071
LOS			F				F				F				F				F

05:54 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:	Santa Monica Boulevard	Year of Count:	2015	Ambient Growth: (%):	0.0	Conducted by:	NDS	Date:	9/21/2016
CMA11	East-West Street:	Avenue of the Stars	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	MB	Project:	One Beverly Hills Project / 5-16-02

	FUTURE CUMULATIVE	FUTURE + OBH PROJECT	FUTURE + HILTON EVENT	FUT + SIMUL. EVENTS + OBH PROJ	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	4	4	4	4	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB– 3 SB– 0	NB– 3 SB– 0	NB– 3 SB– 0	NB– 3 SB– 0	NB– 3 SB– 0
	EB– 0 WB– 0	EB– 0 WB– 0	EB– 0 WB– 0	EB– 0 WB– 0	EB– 0 WB– 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	FUTURE CUMULATIVE Volume	No. of Lanes	Lane Volume	FUTURE + OBH PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE + HILTON EVENT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUT + SIMUL. EVENTS + OBH PROJ Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION 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	96	2091	4	523	11	2102	4	526	0	2102	4	526
	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	31	2286	3	762	23	2309	3	770	0	2309	3	770
	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	North-South:		802	North-South:			808	North-South:			816	North-South:			816
		East-West:		245	East-West:		245	East-West:			245	East-West:			245	East-West:			245
		SUM:		1043	SUM:		1047	SUM:			1053	SUM:			1061	SUM:			1061
VOLUME/CAPACITY (V/C) RATIO:				0.759			0.761				0.766				0.772				0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.661				0.666				0.672				0.672
LEVEL OF SERVICE (LOS):				B			B				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Attachment I
Response to Comment Letter from Ramboll Environ
(Prepared by Rincon Consultants)

rincon

Rincon Consultants, Inc.

Environmental Scientists Planners Engineers

MEMORANDUM

■ **Ventura**
180 North Ashwood Avenue
Ventura, California 93003
805 644 4455
FAX 644 4240

☐ **San Luis Obispo**
1530 Monterey Street, Suite D
San Luis Obispo, California 93401
805 547 0900
FAX 547 0901

☐ **Carlsbad**
2215 Faraday Avenue, Suite A
Carlsbad, California 92008
760 918 9444
FAX 918 9449

☐ **Monterey**
437 Figueroa Street, Suite 203
Monterey, California 93940
831 333 0310
FAX 333 0340

☐ **Santa Barbara**
209 East Victoria Avenue
Santa Barbara, California 93101
805 644 4455
FAX 644 4240

☐ **Oakland**
449 15th Street, Suite 303
Oakland, California 94612
510 834 4455
FAX 834 4433

☐ **Riverside**
5005 La Mart Drive, Suite 201
Riverside, California 92507
951 782 0061
FAX 782 0097

☐ **Fresno**
255 W. Fallbrook Avenue
Suite 103
Fresno, California 93711
559 228 9925

☐ **Sacramento**
4825 J Street
Suite 200
Sacramento, California 95819
916 706 1374

☐ **Los Angeles**
706 South Hill Street
Suite 1200
Los Angeles, California 90014
213 788 4842

d

Date: October 4, 2016

To: Andre Sahakian, Associate Planner

Organization: City of Beverly Hills

From: Lindsey Sarquilla, MESM, Senior Environmental Planner, and Joe Power, AICP CEP, Principal

Re: Response to Comment Letter from Ramboll Environ (September 2016)

This memorandum responds to a comment letter submitted by Ramboll Environ on September 29, 2016 regarding the noise analysis contained in the Final Supplemental Environmental Impact Report (SEIR) for the 9900 Wilshire Boulevard (One Beverly Hills) Project and a supplemental memorandum addressing potential noise concerns related to the proposed loading dock to be located along the west side of Merv Griffin Way. Similar to Final SEIR Section 8, Responses to Comments on the Draft SEIR, each separate issue raised by the commenter has been assigned a number. The responses to each comment identify the number of the comment within the letter.

<u>Response to Comment 1</u>

The commenter states that existing sound levels were not appropriately accounted for in the Final SEIR because the Community Noise Equivalent Level (CNEL) was calculated based on 15-minute noise measurements rather than 24-hour measurements. The commenter states that in addition to the 24-hour measurements that were taken on Santa Monica Boulevard, 24-hour measurements should have been taken on Wilshire Boulevard and Merv Griffin Way to characterize existing sound levels on these roadways.

A response to this comment is available under Topical Response H of Section 8, Response to Comments, of the Final SEIR. In summary, ambient 24-hour CNEL were calculated using ten 15-minute daytime and nighttime noise measurements. These 15- minute measurements were

used to estimate the hourly Leq at a variety of times during the day, thereby capturing the overall variance of noise over a 24-hour period. Estimating CNEL from period measurements is a common methodology in environmental noise analysis and represents a reasonable estimate of the CNEL and a sound basis upon which the impact of the Project can be gauged (Bernard, updated 2012). Furthermore, the City does not have any specific requirements regarding the duration of measurements for estimating ambient noise levels.

Response to Comment 2

The commenter states that CNEL reported in the Beverly Hilton Revitalization Plan EIR are at least 3 A-weighted decibels (dBA) lower than the CNEL reported in the Final SEIR for similar locations. The commenter states that noise measured for the Beverly Hilton Revitalization Plan EIR were approximately 4 to 5 dBA lower between 3 AM and 4 AM than noise levels measured between 11 PM and 1 AM. The commenter suggests that the CNEL estimated in the Final SEIR may be inaccurately high because the nighttime noise measurement used to calculate CNEL was taken between 11 PM and 1 AM.

