



Planning Commission Report

Meeting Date: October 14, 2010

Subject: **9465 Wilshire Boulevard**
Equinox Fitness Club

Request for a Conditional Use Permit to allow an approximately 37,000 square foot exercise club to be located on the ground floor of a building located within the Business Triangle, occupy more than 25 feet of street frontage within the Pedestrian Oriented Area, and utilize shared parking facilities in order to satisfy the parking requirements set forth in the Municipal Code.

PROJECT APPLICANT: Murray Fischer

Recommendation: That the Planning Commission:

1. Conduct a public hearing and receive testimony on the project; and
 2. Direct staff to prepare a resolution conditionally approving the requested Conditional Use Permit.
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REPORT SUMMARY

The proposed project involves the establishment of an approximately 37,000 square foot exercise club within the building located at 9465 Wilshire Boulevard (Bank of America building). The proposed exercise club would occupy portions of the building's first, second, and third floors. The exercise club would be accessible from Wilshire Boulevard and North Beverly Drive, and would utilize a combination of dedicated on-site parking and shared on-site parking, all of which would be located in the interconnected subterranean parking garages located beneath the Bank of America building and William Morris building.

Attachment(s):

- A. Staff Recommended Findings and Conditions of Approval
- B. Applicant Project Description Letter
- C. Public Notice
- D. Traffic and Parking Study
- E. Staff Memo in Response to Traffic and Parking Study
- F. Public Correspondence
- G. Architectural Plans

Report Author and Contact Information:

Ryan Gohlich
(310) 285-1194
rgohlich@beverlyhills.org

BACKGROUND

File Date	8/13/2010
Application Complete	9/12/2010
Subdivision Deadline	N/A
CEQA Deadline	60 days from CEQA Determination
Permit Streamlining	11/11/2010 without extension request from applicant

Applicant(s)	Equinox Fitness Club
Owner(s)	Beverly Wilshire Owner, LP
Representative(s)	Murray Fischer

Prior PC Action	None
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Prior Council Action	None
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PROPERTY AND NEIGHBORHOOD SETTING

Property Information

Address	9465 Wilshire Boulevard
Legal Description	Lot 8 and 9 in Block 10 of Beverly Tract
Zoning District	C-3
General Plan	General Commercial - Low Density
Existing Land Use(s)	General offices and Bank
Lot Dimensions & Area	225' x 170' x 117' x 152' (trapezoidal) - 27,705 square feet
Year Built	1961
Historic Resource	The property is not listed on any local, state or federal inventory
Protected Trees/Grove	None

Adjacent Zoning and Land Uses

North	C-3 General Commercial with E-O-PD Overlay Zone (William Morris)
South (across Wilshire)	C-3 General Commercial
East	C-3 General Commercial with Beverly Hills Garden Specific Plan (Montage)
West	C-3 General Commercial

