

# **8600 WILSHIRE MIXED-USE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT**



**Prepared for**  
**CITY OF BEVERLY HILLS**

**Prepared by**  
**TERRY A. HAYES ASSOCIATES LLC**

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**AUGUST 2006**

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**8600 WILSHIRE MIXED-USE PROJECT**  
**FINAL ENVIRONMENTAL IMPACT REPORT**

Prepared for

**CITY OF BEVERLY HILLS**  
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August 2006

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### ***FINAL EIR (Attached herein)***

<b>8.0</b>	<b>COMMENTS AND RESPONSES . . . . .</b>	<b>8-1</b>
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## 8.0 COMMENTS AND RESPONSES

The Draft Environmental Impact Report (Draft EIR) was available for public review and comment between April 17, 2006 and June 1, 2006. During this period, one written comment on the Draft EIR was received. In addition, the Beverly Hills Planning Commission (Planning Commission) held a public hearing on April 27, 2006 to receive testimony regarding the proposed Project and the Draft EIR. No public comments pertaining to the Draft EIR were received during the public hearing. However, comments on the Draft EIR were received from the Planning Commission.

This Final Environmental Impact Report (Final EIR) provides responses to all comments received on the Draft EIR as required by Section 15088 of the CEQA Guidelines. Responses to comments on the Draft EIR include issues raised by public comments and the Planning Commission that warranted clarification or correction of certain statements in the Draft EIR. This section provides any such corrections or clarifications as required by Section 15132 of the CEQA Guidelines. None of the corrections and additions constitutes significant new information or substantial project changes as defined by Section 15088.5 of the CEQA Guidelines.

CEQA requires that the Final EIR include the Draft EIR or a revised Draft EIR and a listing of persons, organizations, and public agencies that commented on the Draft EIR (Guidelines for CEQA, Section 15132). Comments are to be provided either verbatim or in summary with responses to significant environmental comments.

This section excerpts the written public comments from Reef Seekers Dive Company and Planning Commission comments that specifically pertain to the scope and content of the Draft EIR. The full text of the comment letter from Reef Seekers Dive Company is included at the end of this chapter.



**COMMENT LETTER NO. 1 - REEF SEEKERS DIVE CO.**

**Comment No. 1**

The logic imposed here seems somewhat Alice-in-Wonderland. The developers suggest:

- They'll kick out an existing retailer to attract retailers
- They'll destroy existing green space so they can create green space within their complex
- Their building will dominate the block but will not change the look of the neighborhood
- They'll comply with existing zoning codes as long as those codes are waived
- And on and on...

It all smacks of that famous quote from the Vietnam era when an officer explained, "We had to destroy the village to save it."

**Response No. 1**

Comment noted. The Draft EIR identifies the existing retail use that currently exists on the Project site and states that the proposed Project would demolish the existing retail building to accommodate a new retail building.

Impacts associated with the proposed Project are discussed throughout the Draft EIR. The Project site consists of three parcels that are zoned for commercial uses and one parcel that is zoned for single-family residences. Two of the commercial parcels and the single-family residential parcel are vacant. No existing structures or activities occur on these three parcels, and the vacant land is not designated as a recreational or park facility by the City. Project-related impacts on recreation and parks are discussed in Section 4.6 Public Services.

Impacts associated with the visual character of the proposed Project in relation to its surroundings (height, scale, and massing) are discussed in Section 4.1 Aesthetics. As discussed, the proposed Project would be taller than the surrounding commercial and residential buildings and would result in a substantial and contrasting differences in scale. Additionally, the massing of the proposed buildings would contrast with the existing smaller massed development and homes in the surrounding area. However, with implementation of mitigation measures, which includes incorporating design features that lessen the visual contrast between the proposed buildings and the existing buildings that surrounds the Project site, less-than-significant impacts are anticipated.

Consistency with the zoning ordinance is discussed in Section 4.4 Land Use. As discussed, a zone change would be required to allow mixed-use on the Project site. Additionally, an overlay zone would be proposed for the proposed Project. The overlay zone would include objectives of compatibility with surrounding uses, with which the proposed Project would be required to comply.



**Comment No. 2**

“Unfortunately...the lot, now vacant, is no longer making a positive impact on the community.” Also not true. The lot not only provides green space but has become a de facto dog park for the many dog owners in the neighborhood. (At least, this was the case until the Andy Gump fence was put up. Interestingly, this happened on the morning of April 27, right before the Planning Commission’s tour of the spot.)

**Response No. 2**

See Response No. 1. Previous visits to the Project site indicates that the fence along the perimeter of the Project site has been erected before the Notice of Preparation was published in October 14, 2005. The vacant land is not designated as a recreational or park facility by the City. Project-related recreational and park impacts are discussed in Section 4.5 Public Services.

**Comment No. 3**

“The addition of local business will increase the sense of neighborhood by encouraging pedestrian activity and reducing reliance on automobiles.” This is a flight of fancy at best. They are proposing roughly 4,800 square feet of retail space. We currently occupy about 2,600 so it’s only a gain of 2,200 square feet of retail space. To think this will transform a neighborhood is ludicrous on the face of it. At best, you’re talking two businesses total. Or perhaps four businesses of 1,200 square feet each. Certainly nothing that can have the impact to alter the automotive needs of a neighborhood.

**Response No. 3**

Comment noted. Project-related traffic impacts are discussed in Section 4.7 Traffic and Parking. As discussed, the retail component of the proposed project would generate approximately 204 weekday vehicle trips and 239 Saturday trips. Vehicle trip reductions associated with increased pedestrian activities were not taken into account in the traffic analysis. As discussed in the Draft EIR, Project-related traffic is not anticipated to result in a significant impact on roadway segments and intersections in the study area.

**Comment No. 4**

“Other uses for this site...would impact the neighborhood by significantly greater number of visitors...and therefore increased traffic and much less sense of community.” Huh? Are they simply suggesting they’re the lesser of many evils when it comes to traffic impact? The baseline to compare them to is NOT what the worst-case scenario is, but what the current state is.

**Response No. 4**

Under Section 15126.6 of CEQA, alternatives to the proposed Project must be evaluated. The alternatives focus on changes that are capable of achieving the objectives of the proposed Project while avoiding or substantially lessening any significant adverse effects associated with the proposed Project (see Section 5.0 Project Alternatives). As required under CEQA, impacts associated with the alternatives were compared to the proposed Project to determine the environmentally superior alternative. Whereas impacts associated with the alternatives were compared to the proposed Project, Project-related impacts were compared to existing or 2007 No Project conditions to determine significance of impact.



**Comment No. 5**

Right now, the vacant lot has NO impact on traffic. Approval of this project will have significant impact on traffic and most likely result in many more detours through the residential areas than occurs presently. Hopefully the Commission will not lose sight of the fact that "NO PROJECT" is one of the options available. Just because a site can be developed doesn't mean that it should be developed.

**Response No. 5**

Comment noted. Traffic impacts associated with the proposed Project are discussed in Section 4.7 Traffic and Parking. Project-related traffic conditions are compared to No Project conditions to determine Project-related impacts. As discussed, the proposed Project would increase the volume-to-capacity ratio at intersections by at most 0.002 during the AM peak hour, PM peak hour, and Saturday midday. The incremental increase would not exceed the significance threshold of 0.020 for intersections operating at LOS E or F and 0.040 for intersections that would degrade to LOS D under Project conditions. Thus, no significant traffic impacts are anticipated.

**Comment No. 6**

Traffic should be a major concern and they are glossing over it. As I sit writing this now at 5:30 in the afternoon on a Wednesday, the eastbound traffic on Wilshire is never-ending and frequently at a standstill. It's also fairly heavy westbound. Eastbound is stop-and-go from about 4-7PM. Residents of the proposed condos and townhouses will most likely avoid using Wilshire to get to their proposed entrance on Charleville, once again driving traffic through other residential areas.

**Response No. 6**

Comment noted. Traffic impacts are discussed in Section 4.7 Traffic and Parking. The traffic analysis acknowledges the congestion that currently occurs on Wilshire Boulevard near the Project site (i.e., Table 4.7-1 of the Draft EIR states that the intersection of Stanley Drive and Wilshire Boulevard experiences a LOS of F during the weekday AM and PM peak hours and a LOS of E during midday Saturday). To determine Project-related impacts, vehicle trips generated by the proposed Project were estimated and distributed along the roadways in the study area. Project-related traffic impacts on the nearby residential streets were also evaluated in Section 4.7 Traffic and Parking. As discussed, the proposed Project is not anticipated to significantly impact the roadway segments and intersections within the study area.

**Comment No. 7**

From the proposed retail side, anyone coming to visit the businesses in the complex will either have to brave the traffic on Wilshire or, more likely, cut through the residential neighborhood to get to the proposed driveway on Stanley.

**Response No. 7**

Comment noted. See response to Comment No. 6.

**Comment No. 8**

(If the Commission ultimately approves this project, I would suggest two things to mitigate this problem. One is move the commercial driveway to Wilshire, which is where our current driveway is. Second is to make Stanley between Charleville and Wilshire a one-way street going south to north. This would discourage



people from using the residential area to get to the businesses since a left turn across Wilshire will be phenomenally difficult. And it will prevent people leaving the businesses from cutting through the residential neighborhood because a right turn on Stanley would be prohibited.)

**Response No. 8**

Comment noted. Placing a driveway on Wilshire Boulevard would reduce the retail space for the proposed Project. Additionally, the traffic analysis (Section 4.7) indicates that the proposed Project would not cause any traffic impacts on Wilshire Boulevard and on nearby residential streets. Thus, it would not be necessary to move the driveway to Wilshire Boulevard or make Stanley Drive between Charleville and Wilshire Boulevards a one-way street going south to north.

**Comment No. 9**

Another issue not addressed in the current proposal is the fact that we (Reef Seekers) rent out nine parking spaces to local businesses. Those cars will be displaced, at least for the two-year construction period if not longer, which will further negatively impact the scant non-restricted street parking that exists in the area.

**Response No. 9**

Comment noted. On-street parking that would be used by the existing local businesses are not associated with the proposed Project and, thus, is not required to be analyzed in the Draft EIR. Coordination between the Project applicant and local businesses would be required if local businesses want to continue leasing parking spaces on the Project site.

**Comment No. 10**

As a businessperson, it bothers me that the key to their project is convincing the City to waive just about every zoning code put in to prevent the very existence of projects as they are proposing, and to protect existing homeowners. They want the commercial-only area changed to mixed use, the residential only areas similarly exempted to allow under-dwelling parking (to mitigate the problems of a high water table which makes a deep subterranean garage unfeasible), a waiver on building height restrictions, and a few others that escape me at the moment.

**Response No. 10**

Comment noted. Land use impacts are discussed in Section 4.4. This section discusses Project-related land use issues, such as height restrictions and mixed-use development. As discussed, a zone change would be required to allow mixed-use on the Project site. Additionally, an overlay zone would be proposed for the proposed Project. The overlay zone would include objectives of compatibility with surrounding uses which the proposed Project would be required to comply with.

Groundwater impacts are discussed in Section 4.3. As discussed, groundwater levels are between 16 and 22 feet below ground surface. The proposed Project would excavate approximately 12 feet of soil, which would potentially interfere with existing groundwater levels. However, the proposed Project would be required to implement standard engineering practices and building codes during construction, which would minimize impacts on groundwater.

**Comment No. 11**

But they do point with pride to that tiny little patch of green space they're going to create in the middle of the condos, accessible apparently only to the residents, not the community, as if that will make everything all right.

**Response No. 11**

Comment noted. Impacts associated with recreation and park facilities are discussed in Section 4.6. As discussed, the proposed Project would result in an incremental need for recreation and park space in the City. The proposed Project would be required to pay park impact fees to assist the City in meeting the incremental cost associated with increased park demand.

**Comment No. 12**

The fact these are condos and not apartments may also present a problem that the Commission should consider. Should anything need to be done with or to this building down the road, either a few years or a few decades, the City will be forced to deal with multiple owners, not a single owner. As a result, any needed modifications or changes in use or other needs may be impossible to achieve.

**Response No. 12**

Comment noted.

**Comment No. 13**

And I've yet to hear any talk of what's to be done with the supposedly toxic soil that may exist as a result of leaky fuel tanks from the previously-mentioned gas station. How will that be dealt with and what toxins will that inject into the local environment during the construction process?

**Response No. 13**

The Phase I Environmental Site Assessment conducted for the Project site by The Reynolds Group (September 2004) indicates that previous environmental investigations of the former gas station on the Project site found no significant impact to soils and groundwater on the Project site.

**Comment No. 14**

Finally, a lot of this comes down to timing. On the northwest corner of Wilshire/Stanley, the building being converted into apartments. This will have an unknown impact on the traffic flow of the area. East of the theater at Le Doux, a medical office building is being proposed. Now throw into the mix the colossal project being proposed for 8600. It may well be that's it's simply too much all together for the area to absorb. Perhaps had 8600 been first in line it would have seemed to make more sense. But now they're third in line and could well be the proverbially straw-that-breaks-the-back of an area that will be already busting at the seams. Perhaps Wilshire Colonial should be encouraged to put their plans on hold until the other projects are completed, so that a full and realistic assessment can be conducted.



