

City of Beverly Hills

9908 South Santa Monica Boulevard Condominium Project

Initial Study

April 2016



**9908 South Santa Monica Boulevard
Condominium Project**

Initial Study

Prepared by:

City of Beverly Hills
Community Development Department
455 North Rexford Drive, First Floor
Beverly Hills, California 90210
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April 2016

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INITIAL STUDY

1. **Project Title:** 9908 South Santa Monica Boulevard Condominium Project
2. **Lead Agency Name and Address:** City of Beverly Hills
Community Development Department
455 North Rexford Drive, First Floor
Beverly Hills, CA 90210
3. **Contact Person and Phone Number:** Andre Sahakian, Associate Planner, (310) 285-1127
4. **Project Location:** The 36,002 square foot (sf) project site is located at 9900-9916 South Santa Monica Boulevard, in the City of Beverly Hills. The site is located at the southwest corner of the intersection of Charleville Boulevard and South Santa Monica Boulevard and consists of five parcels. The project site is denoted by Assessor Parcel Numbers 4328-002-010, -011, -012, -013, and -034. The project site is regionally accessible from Interstate 405 (the San Diego Freeway) and Interstate 10 (the Santa Monica Freeway), and locally accessible from Santa Monica Boulevard (State Route 2). Figure 1 shows the site's location within the region and Figure 2 shows the location in its neighborhood context. The site is in an urban area, has been previously graded, and is surrounded by pavement and urban structures (office buildings, residential buildings, and commercial buildings).
5. **Project Sponsor's Name and Address:** 9908 Santa Monica Blvd., LLC
11777 San Vicente Blvd.
Suite 550
Los Angeles, CA 90049
(310) 556-2300
6. **General Plan Designation:** Commercial Low Density General
7. **Zoning:** C-3A (Commercial)
8. **Description of Project:** The project site is comprised of five lots located on the south side of South Santa Monica Boulevard, at the corner of South Santa Monica Boulevard and Charleville Boulevard. The proposed project would involve the construction of a new 27-unit condominium building with units ranging from one to four bedrooms and subterranean parking. The condominium building would consist of five stories of residential units; rooftop common areas; and one level of underground parking containing a total of 74 parking spaces for residents.



The project site is located in a C-3A Commercial Zone, which does not allow multi-family residential uses. Thus, the proposed project would require amendments to the City’s General Plan and the Beverly Hills Municipal Code (BHMC) in order to create a Residential Overlay Zone, as well as a Planned Development Permit.

Table 1 summarizes the characteristics of the proposed project. Figure 3 shows the proposed site plans, and Figure 4 shows a cross section of the proposed project along with the adjacent street elevations.

**Table 1
 Project Characteristics**

Assessor’s Parcel No.	4328-002-010 4328-002-011 4328-002-012 4328-002-013 4328-002-034
Project Site Size	36,000 sf (0.83 acres)
Building Floor Area	89,988 sf (2.10 acres)
1-Bedroom Units	5
2-Bedroom Units	18
4-Bedroom Units	<u>4</u>
Total Units	<u>27</u>
Parking	74
Proposed Floor Area Ratio (FAR)	2.5:1
Max Building Height/Stories	66 ft / 5 stories

Note: sf = square feet, ft = feet

Parking and Site Access

The proposed project would provide a total of 74 parking spaces, which includes 3 accessible spaces, 43 standard single spaces, 11 tandem spaces (vehicles are positioned behind a single space), and 17 stacker spaces (a vehicle is positioned above or below another parking space and is accessed by an elevating device). Vehicular access would be provided from two driveways on Santa Monica Boulevard. One driveway would be designated for inbound movement and the other driveway would be designated for outbound movement. The outbound movement driveway would be controlled by a stop-sign. Pedestrians would access the proposed condominium building from the north side at the primary entry on South Santa Monica Boulevard.

Utilities

The City of Beverly Hills Public Works Department provides the following utility services: solid waste, water, wastewater, and stormwater. Southern California Edison supplies electricity and the Southern California Gas Company provides gas to the City of Beverly Hills.

Construction and Grading

Development of the proposed project is expected to occur over approximately 21 months. The proposed project includes 20,500 cubic yards of exported soil for a one-level garage. The maximum depth of the excavation would 23 feet (at the stackers pit).



Green Building Features

The proposed project would comply with CalGreen and the California Energy Code. As a part of California Energy Code 2013, the roof of the proposed condominium building would be “Solar Ready,” with provision of pathways, connectivity and 15% of the total roof area designated for future harnessing of solar energy via photovoltaic panels for onsite electricity generation and/or a solar thermal system integrated with water heating system. The project would provide EV charging stations, the number of stations will be determined at a later time. Based on example building codes for EV charging stations, new multiple-family projects of more than 10 dwelling units, 10% of the total parking spaces required (all of the 10% shall be located within the required covered parking) shall be provided with a listed cabinet, box, or enclosure connected to a conduit linking the covered parking spaces or garages with the electrical service, in a manner approved by the building and safety official (Office of Planning & Research, 2014).

Applicant-Proposed Biological Resources Condition of Approval: Nesting Bird and Raptor Survey

The City of Beverly Hills General Plan, Chapter 5: Open Space, contains policies intended to protect, enhance, and expand open space resources, remaining natural areas, and significant wildlife and vegetation in the City (Goal OS 1) including nesting birds. Implementation of Biological Condition 1, intended to be applied to the project permit conditions of approval for consistency with the City’s General Plan, would ensure no impacts would occur to nesting birds.

Implementation of Biological Condition 1 will also ensure consistency with the City of Beverly Hills General Plan (Goal OS 1 and Policy OS 1.1), the California Department of Fish and Game (CDFG) Code, and the Migratory Bird Treaty Act.

Biological Condition 1 – Avoid Bird Nesting Season or Conduct a Nesting Bird Survey and Provide Buffers. Vegetation removal and initial ground disturbance must occur either:

- a) Outside the bird and raptor breeding season, which is typically February 1 through August 31 (as early as January 1 for some raptors), or
- b) If vegetation clearing occurs during the breeding season, one pre-construction bird nesting survey shall be conducted not more than one week prior to vegetation clearing to determine the locations of nesting birds. The bird survey shall be conducted by a qualified biologist. If a nesting bird or special status species is located, consultation with the local California Department of Fish and Wildlife (CDFW) representative shall occur to determine what avoidance actions may be taken. Generally, if an active bird nests is found, a minimum 100-foot buffer (or as otherwise directed by CDFW) would be established surrounding the nest(s), which shall be flagged for avoidance. The results of the nesting bird survey(s) and any buffer efforts as a result of those surveys shall be documented in a brief letter report and submitted to the City and the CDFW prior to commencement of clearing.

Applicant-Proposed Cultural Resources Conditions of Approval: The surface of the project site has been previously graded, disturbed, and developed and no archaeological or paleontological resources are known to have been discovered. As a result, the possibility of encountering undisturbed cultural or paleontological resources is unlikely. However, in



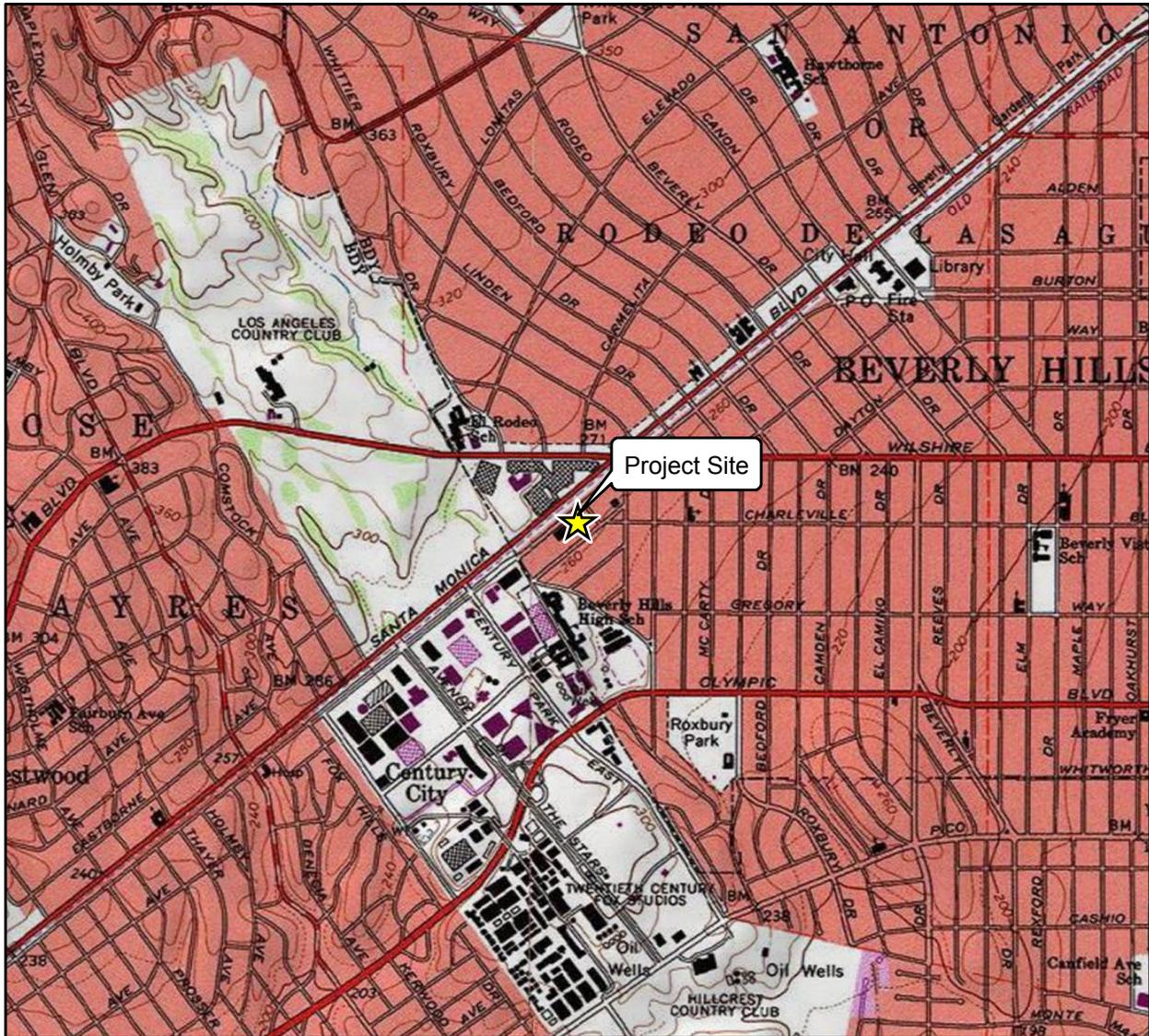
the unlikely event that such resources are unearthed during construction, implementation of Cultural Conditions 1 and 2 would ensure that the applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed.