Noise measurements for the Beverly Hilton Revitalization Plan EIR were taken in November 2006. Because measurements for that project were taken nearly 10 years before measurements taken for the Proposed Project, it is not surprising that ambient noise levels were lower. Regarding the estimated CNEL being "inaccurately high," Section 4.8, *Noise*, of the Beverly Hilton Revitalization Plan EIR states that "The logarithmic effect of adding [CNEL] penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dB(A) of the peak hour Leq.[1]" As shown in Table 4.4-1, Noise Measurement Results, of the Final SEIR, estimated CNEL is within approximately 3 dBA of the daytime Leq for all noise measurement locations, suggesting the values are reasonable estimates of CNEL. Furthermore, although nighttime noise levels may have been 4 to 5 dBA lower between 3 AM and 4 AM in 2006, noise levels recorded during the 24-hour measurement on Santa Monica Boulevard south of the Project site in July 2016 indicate that hourly Leqs between 11 PM and 1 AM, which range from 71.6 dBA Leq to 73.5 dBA Leq, are similar to the hourly Leqs between 3 AM and 4 AM, which range from 71.1 to 73.4 dBA Leq (see "24-Hour Noise Measurement Results" in Appendix C of the Final SEIR). Therefore, the CNEL was not calculated using an inaccurately high measurement for nighttime noise. The noise measurements and calculated CNEL on which the Draft SEIR conclusions are based represent reasonable estimates of CNEL and are an appropriate basis against which the impact of the Project can be gauged.

Response to Comment 3

The commenter states that construction noise impacts are not adequately disclosed in the Final SEIR because noise impacts were assessed in CNEL, rather than in equivalent continuous noise levels (Leq).

A response to this comment is available under Topical Response H of Section 8, Response to Comments, of the Final SEIR. In summary, the General Plan Noise Element Policy N 1.5

[1] California Department of Transportation, *Technical Noise Supplement; A Technical Supplement to the Traffic Noise Analysis Protocol*, (Sacramento, California: October 1998), pp. N51-N54.

includes specific significance thresholds for noise impacts based on CNEL and does not differentiate between construction and operational noise. Nevertheless, maximum noise levels associated with construction activity are disclosed in the Final EIR.

Response to Comment 4

The commenter opines that the analysis of nighttime construction noise impacts under Topical Response K of Section 8, Response to Comments, of the Final SEIR is not sufficient because impacts are not assessed based on a 24-hour measurement of existing ambient noise levels. The commenter suggests that the more stringent operational thresholds should be applied to nighttime construction noise impacts.

The construction noise threshold applied to the Proposed Project is an ambient noise increase of 5 dBA or more outside the hours permitted by the City's noise ordinance. Nighttime construction would occur outside of the construction hours permitted by the City's noise ordinance; therefore, the 5 dBA threshold remains appropriate for nighttime construction noise. This is the same construction noise threshold as that applied in the 2008 Final EIR to the Approved Project and in the Beverly Hilton Revitalization Plan EIR. Also, please see the responses to Comments 1 and 2 of this memorandum.

Response to Comment 5

The commenter states that Topical Response K discloses that vibration impacts would be significant and opines that this impact would be more of a concern during nighttime hours.

As discussed in Section 4.4, *Noise and Vibration*, of the Final SEIR, the vibration velocity level threshold of perception for humans is approximately 65 vibration decibels (VdB). A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people.[2] The human annoyance thresholds used in the Draft SEIR are 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as schools). The human annoyance thresholds are protective of land uses where sleeping occurs and are less than the dividing line between barely perceptible and distinctly perceptible. Furthermore, as discussed under Impact N-3 of the Final SEIR, the Proposed Project would increase the severity of the significant and unavoidable vibration impact identified for the Approved Project in the 2008 FEIR due to the increased duration of construction. Construction at night, as analyzed under Topical Response K, would continue to result in a significant and unavoidable vibration impact because vibration would exceed the human annoyance threshold of 72 VdB. Construction at night would not change the finding of the Final SEIR. City of Beverly Hills decision makers would need to adopt a Statement of Overriding Considerations setting forth why the Project's benefits outweigh this impact if the Project is to be approved.

[2] Federal Transit Administration (FTA). Transit Noise and Vibration Impact Assessment. May 2006.

Response to Comment 6

The commenter states that a fabric barrier would be unlikely to achieve a sound transmission coefficient (STC) of 30. The commenter states that no details are provided, such as height of source or receptors, to substantiate the effectiveness of Mitigation Measure N-1.

Mitigation Measure Noise-1 requires implementation of a solid noise attenuation barrier constructed out of materials capable of achieving a STC of 30. Therefore, whatever material is used for the sound barrier must meet this minimum STC rating and, therefore, would achieve the required noise reduction. Mitigation Measure Noise-1 also requires a sound barrier with a height of 40 feet along the project site's eastern boundary to block line-of-sight between construction and the Beverly Hilton Hotel's guest rooms. The hotel rooms are approximately 50 feet from the project site boundary with the highest windows at a height of approximately 40 feet above grade. Heavy construction equipment would generally operate on grade during construction. However, during the excavation phase construction equipment would operate below grade, as material is excavated and equipment moves deeper into the excavation area, increasing the distance between the equipment and receptors.