**Response No. 14**

Project-related traffic impacts are discussed in Section 4.7. The Future Without and Future With Project conditions takes into account projects that are currently under construction are being proposed by the Cities of Beverly Hills, Los Angeles, and West Hollywood (see Table 6-1). Thus, the traffic analysis is cumulative in nature. Cumulative traffic impacts are discussed in Section 6.0.

**PLANNING COMMISSION COMMENTS AT THE APRIL 27, 2006 PUBLIC HEARING**

**Comment No. 1**

Section 4.1-2. Add photos on west side of Project.

**Response No. 1**

**Figures 8-1 through 8-3**, which are included below, identify the residential uses to the west of the Project site on Carson Road.

**Comment No. 2**

Figure 4.1-4: Caption reads “22-story 8601 Wilshire can be seen in the background.” This caption needs to be fixed.

**Response No. 2**

The building at 8601 Wilshire is 11 stories rather than 22 stories. The caption to this figure has been revised. See **Figure 8-4**, below, for the revision.

**Comment No. 3**

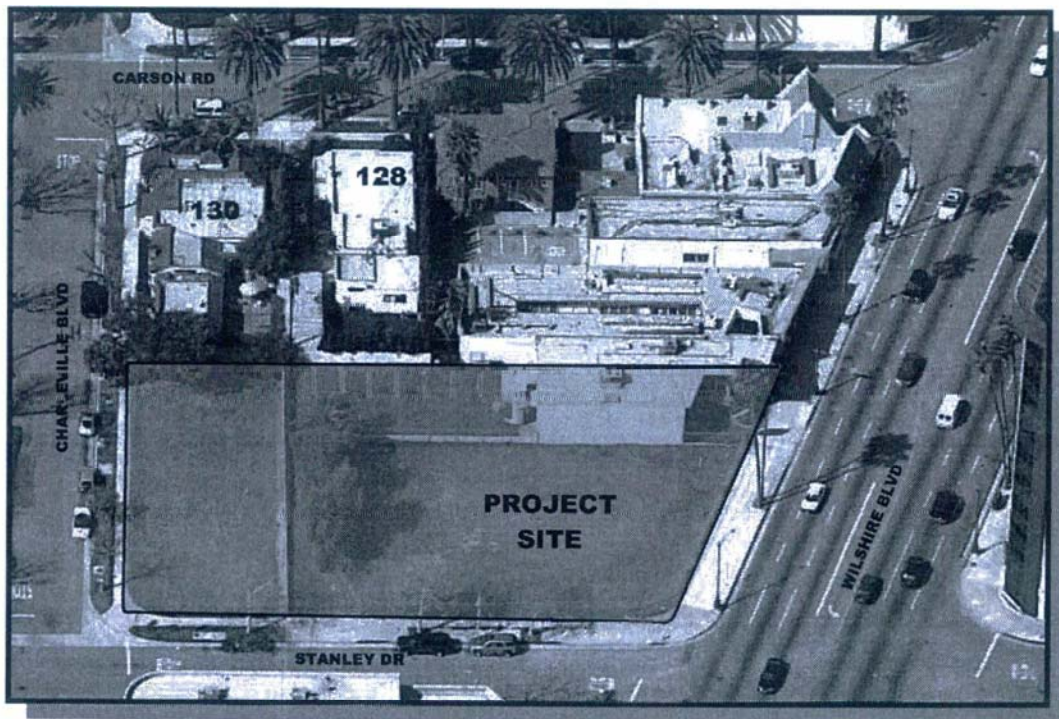
Provide alternative driveway locations to move the Charleville access further from the abutting single-family residences.

**Response No. 3**

The proposed Project has two driveways that serve the proposed Project. One of the driveways is located on Stanley Drive, between Wilshire and Charleville Boulevards. This driveway provides access to the ground-level parking facility, which provides transient parking to commercial and residential guests. The second driveway is located at the southwestern corner of the Project site on Charleville Boulevard, adjacent to 130 Carson Road, a single-family residence. This driveway, which is approximately 120 feet west of Stanley Drive, provides access to the subterranean parking facility and is only accessible to residents of the Project site. The Planning Commission, as well as public comments, has expressed concerns regarding the location of the Charleville driveway. There are two alternative driveway locations that are available for the proposed Project. The two alternative driveway locations and its implications are discussed below.



Bird's eye view to the north.



Bird's eye view to the west.

SOURCE: TAHA, 2006



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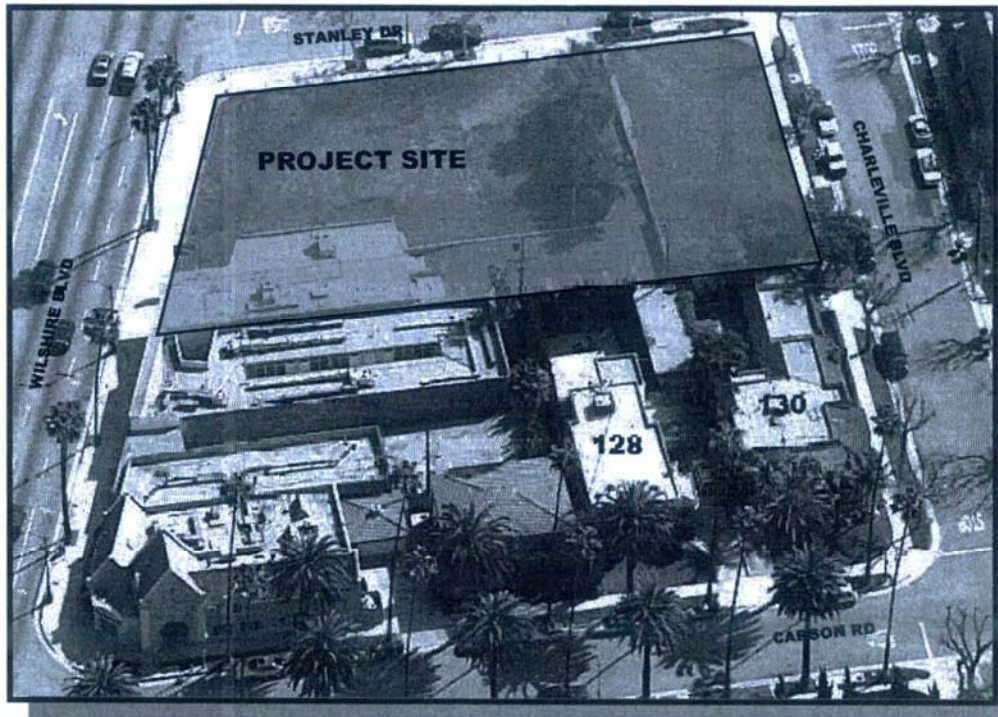
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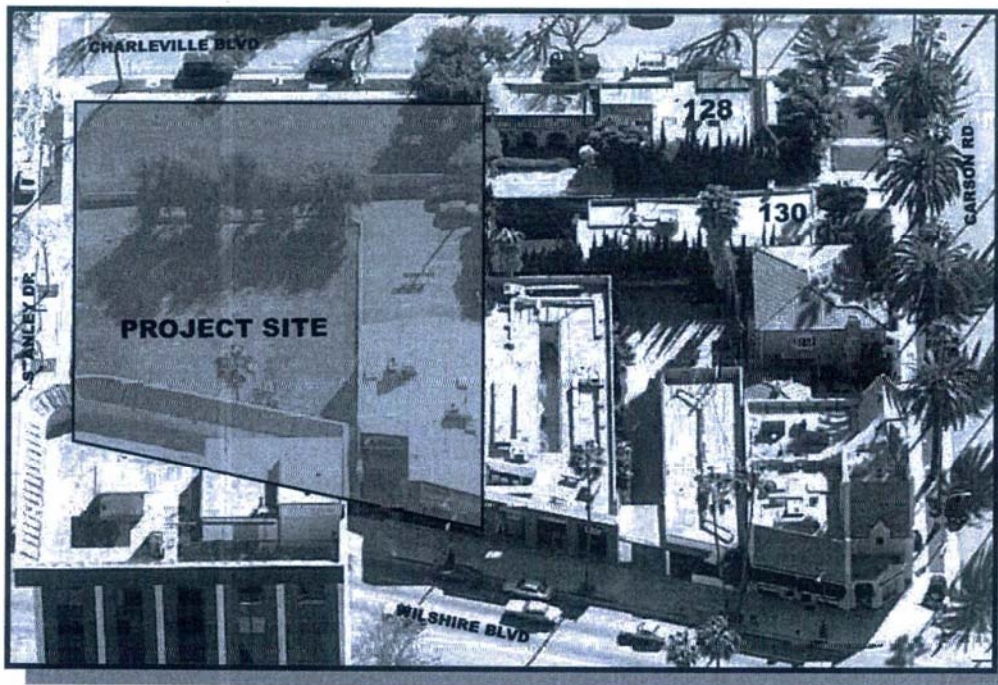
FIGURE 8-1

BIRD'S EYE VIEWS OF  
ADJACENT RESIDENCES





Bird's eye view to the east.



Bird's eye view to the south.

SOURCE: TAHA, 2006



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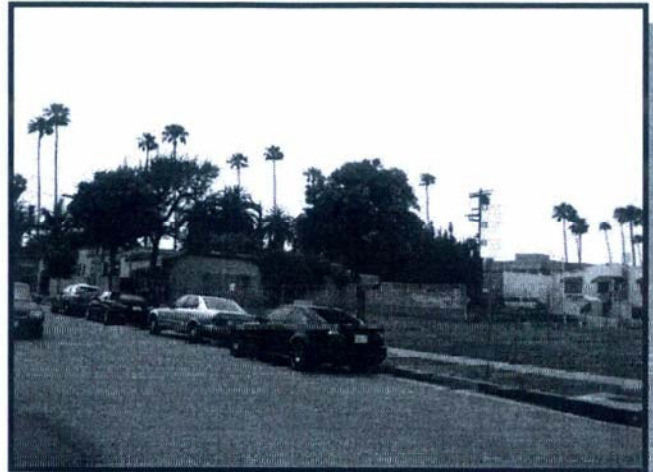
FIGURE 8-2

BIRD EYE VIEWS OF  
ADJACENT RESIDENCES





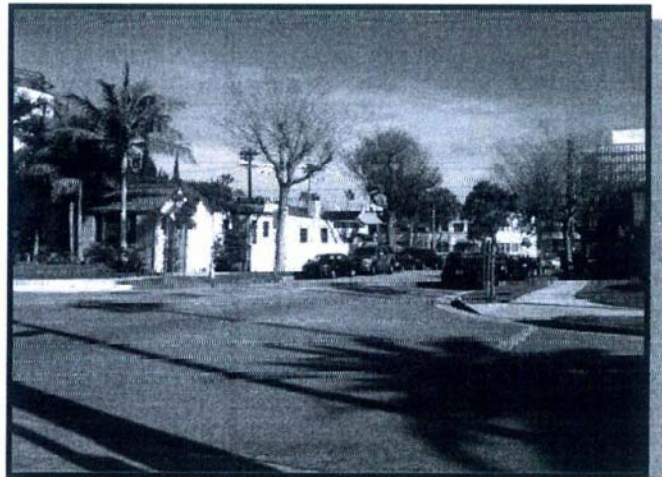
View of single-family residence (130 Carson Road) on Charleville Boulevard west of the project site.



View of southwestern portion of the project site from Charleville Boulevard. Single-family residence on Carson Road, west of the project site, are in the background.



View of single-family residence west of the project site on Carson Road.



View of single-family residence (130 Carson Road) at the corner of Carson Road and Charleville Boulevard.

SOURCE: TAHA, 2006



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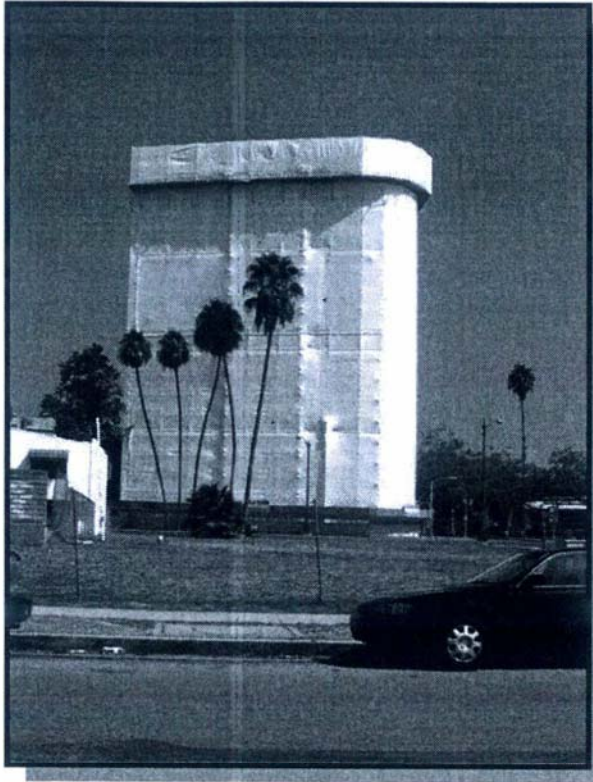
8600 Wilshire Mixed-Use Project  
Environmental Impact Report

CITY OF BEVERLY HILLS

FIGURE 8-3

VIEWS WEST OF THE PROJECT SITE





View from Charleville Boulevard with proposed Project in the foreground and 8601 Wilshire high-rise in the background.