Cultural Condition 1 - Unanticipated Discovery of Cultural Resources. If cultural resources as defined by Section 21083.2 of the Public Resources Code, are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) must be contacted immediately to evaluate the find. If the discovery proves to be significant under the National Historic Preservation Act, additional work such as data recovery excavation may be warranted.

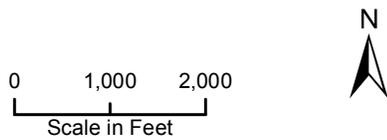
Cultural Condition 2 - Unanticipated Discovery of Human Remains. If human remains are found, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In accordance with this code, in the event of an unanticipated discovery of human remains, the Orange County Coroner would be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD would complete the inspection of the APE within 48 hours of notification and will negotiate with the lead agency concerning the treatment and disposition of any identified human remains.

9. **Surrounding Land Uses and Setting:** The project site is bordered on the north by South Santa Monica Boulevard, on the east by Charleville Boulevard, and on the south by an alley. Land uses bordering the project site include commercial retail across South Santa Monica Boulevard to the north; commercial retail and office, the Church of Scientology Mission of Beverly Hills, and the Peninsula Hotel across Charleville Boulevard to the east; multi-family residential and parking garages to the south across the alley; and the Beverly Hills Community Sports Center adjacent the western boundary of the project site.
10. **Necessary Public Agency Approvals:** The proposed project would require amendments to the General Plan and BHMC to create a Residential Overlay Zone. Additionally, a Planned Development Permit is required.



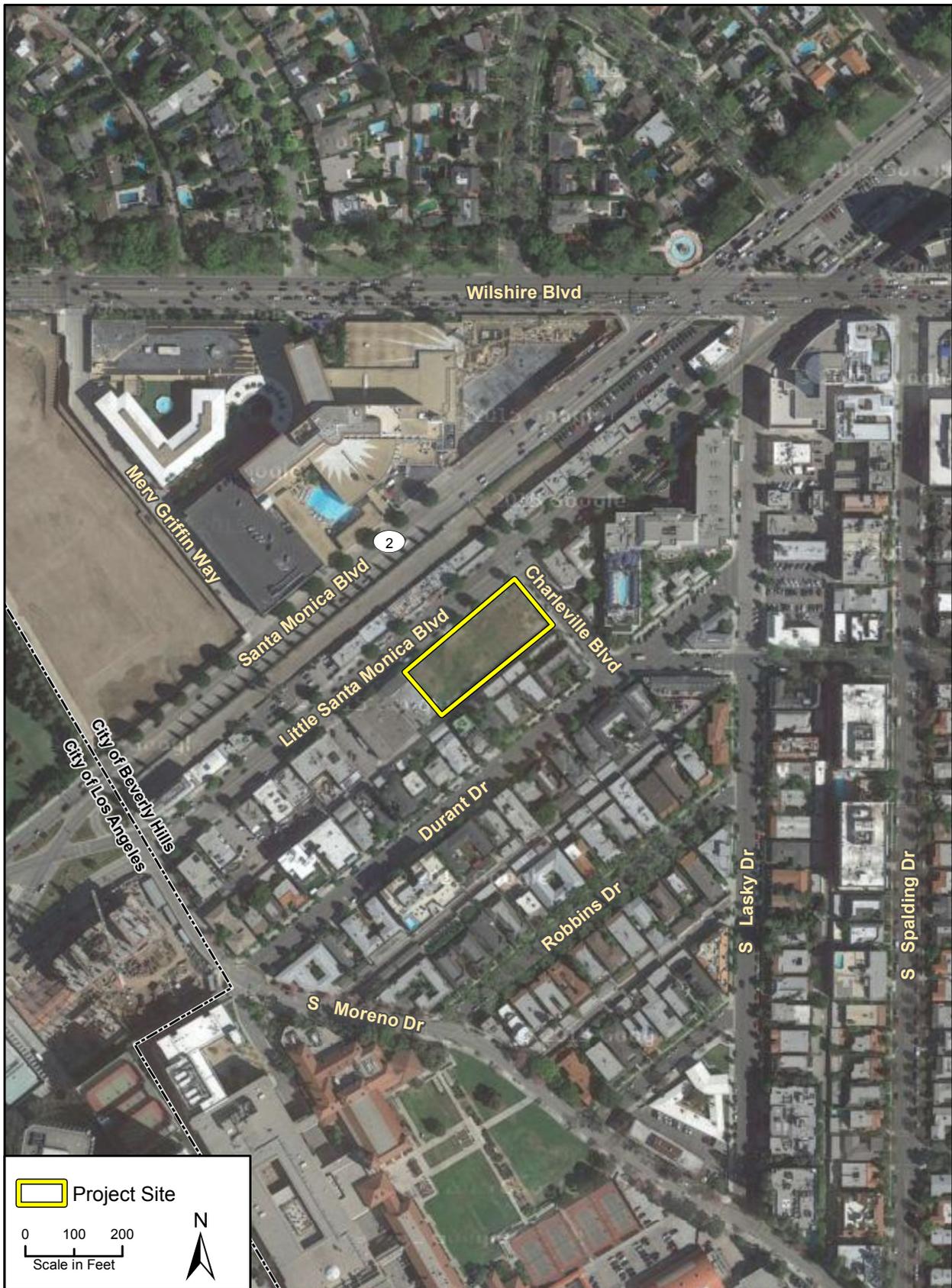


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Vicinity Map

Figure 1



Imagery provided by Google and its licensors © 2015.

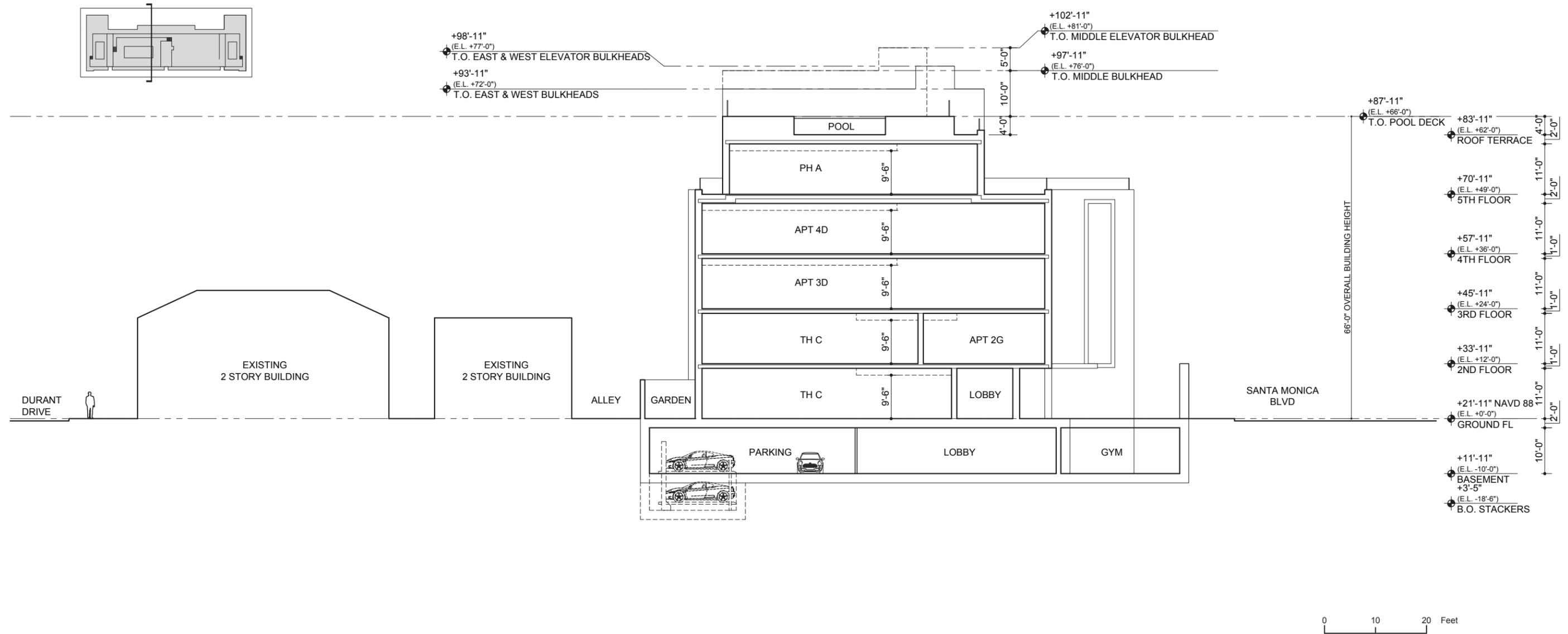
Project Site Location

Figure 2

City of Beverly Hills

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Proposed Cross Section

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology |
| <input checked="" type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |



DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Andre Sakaljan, Associate Planner
City of Beverly Hills

April 8, 2016
Date



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS – Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact.** The project site is currently vacant. The surrounding area is currently developed with structures and landscaping. The topography of the area is generally flat and there are no scenic views available from or through the project site. The proposed project would involve the construction of a new 27-unit condominium building and subterranean parking in an urbanized area of the City of Beverly Hills at 9908 Santa Monica Boulevard. The proposed new building would be 66 feet in height.

The City’s General Plan Policy OS 6.1 Protection of Scenic Views calls for protection of “scenic views and vistas from public places including City landmarks, hillside vistas and urban views of the City.” There are no City landmarks, hillside vistas or notable urban views from public spaces through the project site. There would be a change in the skyline viewed as seen from Charleville Boulevard between South Santa Monica Boulevard and Durant Drive, which currently has the most extensive views of the skyline, primarily because the project site is vacant. In addition, portions of the skyline that are currently visible along South Santa Monica Boulevard in front of the project site would also be affected. However, the proposed project’s architectural form would be expected to generally contribute to, rather than detract from, the urban skyline view. Neither of the affected street segments are designated on the City’s Map LU 1 as a sensitive viewing corridor.

Therefore, the proposed project would not substantially hinder views of the skyline from public viewing areas, including Charleville Boulevard between South Santa Monica Boulevard and Durant Drive and South Santa Monica Boulevard in front of the project site; and because these segments are also not considered sensitive viewing corridors. Adverse impacts to scenic vistas would be less than significant. Further analysis of this issue in an EIR is not warranted..



b) **No Impact.** The project site is generally flat and currently vacant. The project site lacks scenic resources such as trees or rock outcroppings. There are no buildings on-site. Additionally, the project site is not located on a State Scenic Highway (California Scenic Highway Mapping System, 2016). No impact would occur. Further analysis of this issue in an EIR is not warranted.

c) **Potentially Significant Impact.** The following discussion is divided into subheadings that focus on temporary construction effects, long term visual effects, and shadow effects as they relate to visual character or quality of the site and surrounding area.

Temporary Construction Effects

The project site is currently vacant. Vegetation on-site consists of shrubs that line the outer perimeter of the property, as well as ruderal vegetation in the center of the site. These shrubs and ruderal vegetation would be removed during construction. Construction activities would alter the visual quality of the site. Although temporary in nature, construction activities may cause a decrease in the site's visual quality. Construction of the project would require export of excavated materials, construction of below-grade foundations, street and sidewalk improvements, and landscaping. Construction activities would include the storage of equipment and materials, potentially including placement of a crane or cranes during the construction of the upper levels of the building. Due to the temporary nature of construction, these activities would not permanently degrade or modify the existing aesthetic image of the neighborhood, nor generate substantial long-term contrast with the visual character of the surrounding area.

Long Term Visual Effects

The project site is currently a vacant dirt lot with ornamental shrubs and trees on the public sidewalks along the north and east edges of the site. Although the vacant site provides a view of open space which may provide visual relief in comparison to the highly urbanized area, the project site does not have outstanding visual qualities. In general, the existing visual conditions on-site can be characterized as low in quality due to the lack of landscaping or other visually appealing features. The areas adjacent to the project site have buildings ranging in height from approximately 15 to 45 feet tall. Commercial development to the north across South Santa Monica Boulevard is approximately 15–20 feet tall, while the Peninsula Hotel across Charleville to the southeast and a residence at 9921 Durant Drive are both approximately 45 feet tall. However, the façade of the Peninsular Hotel includes architectural features approximately 60 feet in total height which creates the appearance of a greater overall height of the hotel. Residential development opposite the project site in the alley to the south ranges from approximately 20-25 feet tall. Taller buildings such as the Beverly Hilton (approximately 95 feet tall) are located across North Santa Monica Boulevard to the north and a cluster of very tall buildings forms the skyline of Century City to the west. Within the City, tall buildings dominate the Wilshire Boulevard corridor in the vicinity of the business triangle and to the east until Robertson Boulevard. This cluster of buildings is not visible from the project site or Charleville Boulevard due to intervening development, but is visible from the north side of South Santa Monica Boulevard. Although the proposed building would be similar in scale to the existing built environment, construction of the project would change the visual character of the project site and would alter public and private views. This impact will be analyzed in an EIR. In addition, the proposed project would include a wall and landscaping along South Santa Monica Boulevard. Due to the surrounding commercial and retail uses, this northern portion of the site



experiences the most pedestrian traffic. Therefore, the EIR will discuss the proposed change in visual character of the project site that would be experienced by pedestrians along South Santa Monica Boulevard.

Shadow Effects

Shadow impacts are considered significant if shadow-sensitive uses would “create a new source of shade or shadow which would adversely affect existing shade/shadow-sensitive structures or uses.” Facilities and operations sensitive to the effects of shading include: solar collectors; nurseries; primarily outdoor-oriented retail uses (e.g., certain restaurants); or routinely useable outdoor spaces associated with recreational, institutional (e.g., schools), or residential land uses. These uses are considered sensitive because sunlight is important to their function, physical comfort, and/or commerce. The closest shadow-sensitive uses near the project site is Roni’s Diner and Restaurant and Subway located across Santa Monica Boulevard, which provide outdoor seating, residential uses to the rear, and the roof top pool of the 4-story Peninsula Hotel located at the corner of Charleville and Durant Drive. The potential shade and shadow impacts associated with the proposed project will be further analyzed in an EIR. In addition, the proposed project would require amendments to the General Plan and BHMC to create a Residential Overlay Zone. Therefore, the EIR will also discuss the potential impacts associated with the five-story (66-foot) maximum height standard set forth by the proposed overlay zone.

d) **Less than Significant Impact.** The proposed project would involve the construction of a new 27-unit condominium building and subterranean parking in an already developed area at the southwest corner of South Santa Monica Boulevard and Charleville Boulevard. Implementation of the project would introduce new sources of light and glare. Potential new sources of lighting include windows, lighting at the subterranean garage entrance, illumination of exterior building areas and signage. Headlights from vehicles entering and exiting the parking areas at night could cast light onto roadways and surrounding properties. The surrounding area is urban in character, with generally high levels of existing lighting, particularly along South Santa Monica Boulevard. The nearest sensitive receptors are the residential buildings south of the alley on the southern edge of the project site. Because of the existing ambient lighting levels, the proposed project would not be expected to substantially alter lighting in the project site vicinity. In addition, the project would be required to comply with adopted City regulations that limit the design, intensity and impacts of night lighting, including BHMC Section 10-4-314, Lighting of Premises, which includes the following standards:

- A. *Any perimeter or flood lighting or other external lighting, whether used for illumination or advertisement, which illuminates private land, buildings, signs, or structures, whether built upon or not, shall be permitted only when such lighting is installed on private property and hooded or shielded so that no direct beams therefrom fall upon public streets, alleys, highways, or other private property. Such lighting shall be subject to architectural review pursuant to chapter 3, article 30 of this title. The reviewing authority shall consider the color, design, and placement of the lighting fixtures and the color, design and intensity of the lighting.*
- B. *Except as provided in subsection C of this section, any projected light display or exposed tube lighting element, such as neon, on the exterior of any building or structure that is not subject to regulation as a sign under article 6 of this chapter shall be subject to architectural review pursuant to the criteria set forth in section 10-*



3-3010 of this title, the architectural commission shall be the reviewing authority for purposes of such review.

BHMC Section 5-6-1101, Excessive Lighting Prohibited, states that “[i]t shall be unlawful for any person, except governmental agencies, to install, use, or maintain any lighting which creates an intensity of light on residential property which is greater than one foot-candle above ambient light level; and provided further, all permissive lighting shall be arranged to focus on the property from which it originates, and shall not directly reflect upon any adjacent residential property.”