Response to Comment 7

The commenter states that the loading dock analysis ("9900 Wilshire Boulevard [One Beverly Hills] Project - Loading Dock Operational Noise" memorandum, dated September 2016) should consider all delivery trips to the Proposed Project, not simply the difference in delivery trips between the Approved Project and the Proposed Project. The commenter also states that noise from trucks utilizing Merv Griffin Way should have been assessed and reiterates that noise impacts should not be assessed in CNEL. The commenter concludes that loading dock noise should be added to operational noise sources (other traffic, HVAC, and restaurant noise) to fully assess the project's operational noise impacts.

As discussed under Topical Response A in Section 8 of the Final SEIR, the 2012 version of the Approved Project (9900 Wilshire Specific Plan) is used as the baseline for the analysis in the Supplemental EIR because it represents what is currently permitted for development at the Project site and could be built by the property owner without further environmental review or discretionary City approvals. This approach is consistent with applicable CEQA case law, which dictates the use of such a baseline in instances where a project involves a modification to an already entitled project. Therefore, analysis of the Proposed Project's increase in delivery trips over the Approved Project baseline is the appropriate method for analyzing noise impacts from the loading dock area.

As discussed under Impact N-2 of Section 4.4, *Noise and Vibration*, of the Final SEIR, the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) was used to estimate existing and existing plus project operational noise impacts on roadways in the vicinity of the project site, including Merv Griffin Way. The fleet mix for project vehicle trips conservatively assumed that 5 percent of project trips would be from trucks (3% light- and medium-duty trucks and 2% heavy-duty trucks). Consequently, delivery trips to the Project site by medium and heavy duty trucks on Merv Griffin Way were captured in the roadway noise impact

analysis under Impact N-2 of the Final SEIR. As discussed therein, the Proposed Project would have no new significant impact beyond that identified for the Approved Project in the 2008 FEIR.

The loading dock noise analysis disclosed maximum noise levels associated with individual truck trips; however, as discussed above, City thresholds are based on CNEL. Loading dock noise impacts were re-estimated to include trucks accelerating onto Merv Griffin Way from the loading dock entrance (50 feet from hotel rooms). Existing ambient noise levels plus loading dock operational noise, inclusive of noise from trucks accelerating onto Merv Griffin Way, would result in a CNEL of 74.2 dBA (see attached Loading Dock Noise Impact Estimation sheet for CNEL calculation). The analysis determined that operation of the loading dock would increase ambient CNEL at the exterior of the nearest receptors (Beverly Hilton hotel rooms) by 0.2 dBA CNEL.

Table 4.4-9 of the Final SEIR indicates that the greatest change in noise level between the Existing Plus Approved Project and Existing Plus Proposed Project is 0.3 dBA CNEL, which occurs at Receptor 5, the location nearest to where the outdoor dining areas would be located. At Receptor 3, the location nearest to hotel room receptors on Merv Griffin Way, the Proposed Project would not change ambient noise levels more than the Approved Project (a difference of 0 dBA). Consequently, adding 0.2 dBA from loading dock operational noise to the combined operational noise impact at the Beverly Hilton hotel rooms (0 dBA) would not result in an exceedance of the operational significance threshold (> 1 dBA). The Proposed Project's operational noise impacts would remain less than significant.

RAMBOLL ENVIRON

ENVIRONMENT
& HEALTH

Mr. Benjamin Hanelin
Latham & Watkins LLP
355 South Grand Avenue
Los Angeles, CA 90071

REVIEW OF THE NOISE ASSESSMENT FOR THE 9900 WILSHIRE PROJECT

Dear Mr. Hanelin:

Ramboll Environ US Corporation (Ramboll Environ) has reviewed the Noise analysis of the 9900 Wilshire Boulevard Project (Project, 9900 Wilshire Project) as analyzed in the Final Supplemental Environmental Impact Report (FSEIR). Our findings reflect the conclusions reached given the time available for our review and information provided. To the extent that additional information or time is provided, our findings may change.

Date September 29, 2016

Ramboll Environ
18100 Von Karman Avenue
Suite 600
Irvine, CA 92612
USA

T +1 949 261 5151
F +1 949 261 6202
www.ramboll-environ.com

EXISTING SOUND LEVELS

Existing sound levels were not appropriately measured or accounted for in the analysis. Without accurately representing existing ambient conditions at the site, and given that the reported increase due to the Project is close to the threshold (a reported increase of 4.8 dBA compared to a threshold of 5 dBA), no conclusions regarding the potential noise impacts of the Project on noise can be substantiated.

- Existing CNELs[1] were estimated using two 15 minute Leq[2] measurements (one taken during the mid-morning or early afternoon hours, and one taken during the early nighttime hours). 1
- Existing sound levels can fluctuate substantially over the daytime and nighttime periods. Using short 15-minute measurements to represent all daytime and all nighttime sound levels is unlikely to result in an accurate characterization of the CNEL sound levels. The noise analysis should have taken 24-hour sound level measurements to fully characterize how sound levels can vary over the 24-hour period.
- Two 24-hour measurements were taken along Santa Monica Boulevard, which is a major roadway with very different traffic flows compared to Merv Griffin Way or Wilshire Boulevard. In addition to Santa Monica Boulevard, the noise analysis should have taken sound level measurements along these two roads to fully characterize the ambient sound levels in the vicinity.