View looking east along Wilshire Boulevard from Willaman Drive. The 11-story 8601 Wilshire can be seen in the background.

SOURCE: TAHA, 2005



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FIGURE 8-4

VIEWS OF 8601 WILSHIRE HIGH-RISE BUILDING  
NORTH OF THE PROJECT

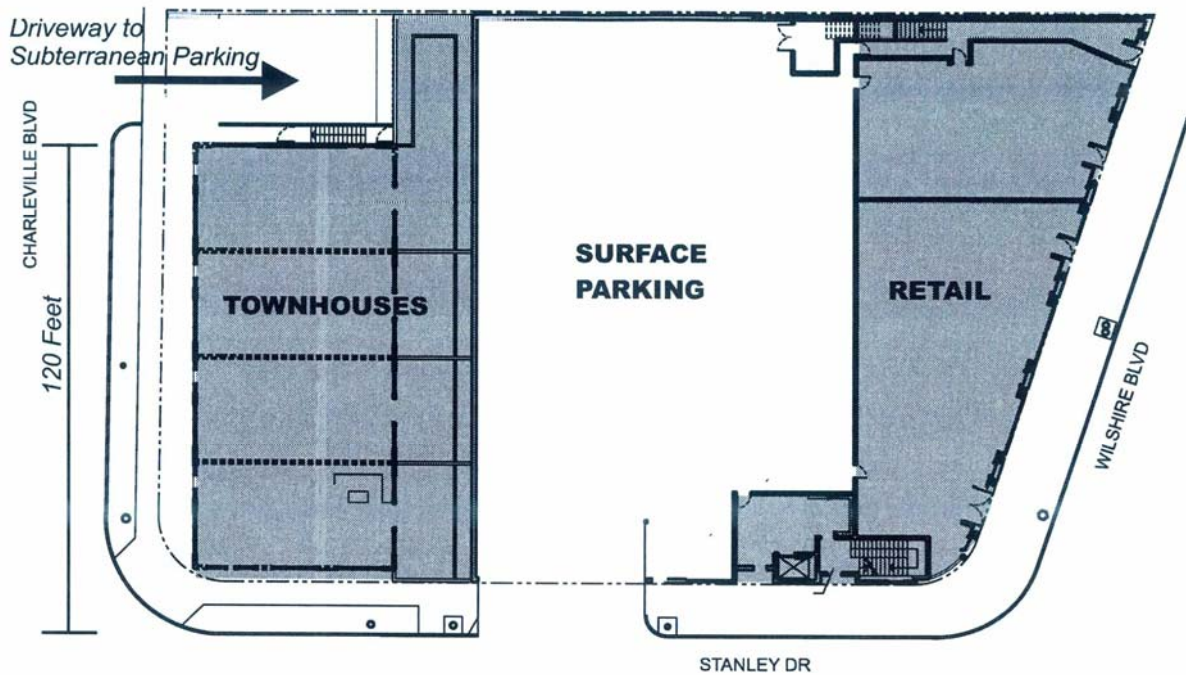
**Relocated Charleville Driveway.** On Charleville Boulevard, the only feasible alternate driveway location to the subterranean parking facility would be between the four proposed townhouses. This driveway cannot be located further away from the adjoining single-family residence because the driveway would be located too close to the corner of Charleville Boulevard and Stanley Drive, which would create a traffic safety hazard. Under this scenario, the driveway would be located closer to the corner of Charleville Boulevard and Stanley Drive (approximately 65 feet, or three car lengths, west of Stanley Drive – see **Figure 8-5**, below). The proposed townhouses would be moved closer to the existing single-family residence and would overlook the backyards of the single-family residences to the west of the Project site. This alternative driveway location would not require major reconfiguration of the subterranean parking facility and would keep commercial and residential guest parking separate from residential parking.

**Stanley-Only Driveway.** For the Stanley-only driveway location, the proposed driveway to the subterranean parking facility on Charleville Boulevard would be eliminated. The proposed driveway on Stanley Drive would remain and would be the only driveway to the Project site. Commercial and residential guest parking would remain on the ground level and residential parking would remain in the subterranean level. To keep the residential parking area separate from the commercial and residential guest parking area, a gate would need to be placed at the entrance to the subterranean parking area.

As shown in **Figure 8-6**, below, the Stanley-only driveway location would require reconfiguration of the ground level and subterranean parking facility, eliminate the storage space for the proposed townhouses, and eliminate 19 parking spaces (seven parking spaces at the ground level and 12 parking spaces for the proposed townhouses at the subterranean level). Parking spaces would need to be eliminated to provide adequate vehicle circulation. The ground floor would not have enough parking spaces for commercial and residential guests, and the subterranean level would not have enough spaces for the residents per City code. To meet City code, three parking spaces for the commercial and retail guests and 12 parking spaces for the proposed townhouses would need to remain. To accommodate for this loss of parking, an additional level of subterranean parking level would be required. Additionally, the three commercial and retail guest parking spaces that would be eliminated from the ground level would need to be placed at the subterranean parking level since the ground level would not have enough room to accommodate for the three parking spaces. Consequently, transient and permanent residential parking may be located on the same level. Locating transient and permanent residential parking on the same level would be inconsistent with the applicant's objective to clearly segregate permanent residential parking from transient parking.



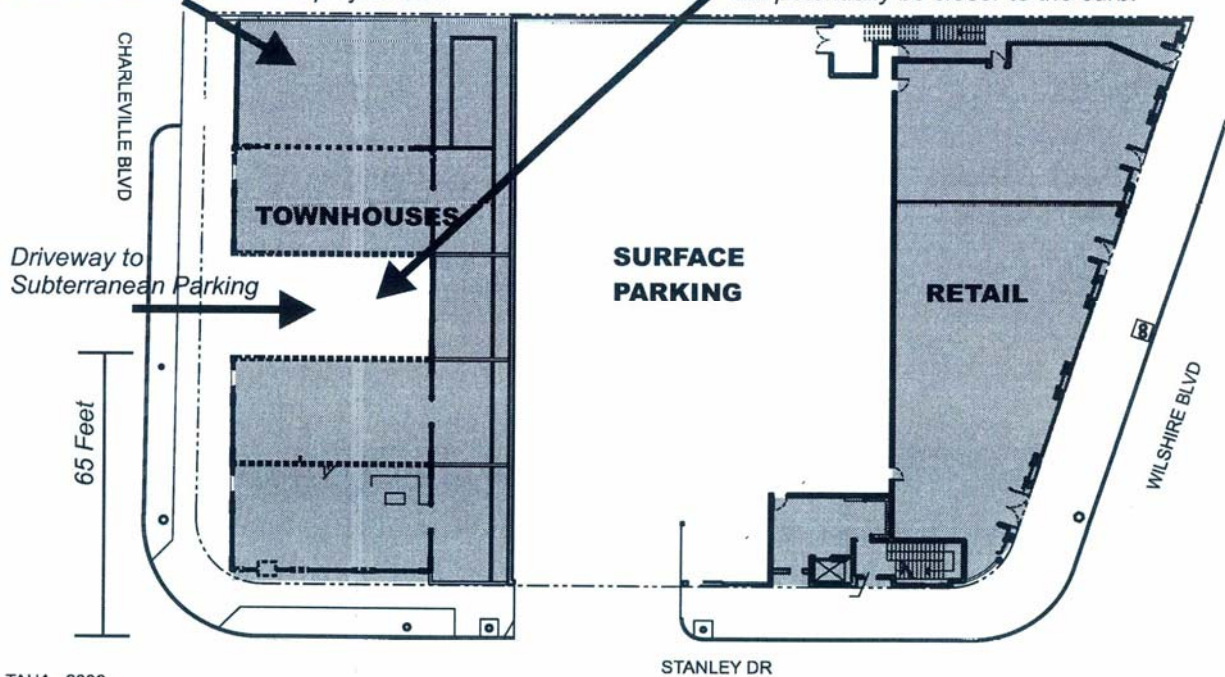
## PROPOSED PROJECT: DRIVEWAY AT THE SOUTHWESTERN PORTION OF PROJECT SITE



## RELOCATED CHARLEVILLE DRIVEWAY IMPLICATIONS

*Moves townhouses closer to existing residential units west of the project site.*

*Driveway to subterranean parking will potentially be closer to the curb.*



SOURCE: TAHA, 2006

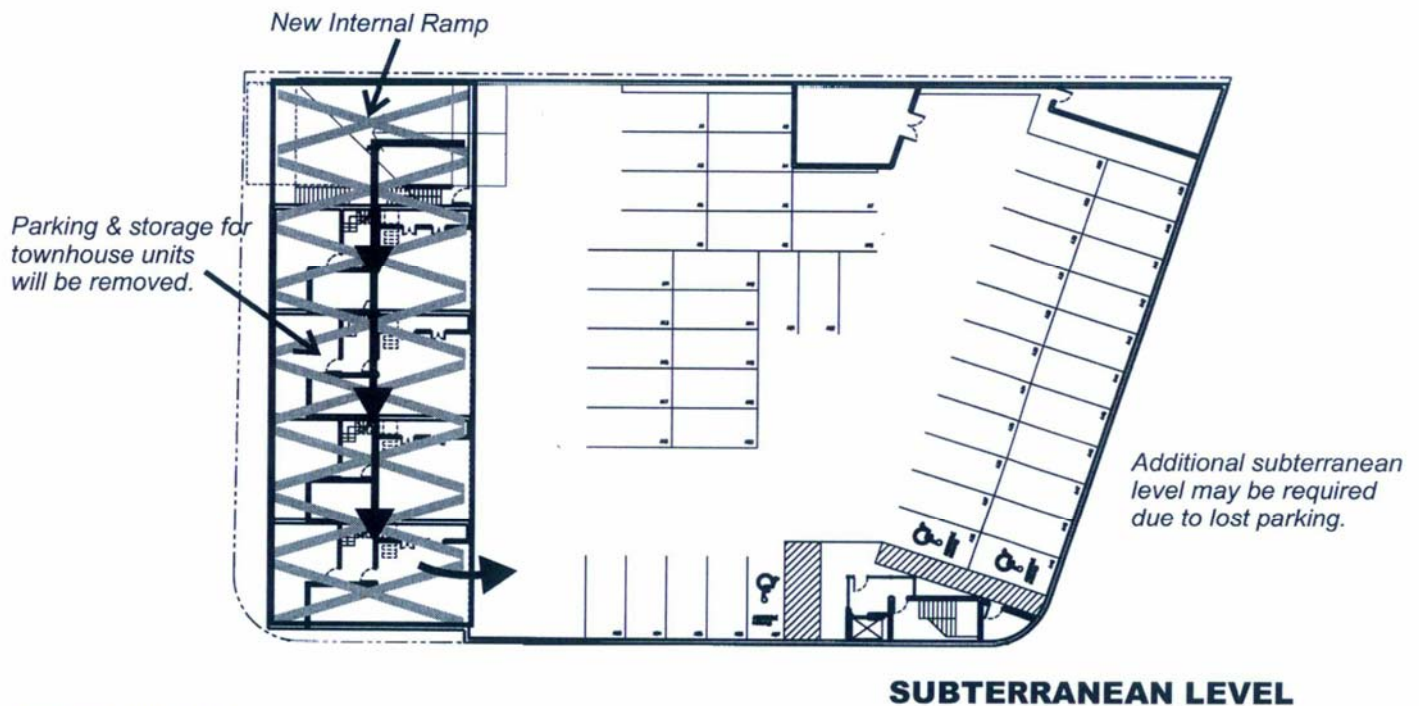
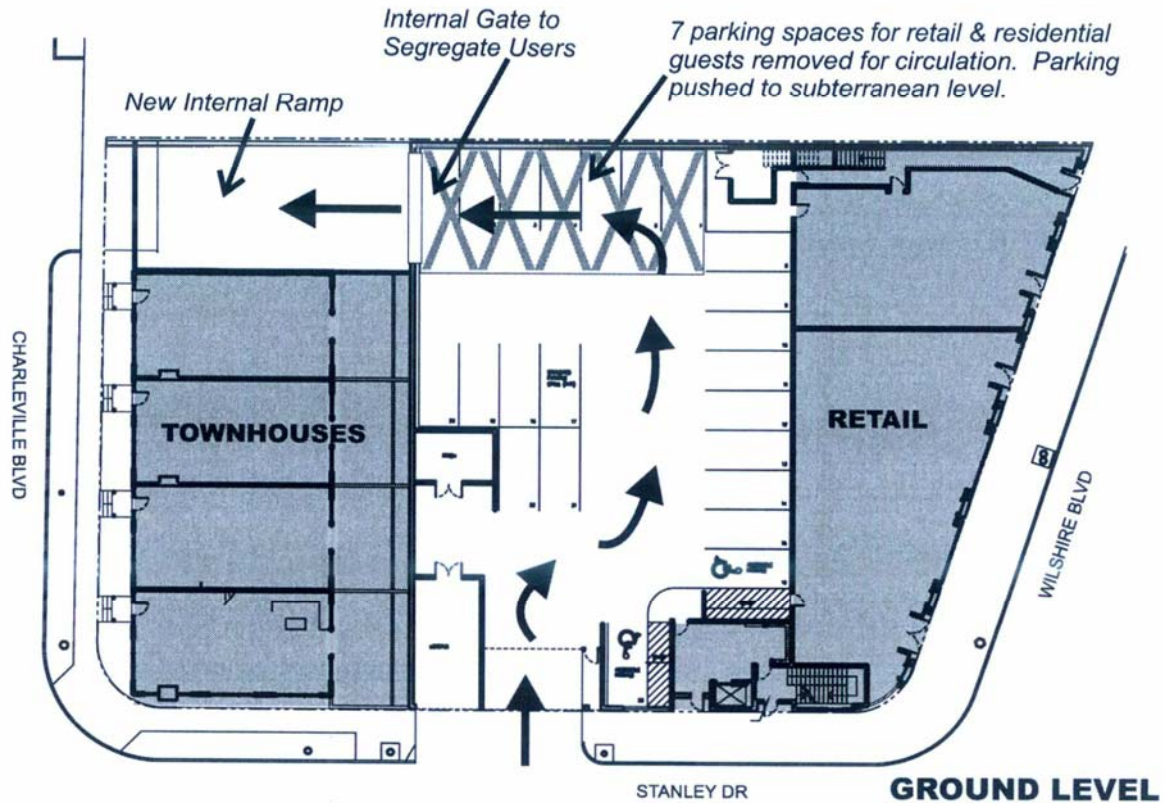