Finally, pursuant to BHMC Section 10-3-3012.G, the Architectural Commission has authority to review and approve exterior lighting plans and signage for development. BHMC Section 10-3-3012 prescribes the contents of required plans and directs that they include “[a]n indication of the exterior lighting standards and devices adequate to review the possible hazards and disturbances to the public and adjacent properties.” Therefore, with required compliance with the BHMC, the proposed project would have a less than significant impact with respect to increased lighting.

The proposed project would create new sources of glare that would be more severe or intense than under existing conditions since the site is vacant. However, the proposed project includes metal sun shades and panels over project windows that would prevent substantial amounts of glare from building windows. Therefore, impacts associated with light and glare would be less than significant. Further analysis of this issue in an EIR is not warranted.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Air Resources Board. -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) **No Impact.** The proposed project would involve the construction of a new 27-unit condominium building and subterranean parking in an existing urbanized site in Beverly Hills. Based on the Department of Conservation’s Farmland Mapping and Monitoring Program and Williamson Act maps, neither the project site nor adjacent properties are identified as any farmland type or enrolled in Williamson Act contracts, or support forest land or resources (State of California Department of Conservation, 2012 and 2013). The project site is not located on or adjacent to agricultural land or forest land and the proposed project would not involve any development that could result in the conversion of farmland to non-agricultural uses. For these reasons, the project would have no impact with respect to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflict with existing agricultural zoning or Williamson Act contract; result in the loss of forest land or conversion of forest land to non-forest use; or other conversion of farmland to non-agricultural use. No impact would occur. Further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b, c) **Potentially Significant Impact.** The project site is within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that applicable air quality standards are met, and, if they are not met, to develop strategies to meet the standards. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The project site is currently vacant. Existing conditions of the project site does not generate vehicle trips that result in air pollutant emissions. The proposed project would involve the construction of a new 27-unit condominium building and subterranean parking that would generate new vehicle trips. The vehicle trips associated with the proposed project would generate short-term air pollutant emissions associated with construction, as well as long-term operational emissions, which could result in significant and unavoidable impacts. Emissions have the potential to contribute to an existing air quality violation or result in cumulatively considerable net increases of criteria pollutants for which the region is in non-attainment. Impacts may be potentially significant and will be analyzed further in an EIR.

d) **Potentially Significant Impact.** Certain population groups, such as children, the elderly, and people with health problems, are considered particularly sensitive to air pollution. Sensitive receptors include land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas.



The proposed project would have a significant impact if it would expose sensitive receptors to substantial levels of toxic air contaminants (TAC). TAC emissions are mostly associated with industrial sources as well as with diesel exhaust. The proposed project involves residential uses and would not emit substantial levels of TACs. The proposed project may involve heavy truck usage associated with deliveries and trash hauling; however, heavy truck usage would be similar to other residential uses and would not result in substantial TAC emissions. As discussed under subparts a, b, c of this section, the proposed project would generate short-term air pollutant emissions associated with construction, as well as long-term operational emissions, which could result in significant impacts that would include exposing sensitive receptors to substantial pollutant concentrations. Therefore, impacts to surrounding sensitive receptors may be potentially significant and will be analyzed further in an EIR.

e) **Less than Significant Impact.** Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project involves the development of 27 residential units. Construction activities associated with the development of a condominium building and subterranean parking could result in odorous emissions from diesel exhaust generated by construction equipment. However, because of the temporary nature of these emissions and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Residential uses would not generate objectionable odors that would affect a substantial number of people. The proposed project would comply with SCAQMD Rule 1113, which requires the use of low-VOC paint (150 g/L for nonflat coatings). Additionally, odors would be similar to existing residential uses to the south and retail and commercial uses to the north, west, and east of the project site. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES -- Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the Project:				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, d) **Less than Significant Impact.** The Migratory Bird Treaty Act (MBTA) is one of the nation’s oldest environmental laws passed in 1918. Under the provisions of the MBTA, it is unlawful “by any means or manner to pursue, hunt, take, capture (or) kill” any migratory birds except as permitted by regulations issued by the U.S. Fish and Wildlife Service (USFWS). The term “take” is defined by USFWS regulation to mean to “pursue, hunt, shoot, wound, kill, trap, capture or collect” any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. Migratory birds include all native birds in the United States, except those non-migratory species such as quail and turkey that are managed by individual states.

The majority of the project site is covered with ruderal herbaceous vegetation. There are seven ornamental street trees along South Santa Monica Boulevard and two along Charleville Boulevard, and a hedge exists along the eastern boundary and along a portion of the northern boundary. Although it is less likely in such an urban area, there is potential for migratory bird species that nest on the ground as well as within the shrubs along the north and eastern perimeter of the site. Species with potential to occur at the project site include house finch, California towhee, common yellowthroat, bushtit and mourning dove. There is potential for these and other migratory species to be present during the nesting season at the project site. These species are protected by the Migratory Bird Treaty Act during the nesting season, which



extends from February 1 to August 15, as defined by the California Department of Fish and Game. The proposed project would adhere to the proposed *Biological Resources Condition 1: Nesting Bird and Raptor Survey* measure mentioned above in the *Description of Project*. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

b, c, e, f) **Less than Significant Impact.** The project site is in an urbanized area, has been previously graded, and is surrounded by pavement and urban structures (office buildings, residential buildings, and commercial buildings). The area is highly urbanized and the only potential for adverse effects to wildlife is discussed above relative to nesting birds. There is no potential for adverse effects to protected habitat or wetlands either directly or indirectly. No threatened, endangered or rare species or their habitats; locally designated species; locally designated natural communities; wetland habitats; or wildlife corridors are known to exist on the site. The site is also not within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Under the proposed project, four ficus trees would be relocated and one ficus tree would be removed along South Santa Monica Boulevard. As ficus trees are ornamental and are not considered rare or endangered species, the removal/relocation of the trees would not conflict with local policies or ordinances regarding tree preservation. Therefore, impacts would be less than significant. Further analysis of these issues in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> -- Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

California Assembly Bill 52 (AB 52)

As of July 1, 2015, California AB 52 was enacted and expands CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the



proposed project.” According to the legislative intent for AB 52, “tribes may have knowledge about land and cultural resources that should be included in the environmental analysis for projects that may have a significant impact on those resources.” Section 21074 of AB 52 also defines a new category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource. All AB 52 consultation was carried out by the City of Beverly Hills. No request for consultation was submitted to the City as a result of this process.

California Senate Bill 18 (SB 18)

The proposed project would require amendments to the General Plan and BHMC to create a Residential Overlay Zone. Due to these amendments, the proposed project must comply with California Public Resources Code § 65352.3 – 65352.4 (SB 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the Native American Heritage Commission (NAHC) prior to the adoption or amendment of both general plans and specific plans for the purpose of protecting cultural places on lands affected by the proposal. Under SB 18, local governments must contact each tribal government identified by the NAHC to invite them to participate in consultation via written notice. Once a tribe requests consultation, local and tribal governments must seek a mutually agreeable resolution for preserving or mitigating impacts to cultural places. Consultation should establish a meaningful dialogue between local and tribal governments to identify and encourage preservation of Native American cultural places. All SB 18 consultation was carried out by the City of Beverly Hills. No request for consultation was submitted to the City as a result of this process.

a) **Less than Significant Impact.** The proposed project would involve the construction of a new 27-unit condominium building and subterranean parking on a vacant lot. In 2006, the City conducted a comprehensive survey of all commercial properties in the City and did not identify the 9908 South Santa Monica Boulevard property as a potential historic resource (City of Beverly Hills Historic Resources Survey Report, 2006). The Area 5 Commercial Survey involved a reconnaissance-level survey of all commercial properties located within Area 5 of the City (essentially the Commercial Triangle and the Wilshire Boulevard corridor) developed prior to 1965.

On January 24, 2012, the City Council adopted Ordinance 12-0-2617 to establish a Historic Preservation Program. The Historic Preservation Program includes the following major components.

- It creates an ordinance by which the City will meet criteria to become a Certified Local Government. This gives the City access to state funding for historic preservation and other benefits.
- It creates a Cultural Heritage Commission, made up of five citizens who will meet quarterly and make recommendations to the City Council on designation of historic properties and applications to the Mills Act program as well as other preservation issues.



- It establishes criteria by which property can be designated as a local landmark and be listed on the City of Beverly Hills Local Register of Historic Places. Criteria include architectural significance, association with historic events or people and listing on a state or national historic register.
- It creates incentive programs, such as the Mills Act, to encourage homeowners to preserve and restore architecturally significant residences.
- It establishes penalties for demolishing historically significant buildings.