[1] Community Noise Equivalent Level.
[2] Equivalent Continuous Noise Level.

- The measured CNEL sound levels taken at similar locations for the Beverly Hilton Revitalization Plan EIR are all considerably lower (at least 3 dBA lower) than the estimated CNEL levels identified in the 9900 Wilshire Project FSEIR (see Table 1).
- We further note that the 24-hour sound level measurements taken for the Beverly Hilton Project show that the sound levels between 3 and 4 AM are generally between 4 and 5 dBA lower than the levels measured between 11 PM and 1 AM. The 9900 Wilshire Project's noise assessment uses a 15-minute Leq obtained between 11 PM and 1 AM to represent the potentially much quieter hours of the night. These data may thus not represent the quietest hours of the night, potentially resulting in an artificially high estimate for existing ambient sound levels that may be inaccurately reflecting the true noise impacts of the Project. These data should be reassessed to obtain an accurate estimate for existing ambient sound levels and accurate noise impacts from the Project.

Table 1. Comparison of CNEL Levels used for the Wanda Project FSEIR and the Beverly Hilton Revitalization Plan FEIR

Location	Wanda Project FSEIR CNEL Estimate	Beverly Hilton FEIR Measured CNEL Level [1]	Difference
55 ft North of Wilshire Blvd	75.1	71.7	3.4
Northern Project Boundary (36 ft South of Wilshire Blvd)	80.3	77.0	3.3
50 ft from Merv Griffin Way	74	68.6 [2]	5.4
40 ft North of Santa Monica Blvd	82.2	78.8	3.4

Notes:

[1] Adjusted to reflect same distance from centerline of roadway as for the 9900 Wilshire Blvd measurements, assuming a traffic line source reduces by 3 dBA for every doubling of distance from the source.

[2] The distance from Merv Griffin Way could not be verified.

2

CONSTRUCTION

Construction noise impacts are not adequately disclosed because (1) the impacts were assessed using an inappropriate methodology, (2) nighttime construction impacts were not properly analyzed, and (3) mitigation measures were not appropriately considered.

- The Project FSEIR inappropriately uses the CNEL level to assess potential noise impacts from construction activities, which were assumed to occur between 8 AM and 6 PM. A more appropriate method would be to compare the construction sound level to the Leq for the daytime construction period, similar to what was done in Topical Response K for nighttime construction. As mentioned above,

3

24-hour sound level measurements would likely be required to accurately identify the period Leq during the presumed hours of construction. 3, cont'd

- The Project FSEIR did not include a detailed noise assessment to consider the potential impacts of evening or nighttime construction on the surrounding sensitive receivers. The information provided in Topical Response K is not sufficiently detailed to independently confirm the conclusions. Specifically, as stated above, an accurate measurement of existing ambient noise levels is required to substantiate any conclusions regarding noise impacts on sensitive receivers.
- The FSEIR indicates that the noise analysis used a 5 dBA increase over ambient as the threshold for temporary impacts during construction and lesser increases[3] (see Table 2) for impacts during operation. Given the increased sensitivity of neighboring uses (e.g., hotel) during nighttime hours, it would be appropriate to apply the more stringent operational thresholds to nighttime construction. 4

Table 2. CEQA Impact Thresholds Used in Noise Analysis

CNEL (dBA)	dBA Increase
55	3
60	2
65	1
70	1
Over 75	1

- We further note that Topical Response K discloses that vibration impacts would be significant and exceed the 72 vibration decibels (VdB) threshold; this impact is likely to be more of a concern during nighttime hours. 5
- The FSEIR considered noise impacts during daytime construction and assumed a 40-foot high wall would be required along the eastern boundary of the 9900 Wilshire Project. The barrier was presumed to be able to achieve a 20-dBA reduction in construction noise at the Beverly Hilton Hotel, and the FSEIR indicated that other strategies would need to be used to achieve an additional 1-dBA reduction in order to prevent significant construction noise impacts at the hotel. These mitigation measures were identified assuming 8 hours of construction would occur sometime between 8 AM and 6 PM. Although Topical Response K discussed the noise reduction from the sound barrier, the analysis needs to incorporate accurate existing ambient noise levels. 6
- The FSEIR states that the sound barrier would achieve a STC[4] of 30. It is unlikely that a fabric barrier would achieve this STC. We further note that the STC was increased from 20 in the DSEIR to 30 in the FSEIR.[5] No details are provided on the specific sound barrier to be used to substantiate the effectiveness of mitigation measure N-1.

[3] Identified in Section N.1.5. of the Noise Element.

[4] Sound transmission coefficient (STC) is an indicator of how effective a material is at preventing noise from going through it. A greater STC indicates higher effectiveness.

[5] FSEIR, page 9, Table ES-1, edits to N-1.

- The FSEIR does not disclose the assumptions used in the noise calculations to estimate the effectiveness of the barriers, including assumed height of source or receptors. This information is needed to independently confirm the conclusions. 6, cont'd

LOADING DOCK

The noise impacts from the loading dock were not appropriately accounted for in the analysis.