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FIGURE 8-5

ALTERNATIVE DRIVEWAY LOCATIONS

## STANLEY ONLY DRIVEWAY IMPLICATIONS



SOURCE: TAHA, 2006



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FIGURE 8-6

ALTERNATIVE DRIVEWAY LOCATIONS



**Comment No. 4**

Compare shade/shadow for proposed Project vs. code-compliant Project.

**Response No. 4**

The proposed Project, as presented in the Draft EIR, would generate shadows for a longer period of time on the adjacent residences at 128 and 130 Carson Road (refer to Figures 4.1-13 through 4.1-19 in the Draft EIR). The maximum coverage at both adjacent residential lots occurs during the Spring/Fall Equinox at 8:00 a.m. Approximately 31 and 19 percent of the 128 Carson Road and 130 Carson Road parcels would be in shadow at these times, respectively. Shadow coverage levels decrease in subsequent hours. Portions of the backyards (approximately 40 feet by 40 feet) of both residences are in shadow between 8:00 a.m. and 11:00 a.m. during the Spring/Fall and Summer periods and from 9:00 a.m. to 11:00 a.m. during the Winter. Generally, the code-compliant Project would lessen the duration of the shadow impacts in comparison to the proposed Project because the shadows would cover portions of the adjacent residential properties until approximately 10:00 a.m. during each solar period, which is approximately one hour less than the proposed Project. Additionally, depending on the time of day and the season, the code-compliant Project would cast less shadow in the backyards of the residences than the proposed Project. **Figures 8-7 through 8-14**, below, show the shadows that would be cast under the code-compliant Project.

**Comment No. 5**

What would the mitigated shadow coverage levels be compared to the proposed Project (see Mitigation Measure A4 - setback the western perimeter of the wall at first floor of condo).

**Response No. 5**

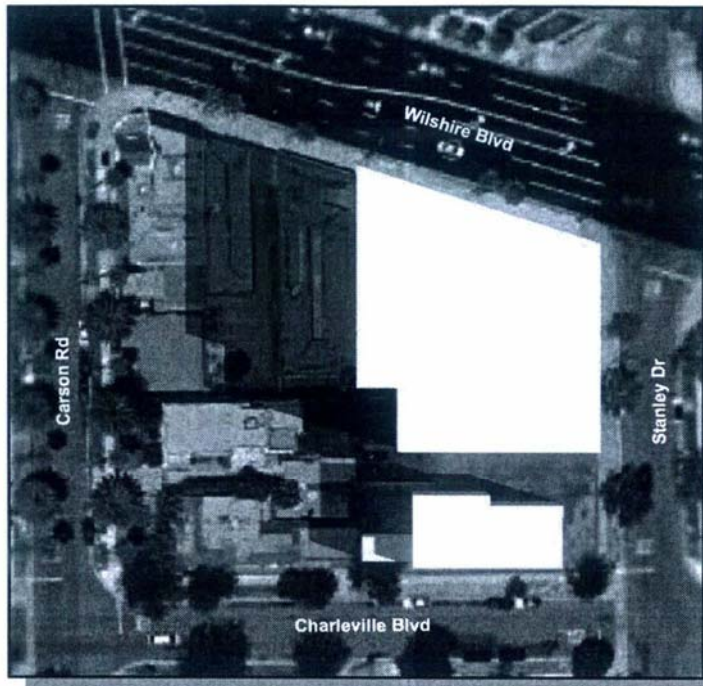
Mitigation Measure A4 recommends an increased setback for the proposed Project perimeter wall and ground floor. To be consistent with current code requirements, this setback is set at 10 feet from the property line. **Figures 8-15 through 8-18**, below, illustrate the incremental difference between the proposed Project shadow and the effectiveness of Mitigation Measure A4. As shown, shadow impacts would be reduced by approximately five to ten percent with implementation of Mitigation Measure A4.

**Comment No. 6**

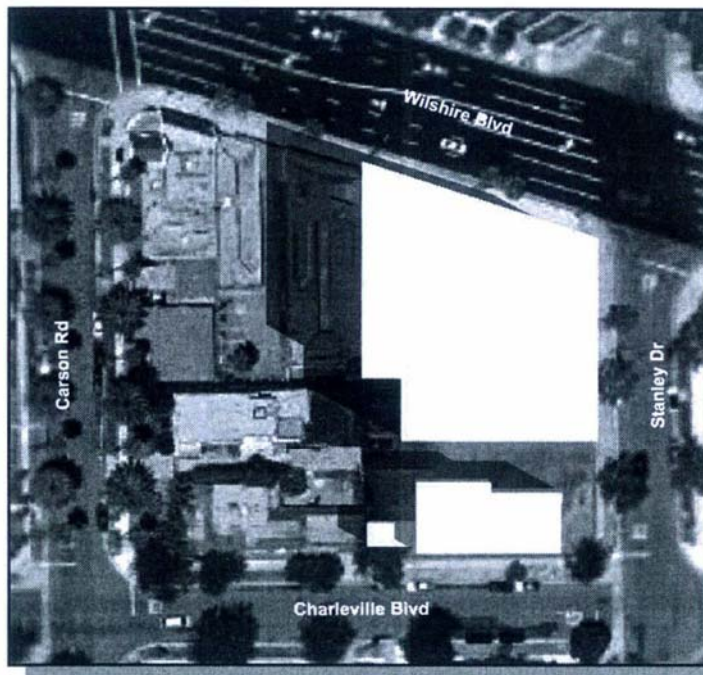
Modify Alternative #3 – 55' height on Wilshire and 36' sloped roof on Charleville.

**Response No. 6**

As shown in **Figure 8-19**, below, if the height of the proposed mixed-use building is 55 feet along Wilshire Boulevard, rather than 60 feet, and the height of the proposed townhouses is 36 feet with a pitched roof, rather than 25 feet with a flat roof, the height of the southern portion of the mixed-use building could extend up to 70 feet without being in the line-of-sight of pedestrians from the south side of Charleville Boulevard. However, the ceiling height of the apartment units along Wilshire Boulevard would be substantially reduced and would not be consistent with the applicant's objective for the proposed residential units. The southern portion of the mixed-use building, which could accommodate for a height of up to 70 feet without being in the line-of-sight of pedestrians from the south side of Charleville Boulevard, would not be tall enough to accommodate for an additional apartment unit and would make the floor-to-ceiling height of the proposed apartment units be greater than the proposed Project.



Spring/Fall  
Equinox  
8:00 a.m.



Spring/Fall  
Equinox  
9:00 a.m.

SOURCE: SketchUp & TAHA, 2006

NORTH



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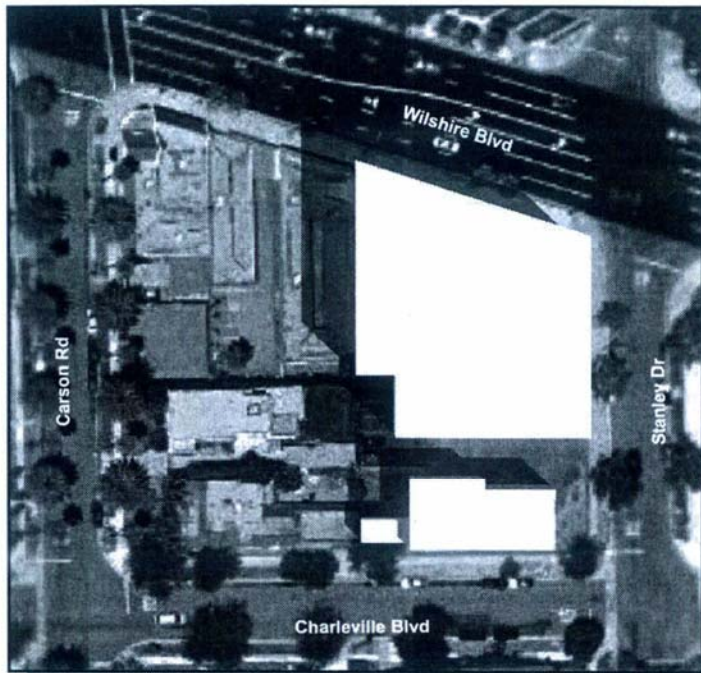
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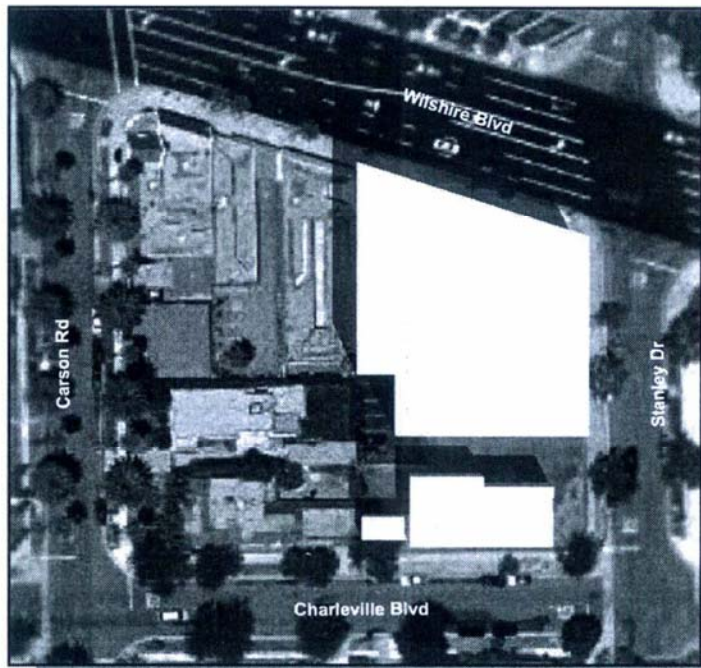
FIGURE 8-7

SPRINGFALL EQUINOX SHADOWS  
8:00 AM AND 9:00 AM





Spring/Fall  
Equinox  
10:00 a.m.



Spring/Fall  
Equinox  
11:00 a.m.

SOURCE: SketchUp & TAHA, 2006

NORTH



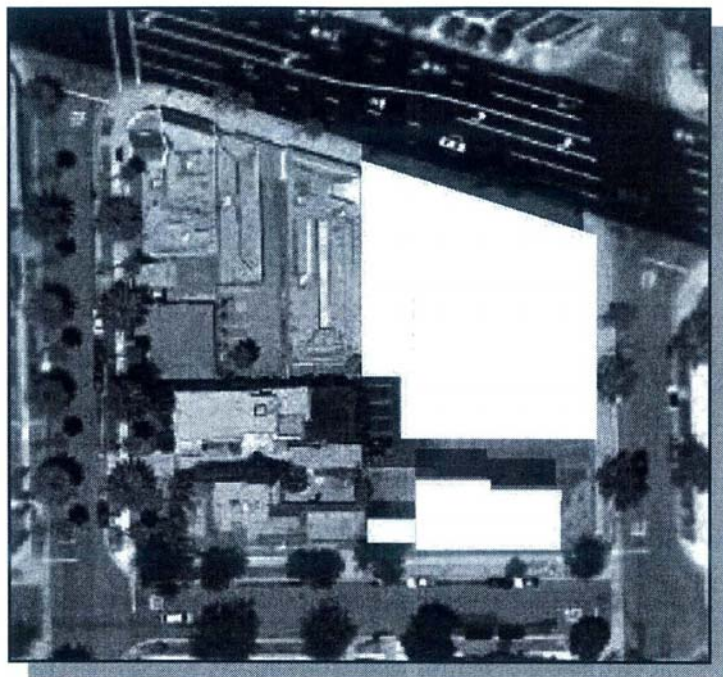
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FIGURE 8-8

SPRINGFALL EQUINOX SHADOWS  
10:00 AM AND 11:00 AM



Spring/Fall  
Equinox  
12:00 p.m.