The proposed project is on a vacant site and would adhere to the City’s Historic Preservation Program. As a result, the proposed project would not cause a substantial adverse change in the significance of a historical resource. Impacts would be less than significant. No further analysis of this issue in an EIR is warranted.

b-d) **Less than Significant Impact.** The project site is within a highly urbanized area. The surface of the project site has been previously graded, disturbed, and developed and no archaeological or paleontological resources are known to have been discovered. As a result, the possibility of encountering undisturbed cultural or paleontological resources is unlikely. In the unlikely event that such resources are unearthed during construction, applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed. As noted in Section 8, *Project Description*, the project includes Cultural Conditions 1 and 2. Under Cultural Condition 1, if archaeological or paleontological resources are identified, as defined by Section 21083.2 of the Public Resources Code, the site would be required to be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code as appropriate. Under Cultural Condition 2, if human remains are unearthed, State Health and Safety Code Section 7050.5 require that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Impacts would be less than significant with adherence to Cultural Conditions 1 and 2. Therefore, further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS – Would the Project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
- ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. <u>GEOLOGY AND SOILS</u> – Would the Project:				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VII. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VIII. Be located on a geologic unit or soil that is unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
X. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. i.) **No Impact.** The project site is not located within an area that has been identified as having a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (State of California Department of Conservation, 2016). No known fault lines cut through the site. Additionally, according to a fault trenching investigation conducted by Earth Consultants International, based upon the topography and geomorphology there were no indications of a fault across the property (Earth Consultants, 2014). As a result, the project site would not be subject to ground rupture from a known earthquake fault. No impact would occur. Further analysis of this issue in an EIR is not warranted.

a. ii.) **Less than Significant Impact.** As discussed above, no known faults cross the project site and the project site is not located in an Alquist-Priolo Earthquake Fault Zone. Nonetheless, due to the presence of faults within the City, the proposed project may be subject to ground shaking in the event of an earthquake originating along one of the faults designated as active or potentially active within the vicinity of the project site. This hazard is common throughout California and the proposed project would pose no greater risk than is already present for the region to public safety or destruction of property by exposing people, property, or infrastructure to seismically associated hazards. Development in the City of Beverly Hills is required to adhere to the Uniform Building Code (UBC) and California Building Code (CBC). The CBC and UBC regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking.



The impact to people, buildings, or structures on the project site from strong seismic ground shaking would be reduced by the required conformance with applicable building codes, and accepted engineering practices. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

a. iii.) **Less than Significant Impact.** Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during groundshaking. The project site is located within a seismically active region and is subject to ground shaking from an earthquake event along major active regional faults. In certain areas, liquefaction can be a secondary effect of strong ground shaking. Liquefaction occurs primarily in saturated, loose, fine- to medium-grained sands, and most commonly occurs in areas where the groundwater table is less than 10 to 30 feet below the ground surface, although analysis is typically performed to a depth of 50 feet. When these sediments are shaken, a sudden increase in pore water pressure causes the soils to lose strength and behave as a liquid. Liquefaction-related effects can include loss of bearing strength, ground oscillations, lateral spreading and flow failures. The project site is not mapped within the State of California's Zones of Required Investigation (Seismic Hazards Zones Beverly Hills Quadrangle, 1999) or in the liquefaction zone on the City of Beverly Hills' Seismic Hazards Map (City of Beverly Hills Technical Background Report, 2005). Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

a. iv.) **Less than Significant Impact.** The topography of the site and its immediate built environment is generally flat and devoid of any distinctive landforms. Given the relatively flat nature of the site and its surroundings and the fact that the project site is not located within the landslide hazard zone on the City of Beverly Hills Seismic Hazards Map, no potential for significant landslides exists (City of Beverly Hills Technical Background Report, 2005). Impacts would be less than significant. No further analysis of this issue in an EIR is warranted.

b) **Less than Significant Impact.** The project site is generally level, which limits the potential for substantial soil erosion. The grading and excavation phase when soils are exposed has the highest potential for erosion. Construction activity associated with site development may result in the erosion of soils from wind and water. The use of standard construction Best Management Practices (BMPs) on the construction site, as required by BHMC Section 9-4-507, would reduce any potentially significant soil erosion impacts. Refer to the discussion of erosion under Section IX, *Hydrology and Water Quality*. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

c) **Less than Significant Impact.** As discussed under items a(i) through a(iv), the project site does not have any conditions that pose unusual risks relating to soils or other potential secondary seismic hazards. Subsidence can occur as a result of excessive groundwater or petroleum withdrawals which cause the ground surface to sink. Subsidence often occurs in alluvial valleys filled to great depth with alluvial fan and lake-deposited sediments. Subsidence produces cracks in pavements and buildings and may dislocate wells, pipelines, and water drains. Beverly Hills has experienced limited subsidence over the years (City of Beverly Hills Technical Background Report, 2005). However, development in Beverly Hills is required to adhere to the UBC and CBC. The CBC and UBC regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to



mitigate the effects of adverse soil conditions. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

d) **Less than Significant Impact.** Expansive soils are primarily comprised of clays, which increase in volume when water is absorbed and shrink when dry. Expansive soils are of concern since building foundations may rise during the rainy season and fall during dry periods in response to the clay’s action. If movement varies under different parts of the building, structural portions of the building may distort. Clay soils beneath the City of Beverly Hills have the potential to expand (City of Beverly Hills Technical Background Report, 2005). Development of the proposed project would be required to adhere to the UBC and CBC, which mitigate the effects of adverse soil conditions. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

e) **No Impact.** Development on the project site would be served by the City’s wastewater disposal system. The project does not include a septic system; therefore, there is no potential for adverse effects due to soil incompatibility. No impact would occur. Further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS -

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Greenhouse Gas Emissions Fundamentals

The accumulation of GHGs in the atmosphere regulates the earth’s temperature. Without the natural heat trapping effect of GHGs, Earth’s surface would be about 34° C cooler (CalEPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. Carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are the GHGs that are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion. CH₄ results from fossil fuel combustion as well as off-gassing associated with agricultural practices and landfills. N₂O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion, and other chemical processes.



Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. According to the CalEPA's 2010 Climate Action Team Biennial Report, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA, April 2010).

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 16 percent reduction below 2005 emission levels; the same requirement as under S-3-05), and requires the California Air Resources Board (ARB) to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, ARB approved a 1990 statewide GHG level and 2020 limit of 427 million metric tons (MMT) of CO₂ equivalent (CO₂e). The Scoping Plan was approved by ARB on December 11, 2008, and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted over the last five years. Implementation activities are ongoing and ARB is currently in the process of updating the Scoping Plan.

In May 2014, ARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update defines ARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in EO S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (ARB, 2014).

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

a, b. **Potentially Significant Impact.** The proposed project would involve the construction of a new 27-unit condominium building and subterranean parking that would generate an increased number of vehicle trips and construction and operational emissions. The proposed project would generate short-term GHG emissions associated with construction, as well as long-term operational emissions. Such emissions could contribute to significant impacts related to climate change. Impacts would be potentially significant and will be analyzed further in an EIR. Although the project is an infill development that would generally be expected to implement applicable plans and policies related to GHG emissions and climate change, consistency with applicable policies will also be analyzed in the EIR.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b) **Less than Significant Impact** The proposed project would involve the construction of 27 residences and subterranean parking. Residential uses typically do not use or store large quantities of hazardous materials. The proposed project would not involve the use, storage,



transportation, or disposal of hazardous materials other than those typically used for maintenance and landscaping. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction of the project. However, the transport, use, and disposal of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, and the California Code of Regulations, Title 22. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

c) **No Impact.** The school nearest to the project site is Good Shepherd Catholic School (pre-K through 8th grade), located approximately 0.3 mile to the east of the project site. Beverly Hills High School is located approximately 0.4 mile southwest of the project site. The proposed project involves the construction of 27 residences and subterranean parking. Residential uses do not typically emit or involve the handling of hazardous materials. Additionally, no schools are within $\frac{1}{4}$ mile of the project site. Therefore, the project would not emit hazardous emissions or handle hazardous materials within $\frac{1}{4}$ mile of a school. No impact would occur. Further analysis of this issue in an EIR is not warranted.

d) **Potentially Significant Impact.** A Phase I Environmental Assessment was performed by Rincon Consultants, Inc. in May 2012 for the project site. The assessment revealed evidence of potential for hazardous material impacts to the soil and groundwater beneath the subject property, also known as recognized environmental conditions (RECs). Furthermore, due to the proximity to the abandoned rail line, contamination may occur within the project site. Additionally, a Phase I Environmental Site Assessment (ESA) was prepared for the project site located at 9900, 9908, 9912, and 9916 S. Santa Monica Blvd conducted in June 2014 for the project site by Goldstein Planting Investments, LLC. The ESAs will form the basis of the hazardous materials discussion in the EIR. Impacts may be potentially significant and will be analyzed further in an EIR.

e, f) **Less than Significant Impact.** The project site is located approximately five miles northeast of the Santa Monica Municipal Airport. The project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

g) **No Impact.** The developer of the project would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the police and fire department in the City of Beverly Hills. The project does not include permanent street closures or changes in traffic flow. No impacts would occur. Further analysis of this issue in an EIR is not warranted.

h) **No Impact.** The project site and surrounding areas are entirely urbanized. Flammable brush, grass, or dense trees do not exist on the project site. Prior to final plan approvals, the City would require the developer to comply with all applicable codes, regulations, and standard conditions of approval for fire protection. The developer would be required to provide proof of compliance with all applicable building and fire code requirements. These requirements include, but are not limited to, types of roofing materials, building construction, fire hydrant flows, hydrant spacing, access and design, fire sprinkler systems, and other hazard reduction programs, as set



forth by the BHFD and the Uniform Fire Code. Therefore, significant impacts to people or structures as the result of wildland fires would not occur. No impact would occur. Further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the Project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the Project:				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, e, f) **Less than Significant Impact.** The proposed project would be required to comply with the City’s dewatering and urban runoff and storm water regulations. Additionally, as part of Section 402 of the Clean Water Act (CWA), the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control both construction and operation (occupancy) storm water discharges. In California, the State Water Quality Control Board administers the NPDES permitting program and is responsible for developing permitting requirements. The project would be required to comply with the NPDES permitting system. Under the conditions of the permit, the project applicant would be required to eliminate or reduce non storm water discharges to waters of the nation, develop and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project construction activities, and perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. The SWPPP identifies BMPs that control surface runoff, erosion, and sedimentation. The developer would be required to control pollutant discharge by utilizing BMPs such as the Best Available Technology Economically Achievable (BAT) and the Best Conventional Pollutant Control Technology (BCT) in order to avoid discharging pollutants into waterways. BMPs would be required during general operation of the project to ensure that storm water runoff meets the established water quality standards and waste discharge requirements.