- Noise from loading dock activities was not considered in the FSEIR. Specifically, the acceleration of trucks onto and along Merv Griffin Way during early morning hours before 7 AM would likely be audible and potentially disturbing to nearby sensitive uses (e.g., hotel). The September 8, 2016 noise memorandum provided by Rincon Consultants considered only the effects of 6 daily loading dock deliveries when comparing loading dock noise to the ambient sound levels. This is only the number of additional loading dock deliveries associated with the changes to the approved project. The analysis should have assessed the noise from the total number of daily loading dock trips for comparison to the existing ambient sound levels. The analysis should also consider the noise from trucks pulling onto and accelerating on Merv Griffin Way. This could be accomplished using the TNM model, which can consider truck acceleration. 7
- The noise impacts from the loading dock were assessed using CNEL. This is not an appropriate noise descriptor to use in this case because noise from loading dock activities is not expected to occur overnight. Given the intermittent use of the loading dock, a noise assessment of the peak loading dock hour is most likely to provide a full characterization of any potential noise impacts.
- Noise from the loading dock should be added to other traffic, HVAC, and restaurant noises to fully gauge cumulative impacts from operation of all noise sources at the site.

CLOSING

We appreciate the opportunity to perform this review. Please feel free to call Kristen Wallace at (425) 412-1807 if you have any comments or questions.

Very truly yours,

Kristen Wallace

Kristen Wallace
Senior Manager

+1 425 412 1807
kwallace@ramboll.com

Eric C. Lu, MS, PE
Principal

+1 949 798 3650
elu@ramboll.com

DC:eg

LOADING DOCK NOISE IMPACT ESTIMATION

Scenario: Loading Dock Operations
Receptor Location: Beverly Hilton Hotel

Noise Source[1]	Ave. Maximum SPL @ 50 ft., dBA	Number	Percentage of Operation Hours In Use[2]	Effective Use Factor[3]	Distance, Ft.	Leq, dBA	
Heavy Duty Truck Accelerating on to Merv Griffin	86	1	0.001	1	50	57	532228.84
Heavy Duty Truck on Ramp	86	1	0.002	1	100	53	796214.34
Mitigated Trucks in Loading Dock Service Area	81	1	0.06	1	200	57	7553552.5

TOTAL Leq DURING OPERATIONS: **60.8** **dBA**

Distance attenuation assumed at: 6 dBA per doubling of distance
Notes: #N/A = Not Applicable

[1] California Motor Vehicle Code Section 23130 Lmax for trucks operating at less than 35 mph; includes 5 dBA reduction in noise for the "Mitigated Trucks in Loading Dock Service Area" source because the service area is below grade and line-of-sight between the source and receptor would be blocked.

[2] Operational hours are from 6:30 AM to 2:30 PM (8.5 hours). Duration of 6 heavy duty trucks accelerating up ramp extends for a total of 1.2 minutes out of 8.5 hours (or 0.2% of the operation period). Duration of 6 heavy duty trucks manuevuring within loading dock service area extends for a total of 30 minutes out of 8.5 hours (or 6% of the operation period). Duration of 6 heavy duty trucks accelerating onto Merv Griffin Way extends for a total of 0.7 minutes out of 8.5 hours (or 0.1% of the operation period).
[3] Assumed percentage of time that trucks are operating at near maximum sound level.

Loading Dock Noise Impact Analysis

Loading Dock Noise Impacts at Beverly Hilton Hotel Rooms			
Time	Existing Leq dBA[1]	Loading Dock Leq dBA[2]	Existing + Loading Dock Leq dBA
0:00	66.9	0.0	66.9
1:00	66.9	0.0	66.9
2:00	66.9	0.0	66.9
3:00	66.9	0.0	66.9
4:00	66.9	0.0	66.9
5:00	66.9	0.0	66.9
6:00	66.9	60.8	67.9
7:00	70	60.8	70.5
8:00	70	60.8	70.5
9:00	70	60.8	70.5
10:00	70	60.8	70.5
11:00	70	60.8	70.5
12:00	70	60.8	70.5
13:00	70	60.8	70.5
14:00	70	60.8	70.5
15:00	70	0.0	70.0
16:00	70	0.0	70.0
17:00	70	0.0	70.0
18:00	66.9	0.0	66.9
19:00	66.9	0.0	66.9
20:00	66.9	0.0	66.9
21:00	66.9	0.0	66.9
22:00	66.9	0.0	66.9
23:00	66.9	0.0	66.9
Existing dBA CNEL[3]:	**74**	**63.8**	**74.2**
Change dBA CNEL [Existing + Loading Dock] - [Existing]:			**0.2**

1. Daytime and nighttime Leqs and CNEL from Final SEIR Table 4.4-1 for Measurement Location #3, nearest to Beverly Hilton Hotel rooms
2. Loading dock Leq dBA from Loading Dock Impact Estimation
3. Calculated using CNEL Community Noise Calculator at https://www.noisemeters.com/apps/ldn-calculator.asp