Circulation and Parking

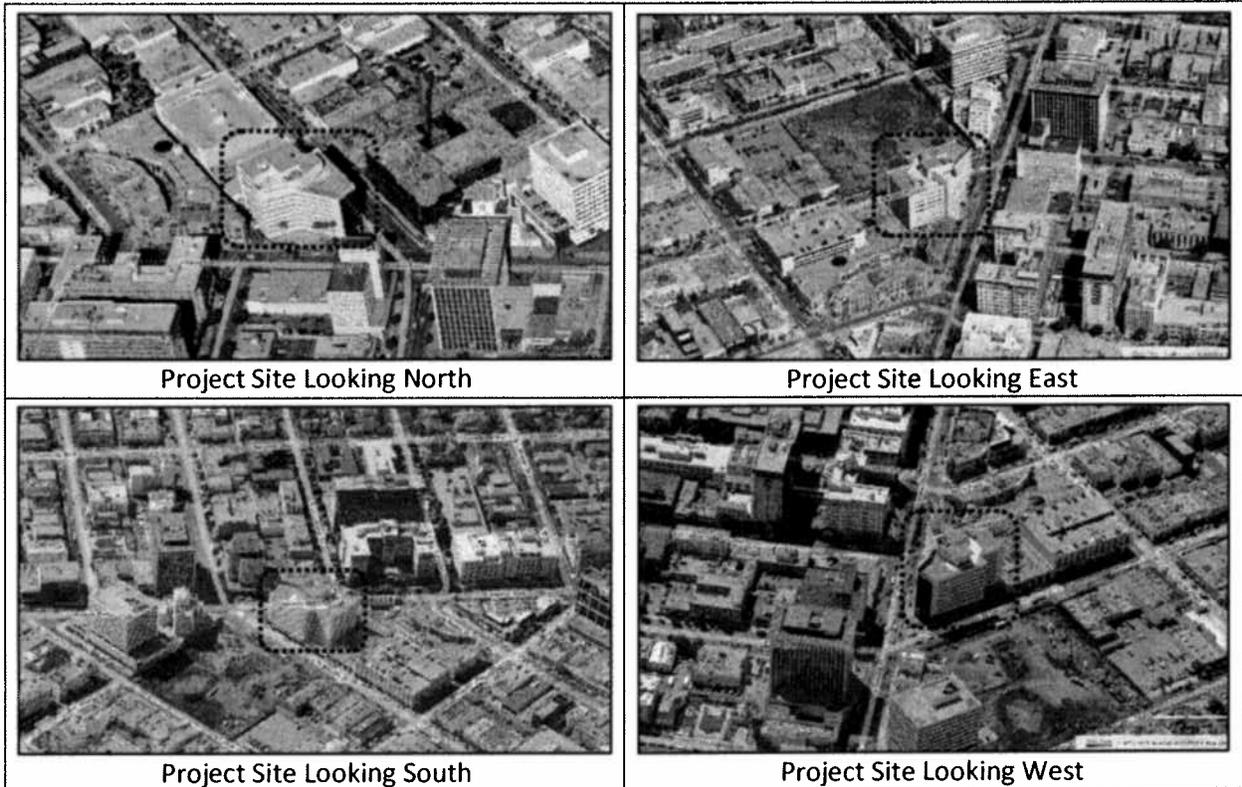
Adjacent Street(s)	Wilshire Boulevard to the south and North Beverly Drive to the east
Adjacent Alleys	Alley at rear (east side) of property. One-way circulation - south to north
Parkways & Sidewalks	Eastern sidewalk/parkway along North Beverly Drive - 12' from face of curb to property line. Southern sidewalk/parkway along Wilshire Boulevard - 15' from face of curb to property line.
Parking Restrictions	The project site is surrounded by commercial uses. On-street parking is generally provided by 1-hour meters. Residential zones do not begin until the 200 blocks south of Wilshire Boulevard, and allow on-street parking by permit only.
Nearest Intersection	Wilshire Boulevard and North Beverly Drive
Circulation Element	Wilshire Boulevard and Beverly Drive serve as arterial streets
Estimated Daily Trips	Wilshire Boulevard carries approximately 44,400 daily trips, and Beverly

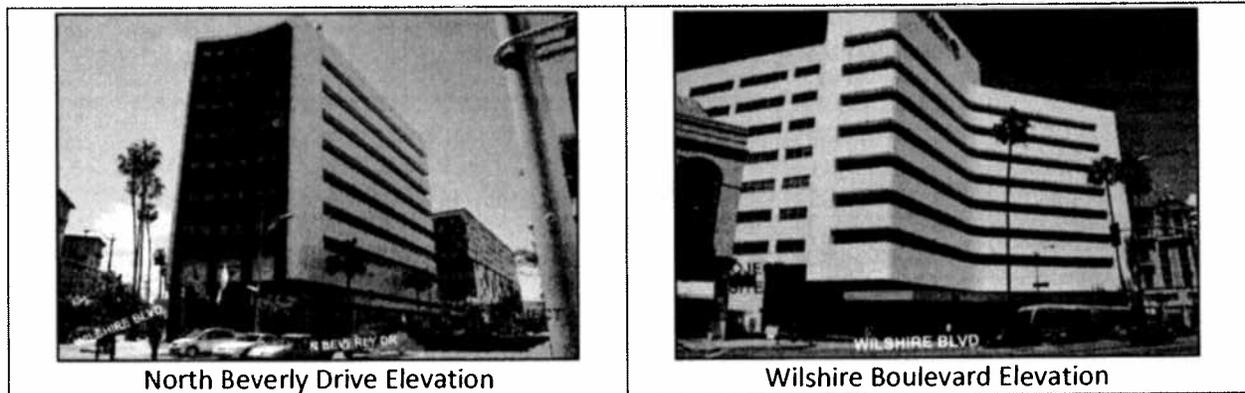
Drive carries approximately 19,300 daily trips.

Neighborhood Character

The project site is located on the north side of Wilshire Boulevard, in what is identified as the City's Business Triangle. The existing neighborhood character within the vicinity of the project consists of a variety of commercial developments, which are predominantly occupied by retail and general office uses. Although not shown in the aerial photos provided below, the project site is immediately south of the "William Morris" building, and immediately west of the Montage Hotel. Additionally, the project site is located immediately east of the "Two Rodeo" development, and northeast of the Beverly Wilshire Hotel.