Furthermore, the proposed project would place the associated parking below ground in a subterranean garage, which would improve the quality of the site runoff. Pursuant to BHMC Section 9-4-506, the developer would be required to submit a Standard Urban Storm Water Mitigation Plan (SUSMP) to the Department of Public Works and Transportation’s Utilities Division, which must include the BMPs necessary to control storm water pollution during construction activities and facility operations (BHMC, 2016). The state permit also specifies that construction activities must meet all applicable provisions of Sections 30 and 402 of the CWA. Conformance with Section 402 of the CWA and the BHMC would ensure that the proposed project does not violate any water quality standards or waste discharge requirements substantially decrease groundwater or interfere with groundwater recharge. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.



b) **Less than Significant Impact.** Goldstein Planting Investments conducted a Phase I Environmental Site Assessment (ESA) for the project site in June 2014 (Goldstein Planting Investments, 2014). According to the ESA, no other conditions of environmental concern regarding potential sources for groundwater contamination were observed on the project site. The project site is located within the western portion of the Santa Monica Groundwater Basin near the transition to the Hollywood Groundwater Basin. The site is underlain by recent and older alluvium consisting of sand, clay, and silt. Groundwater aquifers extend to depths of about 600 feet below grade surface (bgs) in this area. The regional direction of groundwater flow is towards the south.

There are both public and private water supply wells located throughout this basin, although no groundwater wells are located within 500 feet of the project site. Development under the proposed project does not include the installation of new wells. Water for the project would be provided by the City's water supply (approximately 90% from the Metropolitan Water District and approximately 10% from groundwater pumped from the Hollywood Basin), which will ensure supply reliability for the project prior to project approval. Therefore, the project would not result in an exceedance of safe yield or a significant depletion of groundwater supplies. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

c, d) **Less than Significant Impact.** The proposed project involves the construction of a condominium building on a vacant lot. The proposed project would not alter the course of a stream or river. The closest stream or river is the Benedict Channel, located approximately one mile south of the project site. The Benedict Channel does not flow through or adjacent to the site. The area is currently developed, and construction of the proposed project would not alter the course of this creek or any other stream or river (no other surface water features are identified in the project area). The area is largely paved, and proposed development would not introduce new paved areas to the extent that the rate or amount of surface runoff would substantially increase. Temporary sedimentation impacts could occur if bare ground is exposed during winter rains. This, in conjunction with other onsite construction activities, has the potential to result in temporary water quality impacts. The developer would be required to comply with the City of Beverly Hills Urban Runoff Mitigation Ordinance (BHMC Section 9-4-506), which requires the implementation of BMPs. Such BMPs include use of plastic coverings on unprotected areas to eliminate erosion; removal of any sediments tracked offsite by construction vehicles; and use of temporary sediment barriers where necessary. These construction and erosion control practices would reduce the potential for adverse effects caused by excavation and general construction.

The project site is nearly level. The project site has a gentle slope towards the southeast. The topographic elevation of the project site is approximately 260 feet above mean sea level (amsl). No formal drainage control is currently present on the site. No evidence of surface drains, catch basins, sumps or standing water was observed on the project site. Development that could be facilitated by full buildout would not introduce new surface water discharges, would not substantially increase runoff volumes, and would not result in flooding on- or off-site. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

g-i) **Less than Significant Impact.** The Federal Emergency Management Agency (FEMA) classifies the City of Beverly Hills under Flood Zone C, which does not require mandatory flood



mitigation enforcement. Additionally, the project site is not located in a flood area on the City’s Flood Areas map (City of Beverly Hills Hazard Mitigation Action Plan, 2015). The City lies in the inundation path of the Lower Franklin Canyon Dam which is located north of the City. In the event of a breach of the Lower Franklin Reservoir, the residential area north of Carmelita Drive would be exposed to immediate and severe danger. Below that point, the danger diminishes rapidly (City of Beverly Hills General Plan Update Negative Declaration and Environmental Initial Study, 2010). The project site is not located in the residential area north of Carmelita Drive and, therefore, would not be significantly affected by dam inundation. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

j) **Less than Significant Impact.** The project site is located approximately six miles from the coast of the Pacific Ocean. The risk of a tsunami is negligible due to the distance from the Pacific Ocean. According to the City’s Safety Element, mudflows and seiches are not identified as issues for the city. The project site is flat and surrounded by residential and commercial development away from crests and very steep ridges. Therefore, the project site is located in a low hazard area for tsunami, seiche, and mudflow. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. <u>LAND USE AND PLANNING</u> - Would the proposal:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The project site is currently a vacant lot. The proposed construction of a condominium building would not affect through streets or interrupt neighborhood continuity or connectivity, or otherwise physically divide an established community. There would be no impact and further analysis of this issue in an EIR is not warranted.

b) **Potentially Significant Unless Mitigation Incorporated.** The project site carries a land use designation of Commercial Low Density General and a zoning classification of C-3A (Commercial). The proposed condominium building would not be allowed under this designation and zoning. The proposed project would involve amendments to the General Plan



and BHMC to create a Residential Overlay Zone. Additionally, a Planned Development Permit is required. The EIR will include a consistency analysis that will consider the proposed project's compliance with the applicable City land use regulations and policies within the Land Use Element and the BHMC, as well as applicable policies within the Circulation Element. In particular, the analysis will discuss the potential impacts associated with implementation of the Residential Overlay Zone. In addition, the Land Use section will consider the combined effects of the potential environmental issues in relation to the land uses adjacent to the project site.

c) **No Impact.** The project site is located in an entirely urbanized area of Beverly Hills. There are no natural communities or habitats located on the project site, and no habitat/natural community conservation plans are applicable to the site. Therefore, the project would not conflict with any habitat/natural community conservation plans. No impact would occur. Further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. MINERAL RESOURCES -- Would the Project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a-b) **Less than Significant Impact.** The project site is designated as within Mineral Resource Zone MRZ-3, pursuant to the Division of Mines and Geology Mineral Classification System (City of Beverly Hills, 2010). The MRZ-3 zone is defined as an area of undetermined mineral resource significance (State of California Department of Conservation, 2016). The project site is not underlain by known oil resources (City of Beverly Hills, 2010). The project site involves redevelopment of land that was previously developed and is located in an urbanized area of downtown Beverly Hills.

No mineral resources of value to the region or the residents of the state have been identified within the project area and the project area is not suited for resource extraction given the urban location. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the Project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the Project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Noise and Vibration Fundamentals

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound’s physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where



ambient noise levels are high in comparison to a new noise source, the change in noise level would be less than 3 dBA. For example, 70 dBA ambient noise levels are combined with a 60 dBA noise source the resulting noise level equals 70.4 dBA.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), ground attenuation of about 1.5 dBA per doubling of distance normally occurs. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

The Office of Planning and Research has adopted guidelines based on the community noise compatibility guidelines established by the State Department of Health Services in order to assess the compatibility of various land use types with a range of noise levels. These guidelines are utilized by the City of Beverly Hills and are presented in Table 2. An exterior noise level up to 65 dBA CNEL is "normally acceptable" for multi-family residential uses, without special noise insulation requirements. A noise level of 75 dBA CNEL or more is identified as "clearly unacceptable" for all residential uses. A "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.