SOURCE: SketchUp & TAHA, 2006

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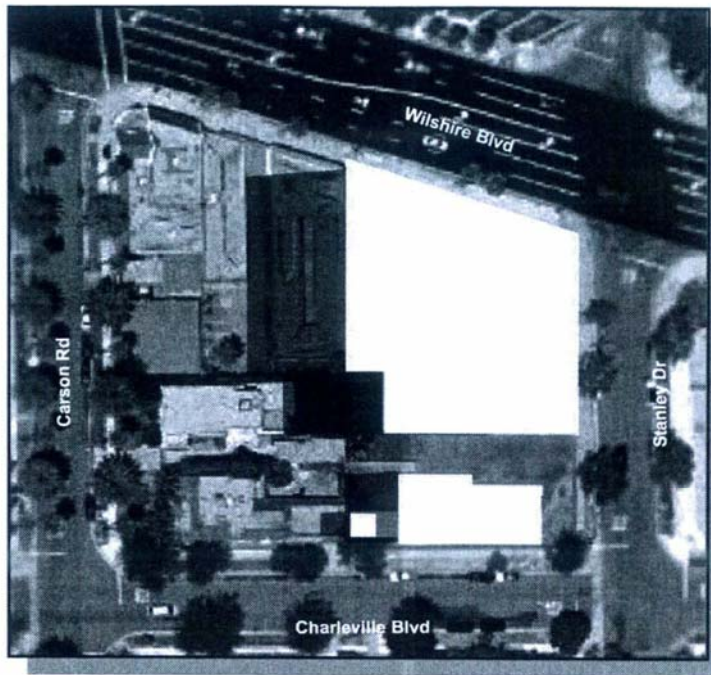
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FIGURE 8-9

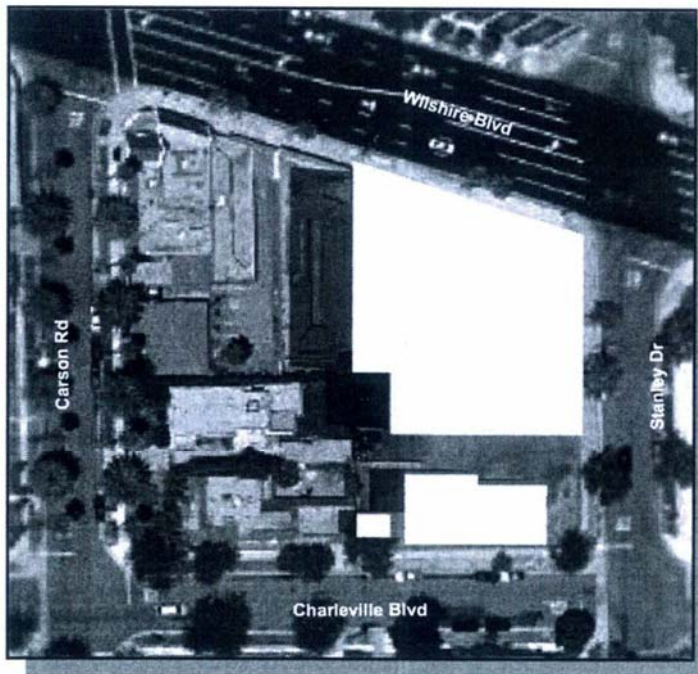
SPRINGFALL EQUINOX SHADOWS

12:00 PM





Summer  
Solstice  
8:00 a.m.



Summer  
Solstice  
9:00 a.m.

SOURCE: SketchUp & TAHA, 2006

NORTH



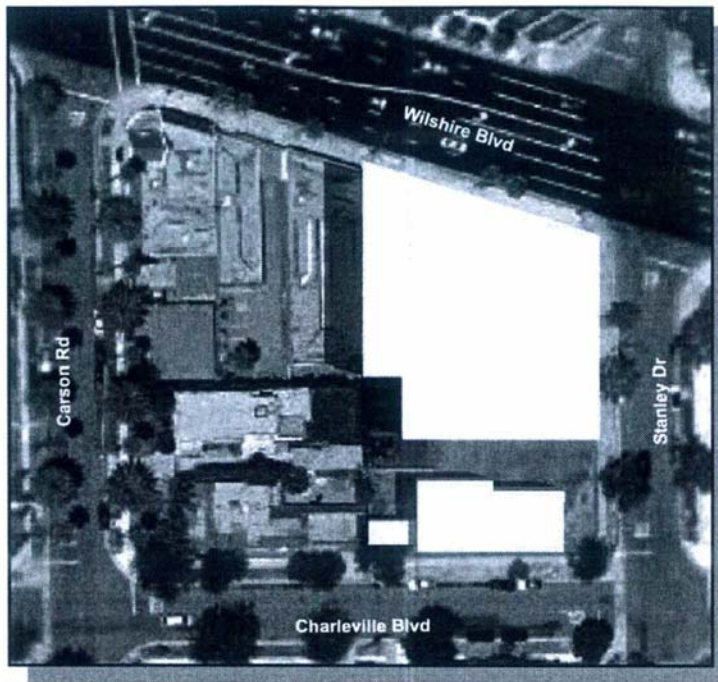
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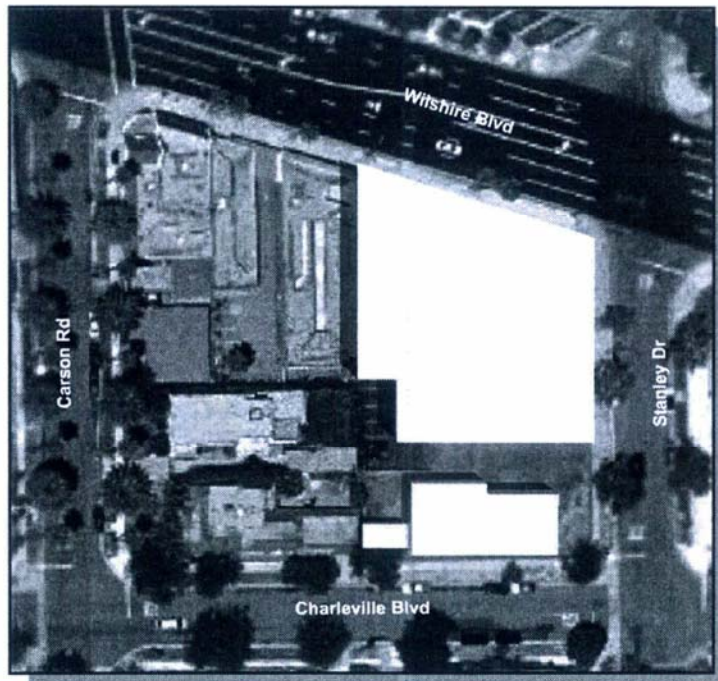
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FIGURE 8-10

SUMMER SOLSTICE SHADOWS  
8:00 AM AND 9:00 AM



Summer  
Solstice  
10:00 a.m.



Summer  
Solstice  
11:00 a.m.

SOURCE: SketchUp & TAHA, 2006

NORTH



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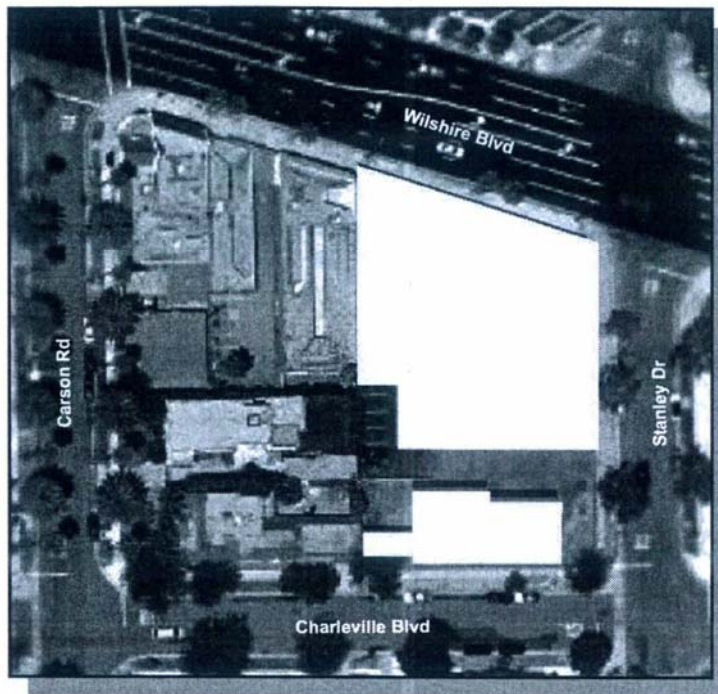
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FIGURE 8-11

SUMMER SOLSTICE SHADOWS  
10:00 AM AND 11:00 AM





Summer  
Solstice  
12:00 p.m.

SOURCE: SketchUp & TAHA, 2006

NORTH



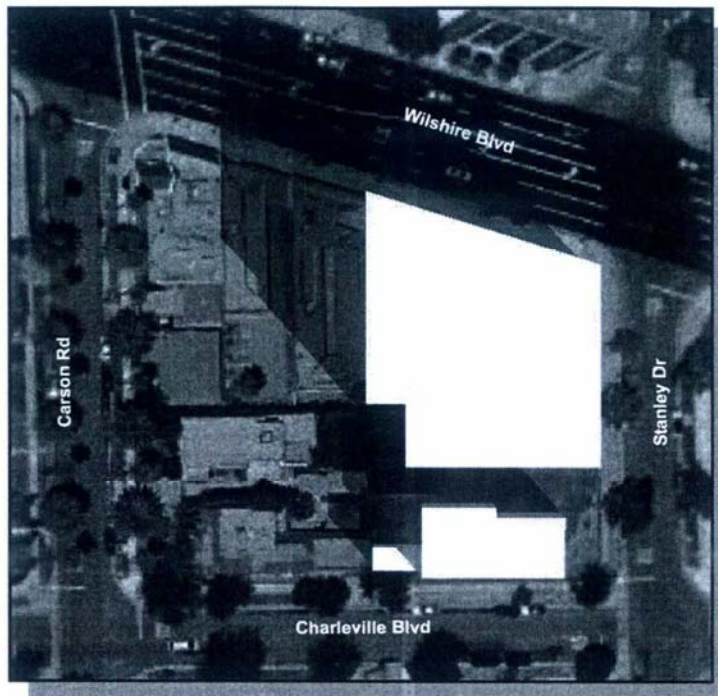
8600 Wilshire Mixed-Use Project  
Environmental Impact Report

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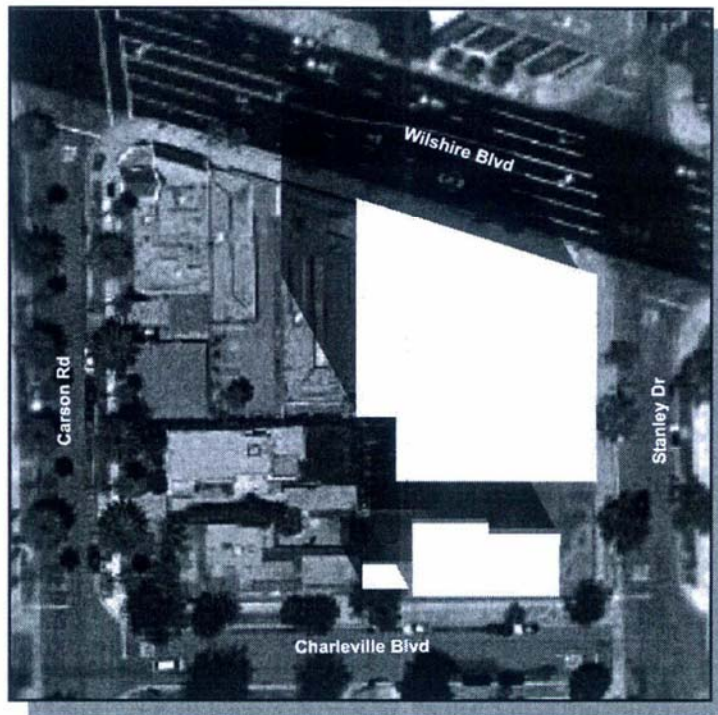
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FIGURE 8-12

SUMMER SOLSTICE SHADOWS  
12:00 PM



Winter  
Solstice  
9:00 a.m.



Winter  
Solstice  
10:00 a.m.