Attachment J

Montage Beverly Hills Hotel Loading Dock 12-Hour Count Data

Hotel Loading Dock Data Collection

Montage Beverly Hills Hotel - September 21, 2016

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Van/Step Van	Garbage Trucks	Tractor Trailer
6:00 - 6:15	2 @ 6am (small van)		
6:15 - 6:30	1 @ 6:15am (box van)		
6:30 - 6:45	1 @ 6:35am (box van)		
6:45 - 7:00			
7:00 - 7:15	1 @7:00am (large box van)		
7:15 - 7:30			
7:30 - 7:45			
7:45 - 8:00	1 @ 7:50am (van)		
8:00 - 8:15			
8:15 - 8:30			
8:30 - 8:45			
8:45 - 9:00			
9:00 - 9:15	1 @ 9:14am		
9:15 - 9:30		1 @ 9:15am	
9:30 - 9:45	1 @ 9:43am		
9:45 - 10:00	2 @ 9:45am (FedEx and "Newsways") 1 @ 9:54 (van)		
10:00 - 10:15	1 @ 10:07 (fish delivery)		
10:15 - 10:30	1 @ 10:23am (UPS) 1 @ 10:29 (seafood delivery)		
10:30 - 10:45	1 @ 10:45 (UPS)		
10:45 - 11:00			
11:00 - 11:15	1 @ 11:01 (FedEx) 1 @ 11:10 (florist van)		
11:15 - 11:30			
11:30 - 11:45			
11:45 - 12:00	1 @ 11:46 (gourmet delivery van)		

Hotel Loading Dock Data Collection

Montage Beverly Hills Hotel - September 21, 2016

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Van/Step Van	Garbage Trucks	Tractor Trailer
12:00 - 12:15			
12:15 - 12:30		1 @ 2:18pm	
12:30 - 12:45	White Van		
12:45 - 1:00	1 @ 12:48pm (Mercedes truck) 1 @ 12:53 (meat truck)		
1:00 - 1:15			
1:15 - 1:30	1 @ 1:17pm (white van) 1 @ 1:26pm (FedEx)		
1:30 - 1:45			
1:45 - 2:00			
2:00 - 2:15	1 @ 2:10pm (small van)		
2:15 - 2:30	1 @ 2:17pm (FedEx)		
2:30 - 2:45	White van		
2:45 - 3:00			
3:00 - 3:15	1 @ 3:11 (white van, video rental)		
3:15 - 3:30	1 @ 3:24 (white van, Amazon)		
3:30 - 3:45	1 @ 3:30 (white van, FedEx)		
3:45 - 4:00			
4:00 - 4:15			
4:15 - 4:30			
4:30 - 4:45			
4:45 - 5:00			
5:00 - 5:15			
5:15 - 5:30			
5:30 - 5:45			
5:45 - 6:00			

Attachment K
L'Ermitage Hotel Loading Dock 7-Day Count Data
(Updated)

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 12, 2016 (Monday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
6:00 - 6:15			
6:15 - 6:30			
6:30 - 6:45			
6:45 - 7:00			
7:00 - 7:15			
7:15 - 7:30			
7:30 - 7:45			
7:45 - 8:00			
8:00 - 8:15			
8:15 - 8:30			
8:30 - 8:45			
8:45 - 9:00			
9:00 - 9:15			
9:15 - 9:30			
9:30 - 9:45			
9:45 - 10:00			
10:00 - 10:15		1 @ 10:00am	
10:15 - 10:30			
10:30 - 10:45	1 @ 10:32am (propane tank delivery) 1 @ 10:34am (seafood delivery)		
10:45 - 11:00			
11:00 - 11:15	1 @ 11:07am (white box truck)		
11:15 - 11:30			
11:30 - 11:45	1 @ 11:35 (food delivery van)		
11:45 - 12:00			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 12, 2016 (Monday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
12:00 - 12:15			
12:15 - 12:30			
12:30 - 12:45	1 @ 12:36pm (van)		
12:45 - 1:00	1 @ 12:50pm (food delivery box truck)		
1:00 - 1:15			
1:15 - 1:30			
1:30 - 1:45			
1:45 - 2:00			
2:00 - 2:15	1 @ 2:13pm (FedEx)		
2:15 - 2:30			
2:30 - 2:45			
2:45 - 3:00	1 @ 2:57pm (FedEx)		
3:00 - 3:15	1 @ 3:11pm (food delivery box truck)		
3:15 - 3:30			
3:30 - 3:45			
3:45 - 4:00			
4:00 - 4:15			
4:15 - 4:30			
4:30 - 4:45			
4:45 - 5:00			
5:00 - 5:15			
5:15 - 5:30			
5:30 - 5:45			
5:45 - 6:00			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 13, 2016 (Tuesday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
6:00 - 6:15			
6:15 - 6:30			
6:30 - 6:45			
6:45 - 7:00			
7:00 - 7:15			
7:15 - 7:30			
7:30 - 7:45			
7:45 - 8:00			
8:00 - 8:15			
8:15 - 8:30			
8:30 - 8:45			
8:45 - 9:00			
9:00 - 9:15			
9:15 - 9:30			
9:30 - 9:45			
9:45 - 10:00	1 @ 9:45am (food delivery) 1 @ 9:46am (food deliver box truck)		
10:00 - 10:15	1 @ 10:14am (box truck)	1 @ 10:00am	
10:15 - 10:30	1 @ 10:21am (food delivery box truck)		
10:30 - 10:45			
10:45 - 11:00			
11:00 - 11:15			
11:15 - 11:30	1 @ 11:22am (furniture delivery - event)		
11:30 - 11:45			
11:45 - 12:00	1 @ 11:49am (food delivery van) 1 @ 11:55am (food delivery box truck)		