**Table 2
 Land Use Noise Compatibility Matrix**

Land Use Category	Community Noise Exposure Level			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential (Low Density, Single Family, Duplex, Mobile Homes)	50-60	55-70	70-75	75-85
Residential (Multiple Family)	50-65	60-70	70-75	70-85
Transient Lodging (Hotel, Motel)	50-65	60-70	70-80	80-85
Schools, Libraries Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85
Office Buildings, Business Commercial and Professional	50-75	67.5-77.5	75-85	NA

Source: Appendix B of the City of Beverly Hills General Plan, 2010.

a, c, d) **Potentially Significant Impact.** The main noise source on the project site is traffic noise from adjacent roadways. Noise associated with operation of the proposed project may be periodically audible at adjacent uses. Noise events that are typical of residences include traffic, conversations, and children playing. On-site operations are expected to also involve noise associated with rooftop pool activities, ventilation, heating systems, and trash hauling. Project construction would also generate temporary noise levels that could be audible to sensitive receptors near the project site. Impacts would be potentially significant and will be analyzed further in an EIR.

b) **Potentially Significant Impact.** The proposed project would involve standard construction activities that are anticipated to result in some vibration that may be felt on properties in the immediate vicinity of the project site, as commonly occurs with construction projects. Project construction would generate temporary vibration that could reach sensitive receptors near the project site. Impacts would be potentially significant and will be analyzed further in an EIR.

e-f) **No Impact.** The project site is located approximately five miles northeast of the Santa Monica Municipal Airport. The project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. At a distance of five miles, the proposed project would not expose people residing or working in the project area to significant aircraft-generated noise. No impact would occur and further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING — Would the Project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) **Less than Significant Impact.** The proposed development would involve 27 new residential units and, therefore, would directly generate population growth. Based on a per-person household rate of 2.33 for the City of Beverly Hills, the proposed project would add an estimated 63 new residents to the City population (DOF, 2015). The current population of Beverly Hills is estimated at 34,833 (DOF, 2015). The addition of 63 new residents to the City would increase the population of Beverly Hills to 34,896. The Southern California Association of Governments (SCAG) estimates the City population will increase to 36,300 by 2035, an increase of 1,467 residents. The population increase associated with the proposed project would be well within the population forecast for the City. Therefore, the proposed project would not substantially induce population growth through the provision of new housing units. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

b-c) **No Impact.** The project site is currently vacant. There are no housing units on the project site or people residing on the project site in any form of temporary housing. Therefore, the project would not displace any existing housing units or people. No impact would occur. Further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

- a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. i.) **Less than Significant Impact.** Fire protection, rescue services, and emergency medical (paramedic services) are provided by the Beverly Hills Fire Department (BHFD). Beverly Hills is recognized as one of the seven most fire-safe cities in the country (City of Beverly Hills, 2005). The fire station closest to the project site is Fire Station No. 1 located at 445 North Rexford Drive, approximately a mile east of the project site. Two other fire stations, Fire Station No. 2 and Fire Station No. 3 are also located within close proximity to the project site. Fire Station No. 2 is located approximately two miles north of the project site and Fire Station No. 3 is located approximately 1.5 miles east of the project site.

The proposed project would involve the construction of a new 27-unit condominium building and subterranean parking. The proposed project would add an estimated 63 new residents to the City population. The proposed project would be required to comply with the California Fire Code, Uniform Building Code, and BHFD standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. BHFD has response time average of four minutes for fire suppression and three and a half minutes for emergency medical responses (personal communication with the City of Beverly Hills, 2016). With the continued implementation of existing practices of the City, including compliance with the California Fire Code and the Uniform Building Code, the proposed project would not significantly affect community fire protection services and would not result in the need for construction of fire protection facilities. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

a. ii.) **Less than Significant Impact.** Police protection is provided by the Beverly Hills Police Department (BHPD). The station closest to the project site is BHPD headquarters located at 464 North Rexford Drive, approximately 0.9 miles from the project site. The City of Beverly Hills maintains a ratio of 3.4 officers/1000 residents, but does not utilize a standard personnel-to-population ratio to determine optimum staffing levels because of the disparity in the daytime



population vs. the nighttime population (City-Data, 2016). It is estimated that the nighttime population (residents) is approximately 34,833 residents (California Department of Finance, 2015) and the daytime population is approximately 100,000 to 150,000 persons (City of Beverly Hills, 2014). Thus, the BHPD's main indicator of effectiveness is its response time to emergency calls. The Department maintains an emergency response time of three minutes (BHPD, 2015). The BHPD is funded through general fund revenues generated by property and sales taxes.

The proposed project would involve the construction of a new 27-unit condominium building and subterranean parking. The proposed project would add an estimated 63 new residents to the City population. The proposed project would not be anticipated to cause substantially delayed response times, degraded service ratios or necessitate construction of new facilities, due to the relatively small size of the development (estimated increase of 63 residents) and the location within an already developed and well served area. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

a. iii.) **Less than Significant Impact.** The project site is served by the Beverly Hills Unified School District (BHUSD). The proposed project would involve 27 new residential units. A conservative assumption of one student per household was used to determine that the proposed project would generate 27 additional students at BHUSD schools. This incremental increase in the number of students would not result in the need for new or physically altered school facilities. In addition, pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the project's impacts under CEQA and no additional mitigation is required. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

a. iv.) **Less than Significant Impact.** The Beverly Hills Recreation and Parks Department is responsible for maintaining and planning for parkland in the City of Beverly Hills. The closest public parks are the Beverly Gardens Park located approximately 0.3 miles across Wilshire Boulevard to the northeast and the Roxbury Park located approximately 0.7 miles south of the project site. The proposed project would directly generate demand for parks as it involves residential development, which would add an estimated 63 new residents. Pursuant to BHMC Section 3-1-703, the developer would be required to pay the standard Parks and Recreation Facilities Tax. Payment of these fees would provide the City with additional revenue to fund public parks in the City and offset any indirect impacts to public parks. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

a. v.) **Less than Significant Impact.** The proposed 89,988 sf building would contribute incrementally toward impacts to the City's public services and facilities such as storm drain usage (discussed in Section VIII, *Hydrology and Water Quality*), public parks (discussed above in this section), solid waste disposal (discussed in Section XVII, *Utilities*), water usage and wastewater disposal (discussed in more detail in Section XVII, *Utilities*). There are no other public services for which significant impacts are anticipated. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. RECREATION —

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) **Less than Significant Impact.** As discussed above in Section XIII, *Public Services*, the Beverly Hills Recreation and Parks Department is responsible for maintaining and planning for parkland in the City of Beverly Hills. The closest public parks are the Beverly Gardens Park located approximately 0.3 miles across Wilshire Boulevard to the northeast and the Roxbury Park located approximately 0.7 miles south of the project site. Pursuant to BHMC Section 3-1-703, the developer of the project site would be required to pay the standard Park and Recreation Facilities Tax. The payment of these fees would provide the City with additional revenue to fund public parks and recreational facilities in the City, which would offset any indirect impacts to public parks. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

b) **Less than Significant Impact.** The City of Beverly Hills owns and operates approximately 77 acres of developed parkland and close to 100 acres of open space area (City of Beverly Hills, 2010). The City’s estimated current population is 34,833 residents (DOF, 2015). Therefore, the ratio of public parks to residents in the City is 2.2 acres of parkland per 1,000 residents, which is slightly less than the standard ratio of 3 acres of parkland per 1,000 residents used by the Quimby Act. Accounting for open space, the City has approximately 5 acres of parks and open space per 1,000 residents. The proposed project would not directly affect any existing or planned parks. The addition of 63 new residents to the total City population (refer to Section XIII, *Population and Housing*) would not result in a significant impact to parks or recreation. The parkland ratio would remain around 2.2 acres per 1,000 residents and 5 acres of parks and open space per 1,000 residents after development of the proposed project. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. <u>TRANSPORTATION / TRAFFIC</u> --				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b, d, e, f. **Potentially Significant Impact.** The project site is currently vacant. The proposed project would increase the amount traffic compared to existing conditions. Trips generated as a result of the proposed project have the potential to impact local and regional intersections and roadway segments and contribute to cumulative traffic increases. The proposed project may also conflict with applicable plans and policies. The project site is adjacent to transit facilities, bicycle facilities, and pedestrian sidewalks. Impacts may be potentially significant and will be analyzed further in an EIR.



c. Less than Significant Impact. Santa Monica Airport is approximately five miles west of the project site. The proposed project would involve the construction of a new condominium building that would be no more than 66 feet or five stories in height. Given the nature and scope of the proposed project, and that the closest airport is approximately five miles away, the proposed project would not affect air operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES— Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b, e. **Less than Significant Impact.** The project site is currently vacant. The proposed project would involve the construction of a residential building and subterranean parking.



The City’s Department of Public Works maintains sewer collection and distribution systems located throughout Beverly Hills. The existing sanitary sewer system consists of over 95 miles of sewer mains that connect to the City of Los Angeles’ sewer facilities at the southeastern border of Beverly Hills (City of Beverly Hills, 2010). The City sewer system currently serves a nighttime population of approximately 34,833 residents (DOF, 2015) and a daytime population of approximately 100,000 to 150,000 persons (City of Beverly Hills, 2014) in a service area comprised of a mixture of land uses including residential, commercial, industrial and institutional.

All of the wastewater flows generated from the City (not including storm water) are collected and treated at the Los Angeles Hyperion Wastewater Treatment Plant (HTP), located on the coast at 12000 Vista Del Mar south of LAX in the City of Los Angeles. The HTP is the largest of four wastewater treatment plants in the area surrounding the City of Los Angeles. Its primary treatment is completed with retention ponds, chemical coagulants and settling tanks. The HTP can accommodate a dry weather flow of 450 million gallons per day (mgd) and a wet weather flow of 850 mgd (LA Sanitation, 2016). Currently, the HTP treats an average of 362 mgd, which is 88 mgd below dry weather capacity (LA Sanitation, 2016). The City’s system allows pass-through for flow generated in the portion of the City of Los Angeles north of Beverly Hills. The maximum recorded daily flow generated by the City is approximately 12 million gallons per day and the average flow is approximately 6 million gallons per day (GPD) (City of Beverly Hills, 2010).