SOURCE: SketchUp & TAHA, 2006

NORTH



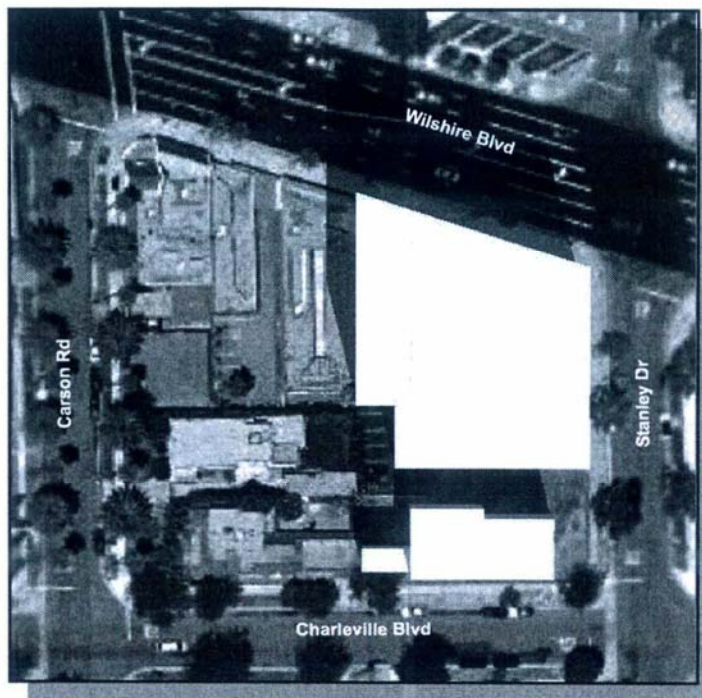
8600 Wilshire Mixed-Use Project  
Environmental Impact Report

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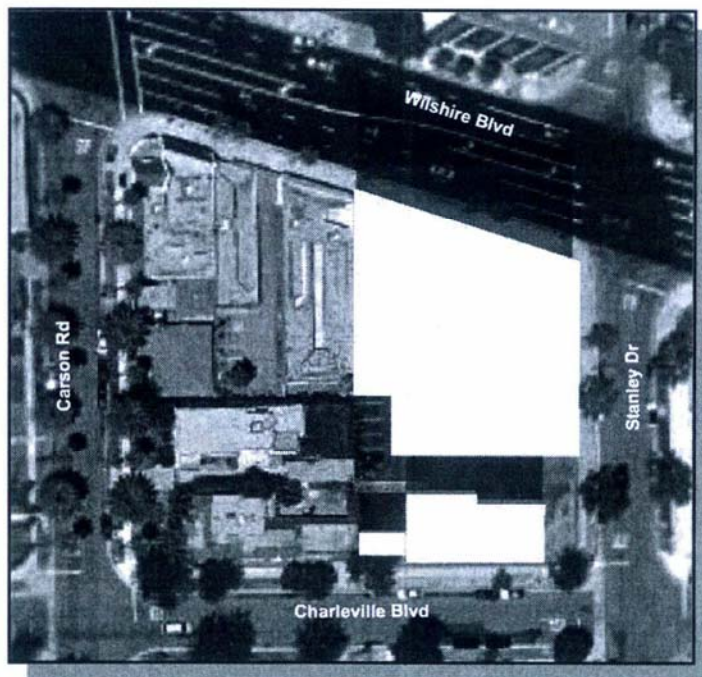
FIGURE 8-13

WINTER SOLSTICE SHADOWS  
9:00 AM AND 10:00 AM





Winter  
Solstice  
11:00 a.m.



Winter  
Solstice  
12:00 p.m.

SOURCE: SketchUp & TAHA, 2006

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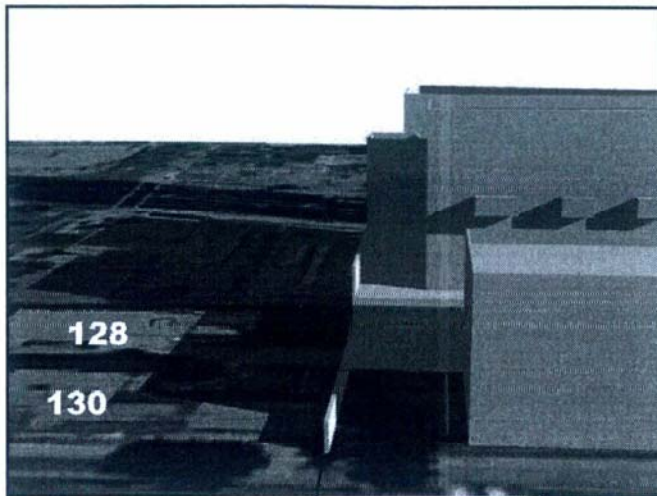
FIGURE 8-14

WINTER SOLSTICE SHADOWS  
11:00 AM AND 12:00 PM

## PROPOSED PROJECT

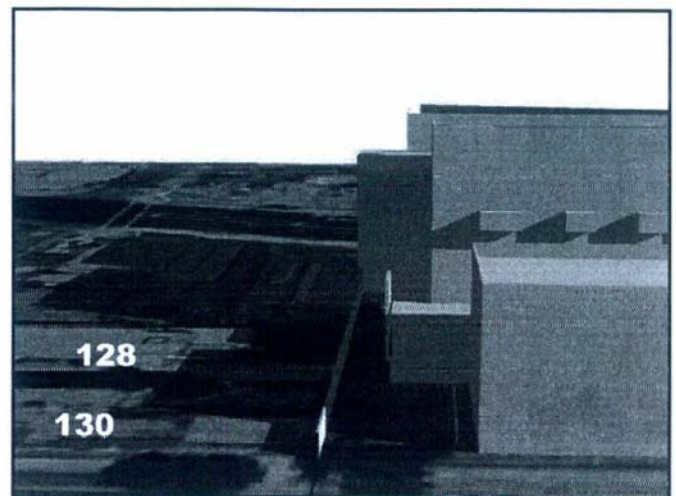
## MITIGATION MEASURE A4

Spring/Fall Equinox 8:00 a.m.



Property Line

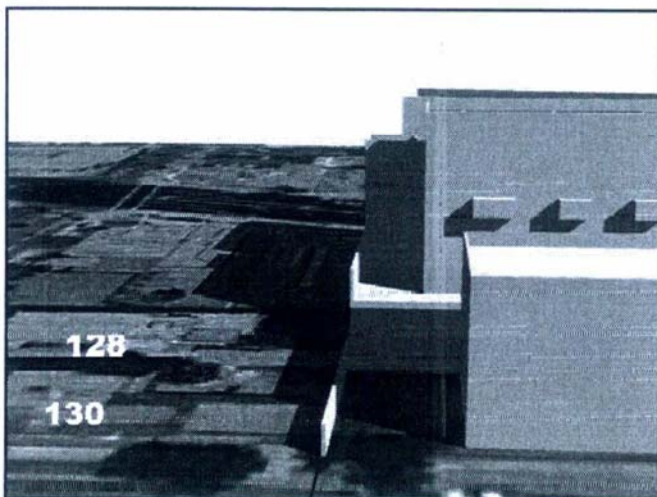
100% shadow coverage of 128 Carson Road rear yard  
2% shadow coverage of 130 Carson Road rear yard



Property Line and 6-foot high wall

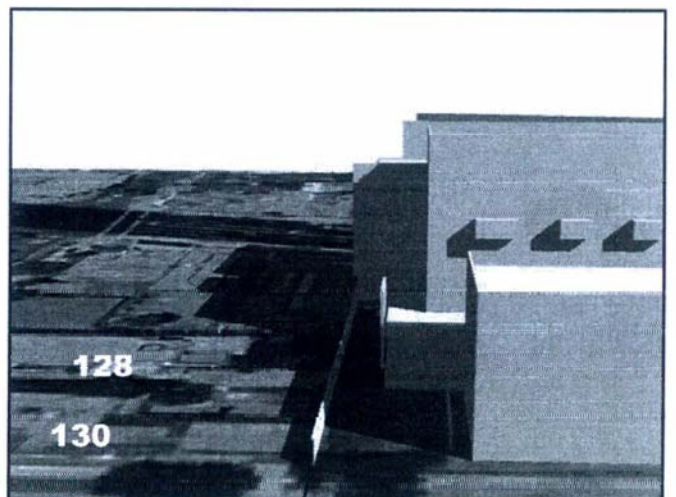
95% shadow coverage of 128 Carson Road rear yard  
69% shadow coverage of 130 Carson Road rear yard

Spring/Fall Equinox 9:00 a.m.



Property Line

60% shadow coverage of 128 Carson Road rear yard  
33% shadow coverage of 130 Carson Road rear yard



Property Line and 6-foot high wall

55% shadow coverage of 128 Carson Road rear yard  
30% shadow coverage of 130 Carson Road rear yard

SOURCE: SketchUp & TAHA, 2006

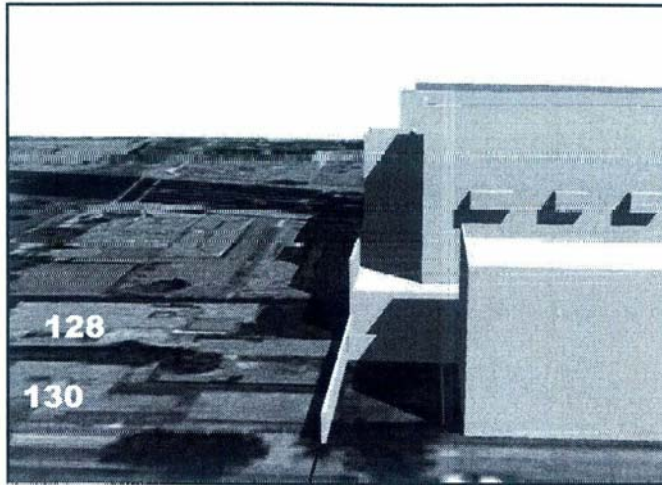
NORTH



## PROPOSED PROJECT

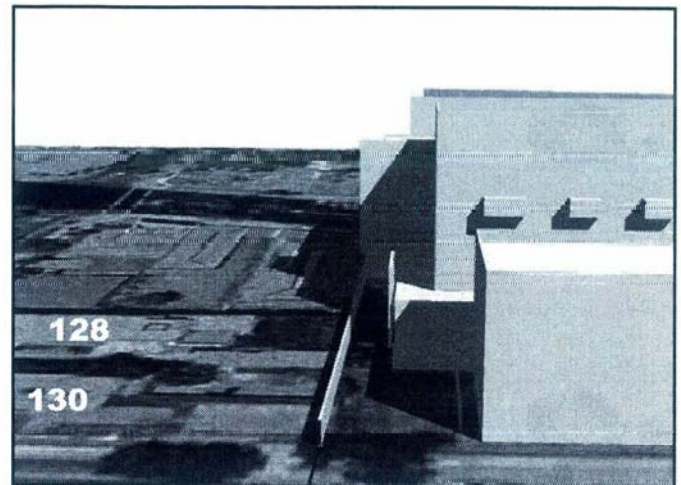
## MITIGATION MEASURE A4

Spring/Fall Equinox 10:00 a.m.



Property Line

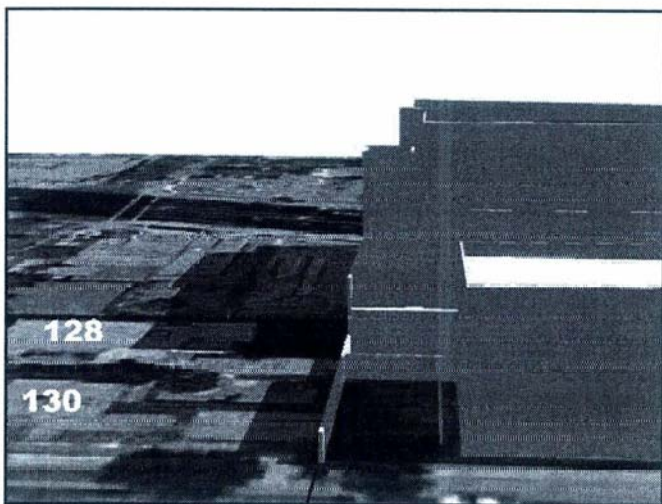
31% shadow coverage of 128 Carson Road rear yard  
9% shadow coverage of 130 Carson Road rear yard



Property Line and 6-foot high wall

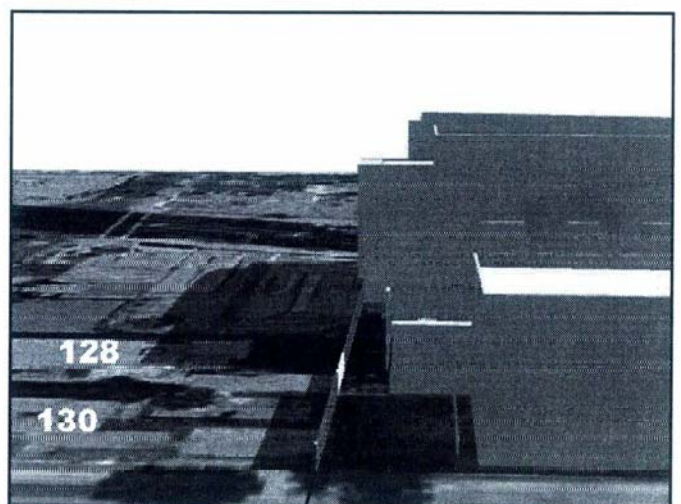
15% shadow coverage of 128 Carson Road rear yard  
8% shadow coverage of 130 Carson Road rear yard

Summer Solstice 8:00 a.m.