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 13, 2016 (Tuesday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
12:00 - 12:15	1 @ 12:02pm (food delivery white van)		
12:15 - 12:30			
12:30 - 12:45	1 @ 12:39pm (van) 1 @ 12:41pm (beverage truck)		
12:45 - 1:00	1 @ 12:44pm (linen/uniform van)		
1:00 - 1:15			
1:15 - 1:30			
1:30 - 1:45			
1:45 - 2:00			
2:00 - 2:15			
2:15 - 2:30			
2:30 - 2:45			
2:45 - 3:00			
3:00 - 3:15			
3:15 - 3:30	1 @ 3:16pm (FedEx)		
3:30 - 3:45			
3:45 - 4:00			
4:00 - 4:15			
4:15 - 4:30			
4:30 - 4:45			
4:45 - 5:00			
5:00 - 5:15			
5:15 - 5:30			
5:30 - 5:45			
5:45 - 6:00			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 14, 2016 (Wednesday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
6:00 - 6:15			
6:15 - 6:30			
6:30 - 6:45			
6:45 - 7:00			
7:00 - 7:15			
7:15 - 7:30			
7:30 - 7:45			
7:45 - 8:00			
8:00 - 8:15			
8:15 - 8:30			
8:30 - 8:45			
8:45 - 9:00			
9:00 - 9:15			
9:15 - 9:30			
9:30 - 9:45	1 @ 9:31am (food delivery truck) 1 @ 9:33am (food delivery truck)		
9:45 - 10:00			
10:00 - 10:15		1 @ 10:00am	
10:15 - 10:30	1 @ 10:23am (pickup truck)		
10:30 - 10:45	1 @ 10:38am (seafood delivery) 1 @ 10:28am (event setup truck)		
10:45 - 11:00			
11:00 - 11:15			
11:15 - 11:30			
11:30 - 11:45	2 @ 11:33am (vans)		

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 14, 2016 (Wednesday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
11:45 - 12:00			
12:00 - 12:15			
12:15 - 12:30	1 @ 12:15pm (flower delivery van)		
12:30 - 12:45			
12:45 - 1:00			
1:00 - 1:15			
1:15 - 1:30	1 @ 1:26pm (pickup truck, repairs)		
1:30 - 1:45			
1:45 - 2:00			
2:00 - 2:15			
2:15 - 2:30			
2:30 - 2:45			
2:45 - 3:00	1 @ 2:46pm (U-Haul truck, event setup)		
3:00 - 3:15			
3:15 - 3:30	1 @ 3:30pm (FedEx)		
3:30 - 3:45			1 @ 3:33pm (Coca Cola)
3:45 - 4:00			
4:00 - 4:15			
4:15 - 4:30			
4:30 - 4:45			
4:45 - 5:00			
5:00 - 5:15			
5:15 - 5:30			
5:30 - 5:45			
5:45 - 6:00			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 15, 2016 (Thursday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
6:00 - 6:15			
6:15 - 6:30			
6:30 - 6:45			
6:45 - 7:00			
7:00 - 7:15			
7:15 - 7:30			
7:30 - 7:45			
7:45 - 8:00			
8:00 - 8:15			
8:15 - 8:30			
8:30 - 8:45			
8:45 - 9:00			
9:00 - 9:15			
9:15 - 9:30			
9:30 - 9:45			
9:45 - 10:00	1 box truck @ 9:53 (food delivery) 1 box truck @ 9:56 (meat delivery)		
10:00 - 10:15		1 @ 10:00am	
10:15 - 10:30			
10:30 - 10:45	2 box trucks @ 10:35 (UHaul event setup)		
10:45 - 11:00	1 van @ 10:58 (flower delivery) 1 van @ 10:59 (event setup)		
11:00 - 11:15	1 van @ 11:05 (event setup) 1 box truck @ 11:11 (food delivery)		
11:15 - 11:30	1 box truck @ 11:30 (bar supplies)		
11:30 - 11:45	1 pickup truck @ 11:31 (event setup) 1 box truck @ 11:34 (fish delivery)		
11:45 - 12:00	1 van @ 11:56 (event setup)		