The HTP is currently operating at approximately 88 mgd below dry weather capacity. As shown in Table 3, the proposed project would generate an estimated 4,440 GPD of wastewater. The projected increase of 4,440 GPD of wastewater from the project site represents 0.005% of the HTP’s 88 million GPD excess capacity. With implementation of the proposed project, the HTP would have a remaining Dry Weather Capacity of approximately 87,995,560 GPD. Therefore, sufficient treatment capacity at the HTP is available to serve the proposed project.

Table 3
Estimated Wastewater Generation

Type of Use	Quantity	Generation Factor (Per Day)	Amount (gallons per day)
Condo: 1 Bedroom Unit	5	120 gallons / du	600
Condo: 2 Bedroom Unit	18	160 gallons / du	2,880
Condo: 4 Bedroom Unit	4	240 gallons / du	960
Proposed Project Subtotal			4,440

Source: City of Los Angeles CEQA Thresholds Guidelines (2006)
Notes: gdp= gallons per day, sf= square feet, du=dwelling unit

The Los Angeles Regional Water Quality Control Board stipulates standards and regulations for utility service providers such as the HTP. A substantial increase in wastewater diverted to the HTP could conflict with pollutant standards and regulations of the LARWQCB. The project would not exceed the wastewater limits of the HTP. Therefore, the plant would be able to adequately treat project-generated sewage in addition to existing sewage, and the treatment



requirements of the RWQCB would not be exceeded. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

c. **Less than Significant Impact.** As discussed in Section IX, *Hydrology and Water Quality*, compliance with applicable regulations would ensure that the project could accommodate all stormwater runoff. As mentioned in the project description, the proposed condominium project would have an FAR of 2.5:1, which is a significant increase of impervious surface as compared with existing conditions. Best Management Practices (BMPs) would be required during construction and operation of the project to lessen the amount of runoff from the project site to the maximum extent practicable. In addition, the City requires that applicants prepare an urban runoff mitigation plan prior to construction of a project. This plan must comply with the most recent Standard Urban Stormwater Mitigation Plan (SUSMP) and the current municipal National Pollutant Discharge Elimination System (NPDES) permit. This process is intended to reduce storm water discharges by requiring the applicant to increase pervious surface area on the project site and to reduce the amount of runoff to the City’s storm drain system. The NPDES permit issued to the Los Angeles RWQCB provides regulations for urban runoff discharges in the County of Los Angeles. New storm drain facilities and/or expansion of existing facilities would not be necessary. The overall effect of the proposed project would be to ultimately reduce pollutants from the site that enter the storm drain system since the new development would be subject to current regulatory requirements, which are more stringent than regulations to which the existing onsite development was subject. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

d. **Less than Significant Impact.** The City receives water from local groundwater extracted from the Hollywood Basin and imported surface water purchased from the Metropolitan Water District (MWD). The City receives 90% of its water supply from the MWD which comes from the State Water Project and the Colorado River. Approximately 10% of the City’s water supply comes from groundwater pumped from the Hollywood Basin totaling approximately 1,500 acre-feet per year. The residential sector of the City is comprised of single and multi-family residential customers. Residential uses accounted for approximately 78% of citywide consumption from 2006 to 2009 (UWMP, 2010), but decreased to 72% in 2010 due to implementation of Stage B Water Use Restrictions as part of the City’s Water Conservation Ordinance. The commercial/industrial/municipal sector comprises approximately 22% of citywide consumption (UWMP, 2010). Normal year future projected supply and demand is shown in Table 4.

Table 4
Normal Year Water Supply & Demand Projections

Water source	2015	2020	2025	2030	2035
Supply (AF)	19,653	22,453	23,693	22,441	21,360
Demand (AF)	11,654	11,786	11,913	12,036	12,153
Surplus (AF)	7,999	10,667	11,780	10,405	9,207

Note: AF=acre feet

Source: City of Beverly Hills Urban Water Management Plan, 2010 for years 2015 through 2035, Table 5.4
 City of Beverly Hills Urban Water Management Plan



In response to drought conditions and mandatory statewide conservation of urban water use, MWD provides a water savings incentive program to member agencies, such as Beverly Hills, for water conservation programs. The incentive program allows conservation projects within all MWD member agencies that include residential turf removal, low flow toilet distribution and replacement, direct-installation of clothes washers and residential water audits. MWD incentives have similarly allowed member districts to implement commercial conservation projects, including turf removal, direct installation of high efficiency toilets and multi-stream rotating nozzle distribution (MWD, 2015). MWD has also implemented rebate programs to incentivize the use of water efficient fixtures and equipment for residences, businesses, industry, institutions, and large landscapes in southern California. MWD's rebate programs include SoCalWater\$mart that assists customers with installing high-efficiency toilets, clothes washers, plumbing fixtures, HVAC, sprinkler controllers, soil moisture sensors and more (MWD, 2015).

To address required reductions, the City of Beverly Hills has established a conservation goal of reducing water use by 32 percent. In May of 2015 the City passed an emergency water conservation program, which includes water scheduling that allows outdoor watering only two days per week, other outdoor watering restrictions, and possible penalties for users who do not reduce water use by 30 percent. Rebates are available to residential and commercial costumers through the City for turf removal and installation of high efficiency appliances including toilets, clothes washers and weather-based irrigation controllers. Additionally, the City is proposing a tiered water rate structure, although this has not yet been put into effect (City of Beverly Hills, 2015). The City of Beverly Hills is requiring new development to comply with its water efficient landscaping ordinance in which all new developments must submit a landscaping design plan, irrigation design plan, grading design plan and a soil management report. These must be approved by the City in order to receive a building permit (City of Beverly Hills, 2012).

The proposed project would increase demand for potable water. Assuming that water use is approximately 120% of wastewater generation, the proposed project would demand approximately 5,328 gallons of water per day, or 6 acre-feet per year (AFY). As shown in Table 4, available water supply is projected through 2035. The proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources. No new or expanded entitlements would be needed to serve the proposed project. The proposed project would not result in a substantial physical deterioration of public water facilities. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

f, g. **Less than Significant Impact.** State law requires a 50-percent diversion of solid waste from landfills. The City of Beverly Hills has achieved this diversion through recycling and collection of green waste, and has diverted at least 57 percent of its solid waste since 2001 and achieved a waste diversion rate of 78 percent in 2011 (Los Angeles Times, 2011).

The City of Beverly Hills Public Works Department, Solid Waste Division is responsible for solid waste collection in the City of Beverly Hills. The City contracts with Recology Los Angeles for the removal of waste from residences and commercial businesses. The disposal of solid waste occurs at one of three designated landfills: Chiquita Canyon Landfill, Sunshine Canyon Landfill and/or the Calabasas Sanitary Landfill. It is estimated that Chiquita, Sunshine Canyon and Calabasas Sanitary landfills have a remaining capacity of approximately 135 million cubic



yards (CY), taking into account reduction estimates for usage that has occurred since the date of remaining capacity was documented on the Solid Waste Information System website. Together, these three landfills are permitted to receive 21,600 tons/day. The Chiquita Canyon Landfill is anticipated to operate through 2019, while the Calabasas Sanitary Landfill is anticipated to operate through 2025 and the Sunshine Canyon Landfill is anticipated to operate through 2037.

The proposed project has two components (construction and operation) that would result in the generation of solid waste. Construction of the proposed project would involve site preparation activities (e.g. building) that would generate waste materials; this impact would be less than significant, since the incremental increase in solid waste would be within the permitted capacities.

As shown in Table 5, operation of the project would generate an estimated 6.7 tons of solid waste per year. With a diversion rate of 57%, which the City has been achieving over the past decade, the proposed project would generate 2.9 tons per year of solid waste to be disposed of at area landfills. Given the remaining capacity of the three area landfills of 135 million CY, and the daily permitted throughput of 21,600 tons per day, the proposed project represents 0.01% of the daily permitted throughput. Continued compliance with solid waste diversion requirements and the implementation of standard building regulations would be sufficient to address impacts related to solid waste generation. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

**Table 5
 Estimated Solid Waste Generation**

Land Use	Proposed Square Footage	Daily Generation Rate (lb/dwelling unit/day)	Total (lbs/day)	Total (tons/year)	Solid Waste Diverted (tons/year)	Solid Waste Disposed in Landfills (tons/year)
Multifamily	89,988 sf	4/27	13,332	6.7	3.8	2.9

*Note: sf = square feet, lbs = pounds
 Source: CalRecycle, 2016*

Potentially Significant Unless Mitigation Incorporated **Potentially Significant Impact** **No Impact**

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —

- a) Does the Project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) Less than Significant Impact. As described in the sections above, the proposed project would not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

b) Potentially Significant Impact. As described in the discussion of environmental checklist Sections I through XVII, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. The nearest pending project is 9900 Wilshire Boulevard, which involves 193 residential units, 134 hotel rooms, and approximately 15,856 square feet of commercial space. Metro is also adding rail service to the area through the extension of the Purple Line from its current terminus at Wilshire Boulevard and Western Avenue to Wilshire at the Veterans Administration Hospital in West Los Angeles. Additionally, there is temporary roadwork construction along Santa Monica Boulevard. Cumulative impacts will be further analyzed in an EIR.

c) Potentially Significant Impact. The project may have potentially significant air quality, cultural resources, greenhouse gas, noise, and transportation/traffic environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Impacts to human beings will be further analyzed in an EIR.



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