Property Line

90% shadow coverage of 128 Carson Road rear yard  
30% shadow coverage of 130 Carson Road rear yard



Property Line and 6-foot high wall

80% shadow coverage of 128 Carson Road rear yard  
2% shadow coverage of 130 Carson Road rear yard

SOURCE: SketchUp & TAHA, 2006

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FIGURE 8-16

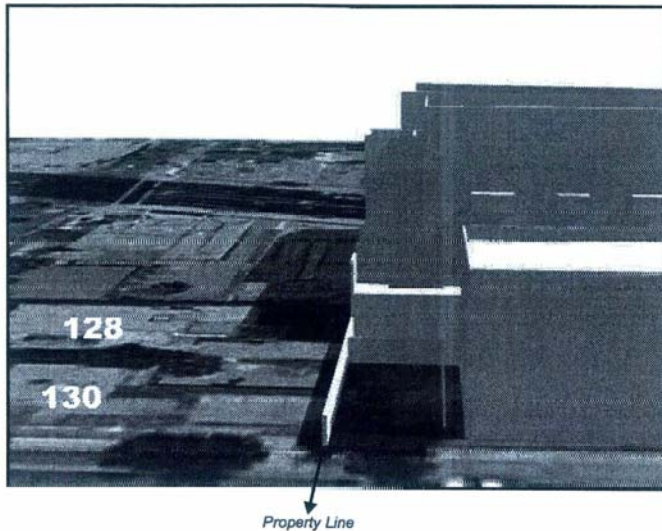
PROPOSED PROJECT AND MITIGATION MEASURE A4  
SPRING/FALL EQUINOX 10:00 AM AND  
SUMMER SOLSTICE 8:00 AM SHADOWS



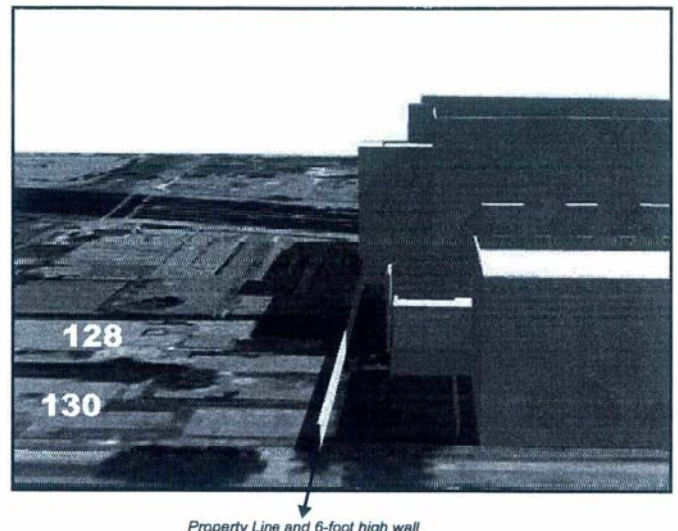
## PROPOSED PROJECT

## MITIGATION MEASURE A4

Summer Solstice 9:00 a.m.

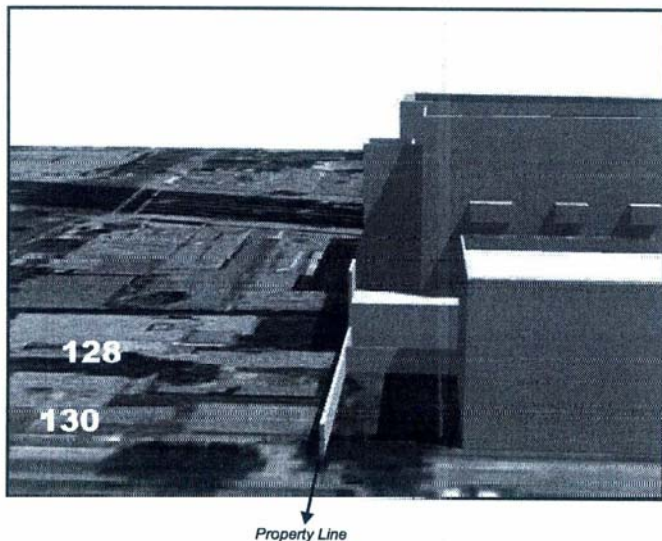


65% shadow coverage of 128 Carson Road rear yard  
11% shadow coverage of 130 Carson Road rear yard

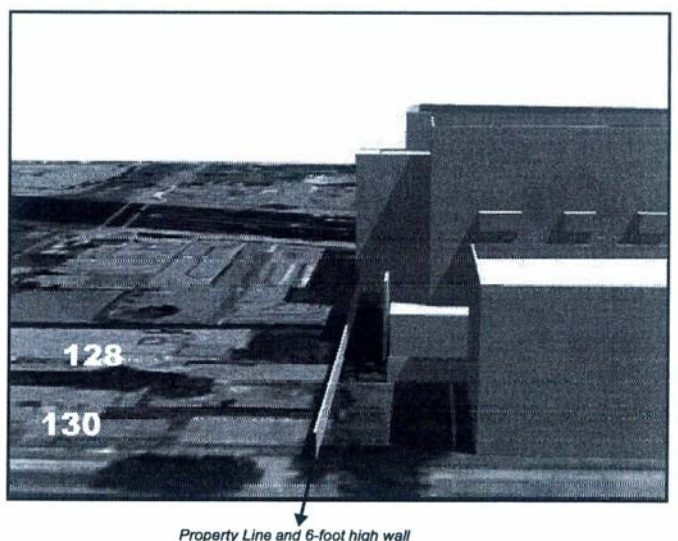


55% shadow coverage of 128 Carson Road rear yard  
10% shadow coverage of 130 Carson Road rear yard

Summer Solstice 10:00 a.m.



20% shadow coverage of 128 Carson Road rear yard  
6% shadow coverage of 130 Carson Road rear yard



10% shadow coverage of 128 Carson Road rear yard  
5% shadow coverage of 130 Carson Road rear yard

SOURCE: SketchUp & TAHA, 2006

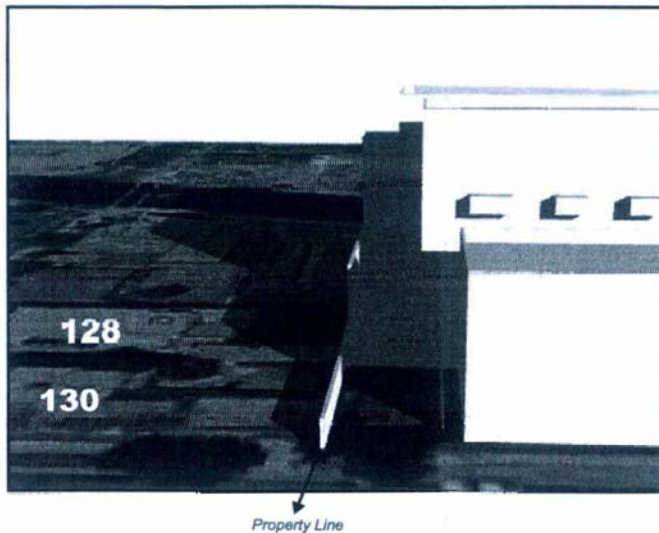
NORTH



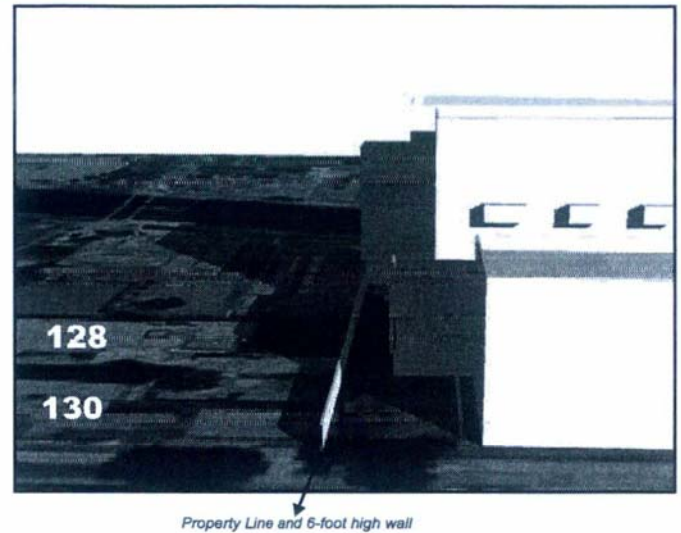
## PROPOSED PROJECT

## MITIGATION MEASURE A4

Winter Solstice 9:00 am.

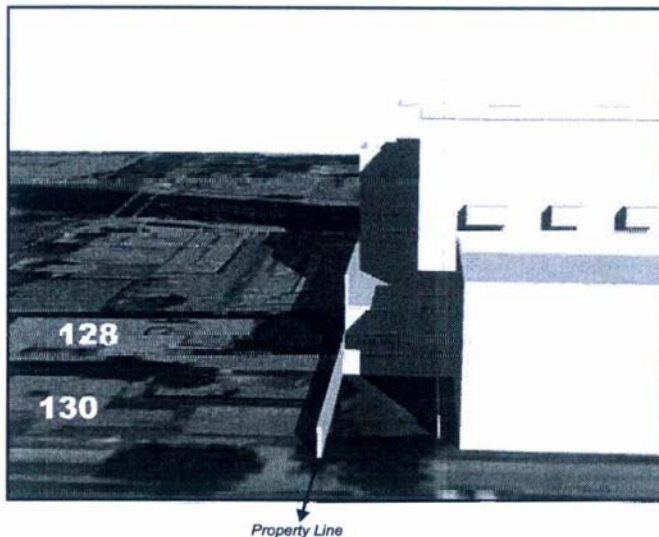


8% shadow coverage of 128 Carson Road rear yard  
24% shadow coverage of 130 Carson Road rear yard

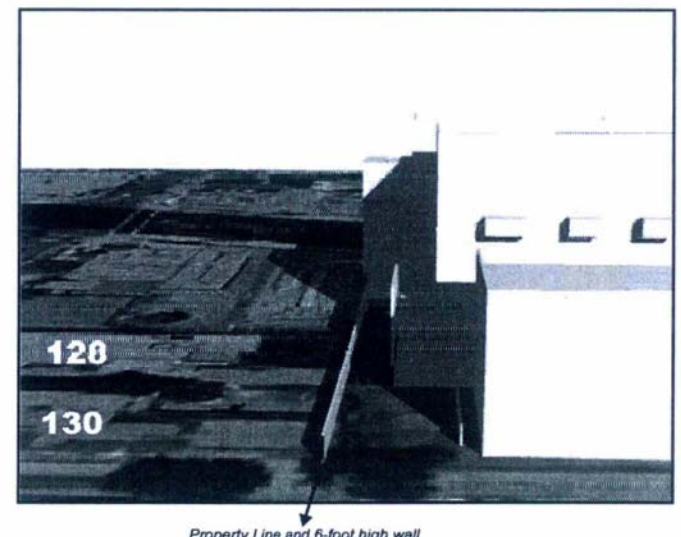


76% shadow coverage of 128 Carson Road rear yard  
23% shadow coverage of 130 Carson Road rear yard

Winter Solstice 10:00 am.



26% shadow coverage of 128 Carson Road rear yard  
11% shadow coverage of 130 Carson Road rear yard



16% shadow coverage of 128 Carson Road rear yard  
10% shadow coverage of 130 Carson Road rear yard

SOURCE: StetchUp&TAHA, 2006

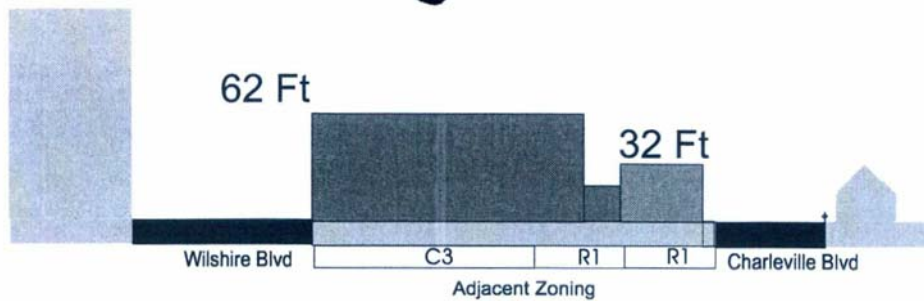
NORTH



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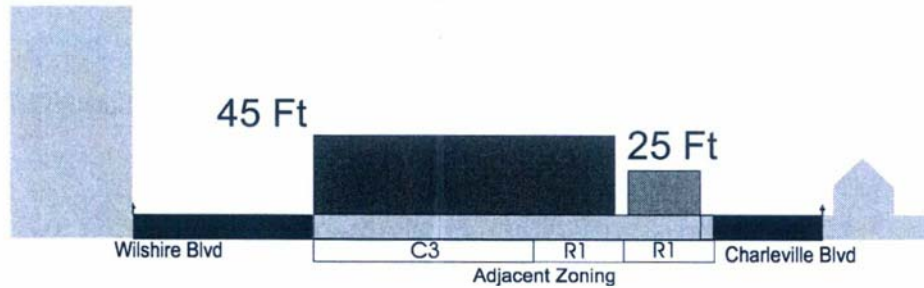
FIGURE 8-18