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 15, 2016 (Thursday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
12:00 - 12:15	1 van @12:03 (event setup) 1 pickup truck @ 12:08 (event setup)		
12:15 - 12:30	1 box truck @ 12:26 (UHaul for event setup)		
12:30 - 12:45			
12:45 - 1:00	1 van @ 12:52 (event setup)		
1:00 - 1:15			
1:15 - 1:30			
1:30 - 1:45	1 box truck @ 1:40 (event setup)		
1:45 - 2:00			
2:00 - 2:15	1 van @ 2:12 (event setup)		
2:15 - 2:30			
2:30 - 2:45	1 van @ 2:42 (cake delivery)		
2:45 - 3:00			
3:00 - 3:15	1 @ 3:12 (FedEx)		
3:15 - 3:30	1 van @ 3:23 (even setup)		
3:30 - 3:45	1 box truck @ 3:34 (UHaul for event setup)		
3:45 - 4:00	1 box truck @ 3:58 (event setup)		
4:00 - 4:15			
4:15 - 4:30			
4:30 - 4:45			
4:45 - 5:00	1 van @ 4:46 (event setup)		
5:00 - 5:15			
5:15 - 5:30	1 pickup truck @ 5:18 (event setup)		
5:30 - 5:45			
5:45 - 6:00			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 16, 2016 (Friday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
6:00 - 6:15			
6:15 - 6:30			
6:30 - 6:45			
6:45 - 7:00			
7:00 - 7:15			
7:15 - 7:30			
7:30 - 7:45			
7:45 - 8:00			
8:00 - 8:15			
8:15 - 8:30			
8:30 - 8:45			
8:45 - 9:00			
9:00 - 9:15			
9:15 - 9:30			
9:30 - 9:45	1 van @ 9:30 1 box truck @ 9:34 (beverage) 1 box truck @ 9:39 (meat delivery)		
9:45 - 10:00			
10:00 - 10:15		1 @ 10:00am	
10:15 - 10:30			
10:30 - 10:45			
10:45 - 11:00			
11:00 - 11:15	1 box truck @ 11:07 (fish delivery) 1 box truck @ 11:10 (sanitary supplies)		
11:15 - 11:30			
11:30 - 11:45			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 16, 2016 (Friday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
11:45 - 12:00			
12:00 - 12:15	1 box truck @ 12: 11 (kitchen supplies)		
12:15 - 12:30			
12:30 - 12:45			
12:45 - 1:00			
1:00 - 1:15			
1:15 - 1:30			
1:30 - 1:45			
1:45 - 2:00			
2:00 - 2:15	1 van @ 2:00 (cake delivery)		
2:15 - 2:30	1 box truck @ 2:16 (food delivery)		
2:30 - 2:45			
2:45 - 3:00			
3:00 - 3:15			
3:15 - 3:30			
3:30 - 3:45	1 @ 3:45 (FedEx)		
3:45 - 4:00			
4:00 - 4:15			
4:15 - 4:30			
4:30 - 4:45			
4:45 - 5:00			
5:00 - 5:15			
5:15 - 5:30			
5:30 - 5:45			
5:45 - 6:00			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 17, 2016 (Saturday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
6:00 - 6:15			
6:15 - 6:30			
6:30 - 6:45			
6:45 - 7:00			
7:00 - 7:15			
7:15 - 7:30			
7:30 - 7:45			
7:45 - 8:00			
8:00 - 8:15			
8:15 - 8:30			
8:30 - 8:45			
8:45 - 9:00			
9:00 - 9:15			
9:15 - 9:30			
9:30 - 9:45			
9:45 - 10:00			
10:00 - 10:15		1 @ 10:00am	
10:15 - 10:30			
10:30 - 10:45	1 van @ 10:40		
10:45 - 11:00	1 box truck @ 10:45 (meat delivery) 1 @ 10:47 (FedEx)		
11:00 - 11:15			
11:15 - 11:30	1 box truck @ 11:28 (kitchen supplies)		
11:30 - 11:45			
11:45 - 12:00			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 17, 2016 (Saturday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
12:00 - 12:15			
12:15 - 12:30	1 box truck @ 12:17 (food delivery)		
12:30 - 12:45			
12:45 - 1:00			
1:00 - 1:15			
1:15 - 1:30			
1:30 - 1:45			
1:45 - 2:00			
2:00 - 2:15			
2:15 - 2:30			
2:30 - 2:45			
2:45 - 3:00			
3:00 - 3:15			
3:15 - 3:30			
3:30 - 3:45			
3:45 - 4:00			
4:00 - 4:15			
4:15 - 4:30			
4:30 - 4:45			
4:45 - 5:00			
5:00 - 5:15			
5:15 - 5:30			
5:30 - 5:45			
5:45 - 6:00			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 18, 2016 (Sunday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
6:00 - 6:15			
6:15 - 6:30			
6:30 - 6:45			
6:45 - 7:00			
7:00 - 7:15			
7:15 - 7:30			
7:30 - 7:45			
7:45 - 8:00			
8:00 - 8:15			
8:15 - 8:30			
8:30 - 8:45			
8:45 - 9:00			
9:00 - 9:15			
9:15 - 9:30			
9:30 - 9:45			
9:45 - 10:00			
10:00 - 10:15			
10:15 - 10:30			
10:30 - 10:45	1 box truck @ 10:34 (event cleanup)		
10:45 - 11:00	1 box truck @ 10:45 (UHaul event cleanup)		
11:00 - 11:15			
11:15 - 11:30			
11:30 - 11:45	1 box truck @ 11:30 (UHaul event cleanup)		
11:45 - 12:00			
12:00 - 12:15			

Hotel Loading Dock Data Collection

L'Ermitage Hotel - September 18, 2016 (Sunday)

Types of Trucks	Daily Truck Trips (6:00 AM - 6:00 PM)		
	Box Truck/Step Van	Garbage Trucks	Tractor Trailer
12:15 - 12:30			
12:30 - 12:45			
12:45 - 1:00			
1:00 - 1:15			
1:15 - 1:30			
1:30 - 1:45			
1:45 - 2:00			
2:00 - 2:15			
2:15 - 2:30			
2:30 - 2:45			
2:45 - 3:00			
3:00 - 3:15			
3:15 - 3:30			
3:30 - 3:45			
3:45 - 4:00			
4:00 - 4:15			
4:15 - 4:30			
4:30 - 4:45			
4:45 - 5:00			
5:00 - 5:15			
5:15 - 5:30			
5:30 - 5:45			
5:45 - 6:00			

Attachment L
Draft Project Conditions
(Redlined showing changes to existing conditions)

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

Note: Red text indicates conditions that have been added or changed from the Approved 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.

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.

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

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.

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

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.

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,

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.

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.

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

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.

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

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.

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

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

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

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

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

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

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

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

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

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

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.

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.

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

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

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-or-way, and for use of the public right-or-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.

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.