PROPOSED PROJECT AND MITIGATION MEASURE A4  
WINTER SOLSTICE 9:00 AM AND 10:00AM SHADOWS



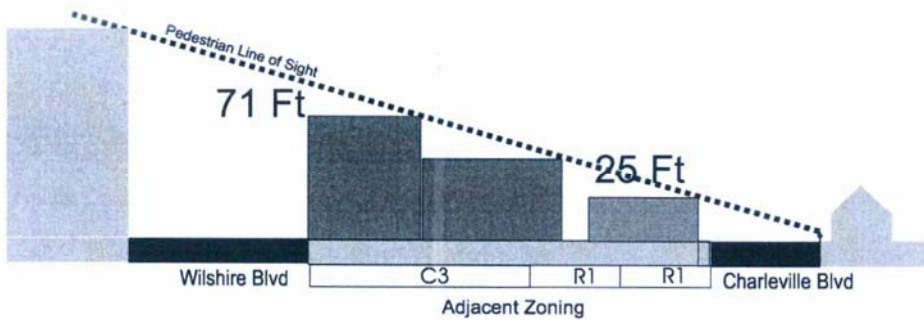
#### Proposed Project

- 32-foot Townhomes
- 62 feet of Mixed Use



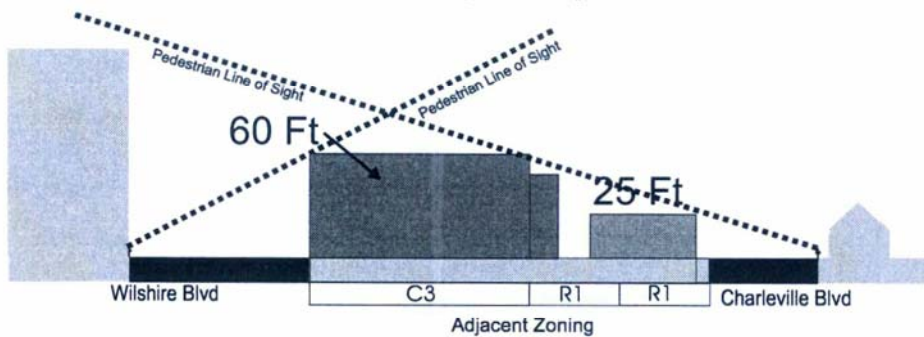
#### Alternative 1

- 25-foot Single-family Residence
- 45-feet Commercial



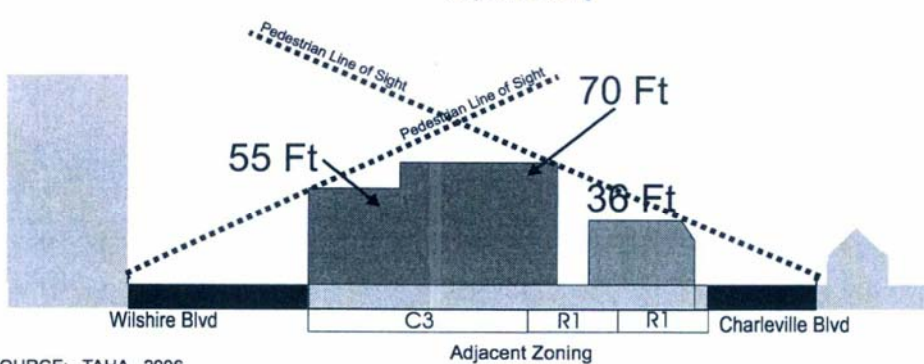
#### Alternative 2

- 25-foot Flat Roof Town Homes
- 71 feet Maximum Height for Mixed Use



#### Alternative 3

- 25-foot Flat Roof Townhomes
- 60 feet Maximum Height for Mixed Use



#### Alternative 3A

- 36-foot Pitch Roof Townhomes
- 70 feet Maximum Height for Mixed Use

SOURCE: TAHA, 2006



Although this alternative would have a taller mixed-use building than the proposed Project, shade and shadow impacts would be similar to the proposed Project since portions of the homes, backyards, and garage structures to the west of the Project site would be covered by shadows between 8:00 a.m. and 11:00 a.m. throughout the various seasons of the year. All other impacts associated with this modified alternative would also be similar to the Alternative 3 that was discussed in the Draft EIR.

**Comment No. 7**

Loading: Is a 25-foot long loading space adequate?

**Response No. 7**

Given the small amount of retail space for the proposed Project (4,774 square feet), the 25-foot loading space would be adequate for a delivery van. This dimension meets the parameters of the loading ordinance revisions which became effective in December 2005 for commercial Projects less than 7,500 square feet in size (Beverly Hills Municipal Code Section 2740).

The Project applicant has revised the site plan to lengthen the loading space from 25 feet to 30 feet. The condominium unit directly above this space was also modified to allow for the additional five-foot length. It should be noted that expanding the length of the loading space to 30 feet would result in the loss of two of the 25 at-grade parking spaces. The proposed Project would still meet existing R-4 and Commercial parking requirements.

**Comment No. 8**

Add alternative that expands retail (Alternative # 3A).

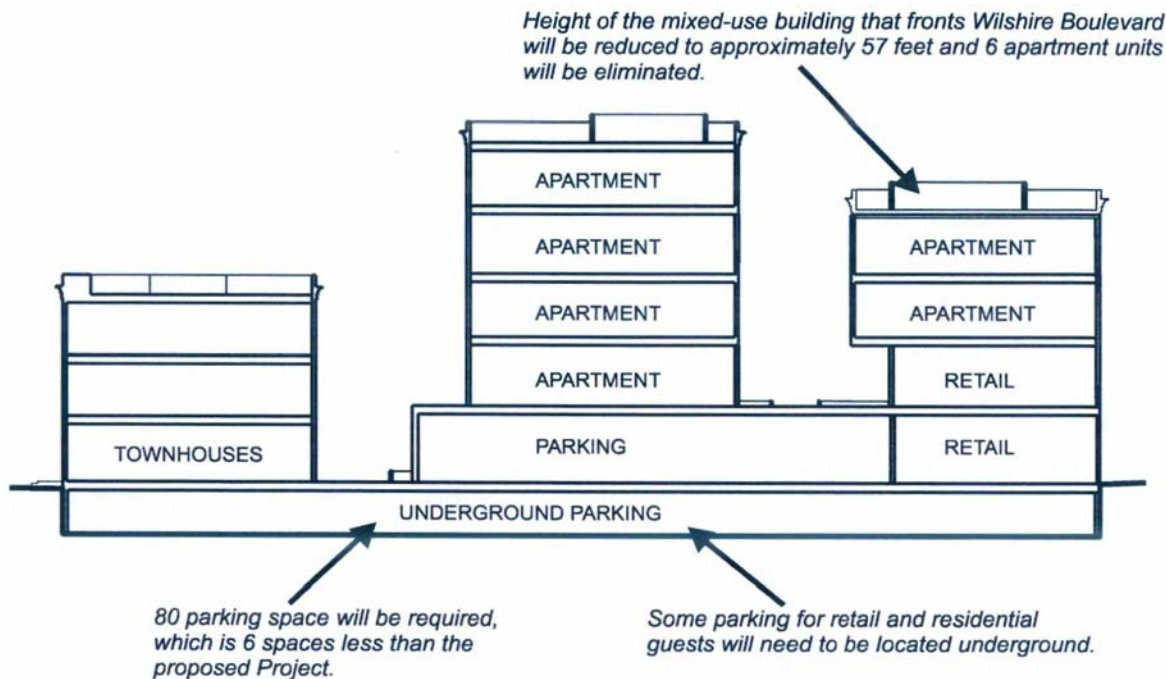
**Response No. 8**

The Planning Commission expressed a desire to increase the commercial component of the proposed mixed-use Project. The current proposal devotes approximately 4,800 square feet to retail use, which is less than 10 percent of the overall Project development. Two scenarios can occur under the Expanded Commercial Alternative. The two options to expand the commercial component of the proposed Project and their implications are discussed below and are shown in **Figure 8-20**, below.

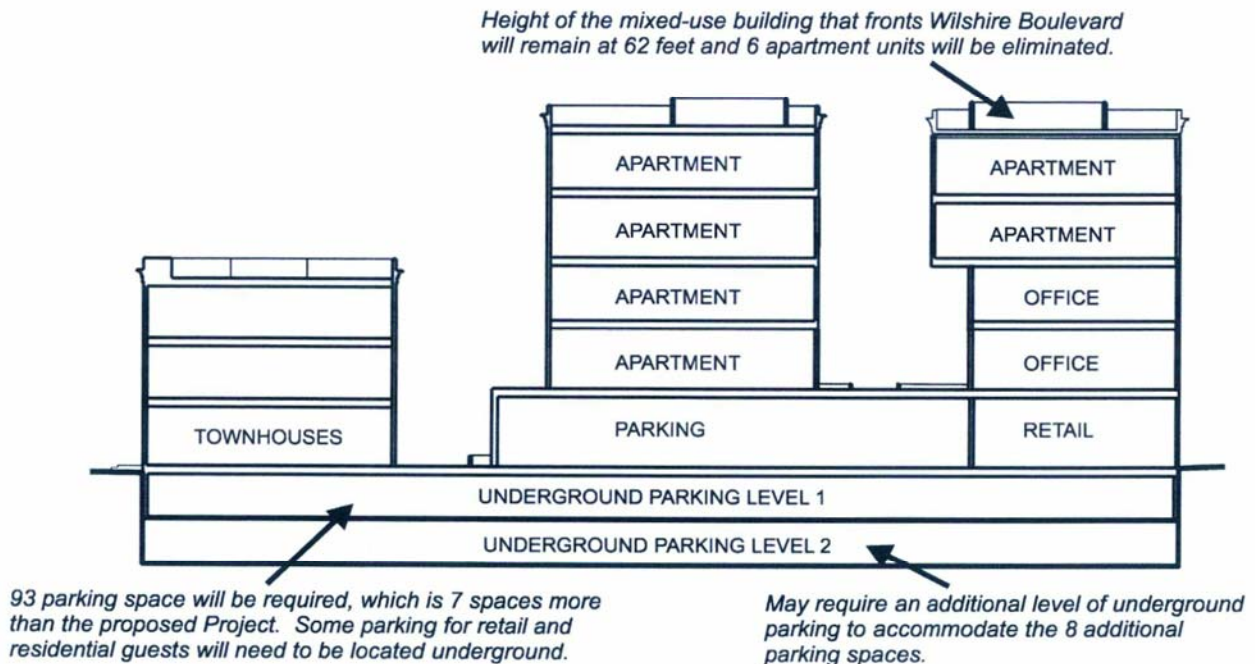
**Scenario 1 - Reduced Residential with Expanded Retail.** This option would double the amount of retail space to approximately 9,550 square feet by providing retail on the ground and second level in the portion of the mixed-use building that fronts Wilshire Boulevard. The third and fourth floors would be split-level apartment units.

This option would eliminate six split-level apartment units that were originally proposed for the second and third floors of the building. As a result, the overall of the mixed-use building that fronts Wilshire Boulevard will be reduced to approximately 52 feet. Retaining the apartment units would increase the overall building height along Wilshire Boulevard to approximately 76 feet.

## SCENARIO 1: REDUCED RESIDENTIAL WITH EXPANDED RETAIL



## SCENARIO 2: REDUCED RESIDENTIAL WITH 2 LEVELS OF OFFICE



SOURCE: TAHA, 2006



The reconfiguration would result in reduced parking requirements (80 spaces compared to 83 spaces for the proposed Project). It is significant to note that the increased retail space would require 28 spaces and residential guest parking would require four spaces, for a total of 32 transient spaces. Since the first level can only accommodate 22 spaces, 10 transient parking spaces would be forced down to the subterranean level and would be located with the permanent residential parking. This co-location may create logistical and security issues, as the permanent residents would not have a 100 percent private parking facility on the lower level of the Project site.

From a traffic perspective, the increased retail option would result in approximately 70 percent more weekday vehicle trips and 60 percent more Saturday trips than the proposed Project.

**Scenario 2 – Reduced Residential with Two Levels of Office.** This option would maintain the ground floor retail space and add two levels of office space above the ground floor. Approximately 14,320 square feet of commercial space would be created. The fourth and fifth floors of the Wilshire Boulevard frontage of the mixed-use building would be split-level apartment units.

This concept would eliminate six split-level apartment units that were originally proposed for the second and third floors of the building. The overall height of the Wilshire Boulevard frontage portion of the building would remain at 62 feet, similar to the proposed Project.

The reconfiguration would increase parking requirements (93 spaces compared to 83 spaces for the proposed Project). It is significant to note that the increased retail and office space would require 41 parking spaces and residential guest parking would require four spaces, for a total of 45 transient spaces. Because the first level can only accommodate 22 spaces, 24 transient spaces would be forced down to the subterranean level and would be located with the permanent resident parking. Similar to Scenario 1, this co-location may create logistical and security issues, as the permanent residents would not have a 100 percent private parking facility on the lower level of the Project site. It is also possible that an additional level of subterranean parking would need to be provided to accommodate for the additional spaces that would be required under this option.

From a traffic perspective, the increased retail option would result in approximately 130 percent more weekday vehicle trips and 15 percent more Saturday trips than the proposed Project.