Commercial buildings in the immediate vicinity of the project site tend to exceed the current height and density requirements, and were often approved through the use of variances during the 1960s and 1970s. The commercial building at the subject property was built in 1961, with a total of 8 stories and a maximum height of 125 feet. Retail uses typically dominate the ground floors of buildings located within the Business Triangle; however, many of the larger-scale commercial buildings located along Wilshire Boulevard and east of the project site contain minimal amounts of retail space, and instead provide financial and banking services. The larger-scale commercial buildings located along Wilshire Boulevard and west of the project site generally provide retail uses at the ground floor.





PROJECT DESCRIPTION

The proposed project consists of the operation of an approximately 37,000 square foot exercise club within portions of the first, second, and third floors of the existing commercial building at the subject property. Floor area distribution of the exercise club would include 10,300 square feet on the first floor, 7,281 square feet on the second floor, and 19,082 square feet on the third floor. As proposed, the breakdown of uses within the subject commercial building would include 36,663 square feet of exercise club uses, 5,651 square feet of bank uses, and 122,784 square feet of general office uses. This distribution includes a 1,660 square foot area that is currently open-to-below, but would be filled in to create additional space for the exercise club.

The subject property is trapezoidal in shape, and has street frontage along Wilshire Boulevard and North Beverly Drive. A subterranean parking garage is located beneath the subject property and is connected to the newly constructed "William Morris" parking garage. As a result of the two parking garages being connected, a total of 959 parking spaces are provided on site. Ingress and egress to the parking garage is provided along North Beverly Drive, along the rear alley of the property, and at Dayton Way.

Requested Permits

The applicant is seeking approval of a Conditional Use Permit to allow the proposed exercise club. The establishment of an exercise club within the City does not generally require a Conditional Use Permit; however, certain components of the proposed project trigger the need for a Conditional Use Permit. As a result, the applicant seeks approval of a Conditional Use Permit for the following purposes:

1. To allow an exercise club to be located on the ground floor of a building located within the Business Triangle;
2. To allow portions of the exercise areas to be visible from a public street or sidewalk (exercise areas at the third floor would be visible);
3. To allow the exercise club to occupy more than 25 feet of ground-floor street frontage within the Pedestrian Oriented Area (90 feet of street frontage along North Beverly Drive and 33 feet of street frontage along Wilshire Boulevard); and
4. To allow the use of shared parking facilities in order to satisfy the parking requirements set forth in the Municipal Code. A total of 260 parking spaces would need to be approved as "shared" parking spaces in order for the proposed exercise club to meet code requirements with regard to parking.

ZONING CODE¹ COMPLIANCE

A detailed review of the proposed project to applicable zoning standards has been performed. The proposed project complies with all applicable codes, or is seeking through the requested permits, permission to deviate from certain code standards, in a manner that is consistent with the Zoning Ordinance.

Due to the complex nature of the building's original approval through the issuance of a variance, as well as parking garage connections with the "William Morris" project, additional information on parking and floor area requirements are provided as follows:

Parking

Parking for the existing Bank of America building is located in a subterranean garage below the building that provides 212 spaces. Additionally, the garage is connected to the William Morris parking garage at levels P1 and P4. The purpose of connecting the two garages was to provide replacement parking for spaces belonging to the Bank of America building that were lost when parking facilities located on what is now the William Morris site were demolished to make way for the William Morris project.

As a result, the Bank of America building controls a total of 474 spaces within the two structures, but has access to a total of 959 parking spaces when the spaces designated for William Morris are included. Based on the total number of parking spaces provided on site and the applicability of shared parking provisions, all existing and proposed uses would comply with the City's parking requirements, and a detailed breakdown of the required parking for the proposed project is as follows:

Use	Floor Area	Parking Rate	Code-Required Parking	Provided Parking
B of A Exercise Club	36,663 S.F.	1/100 S.F.	367 Spaces	33 Dedicated + 334 Shared
B of A General Office	122,784 S.F.	1/350 S.F.	351 Spaces	351 Dedicated
B of A Bank	5,651 S.F.	1/350 S.F.	16 Spaces	16 Dedicated
William Morris Office	141,322 S.F.	1/350 S.F.	403 Spaces	403 Dedicated
William Morris Retail	21,150 S.F.	1/350 S.F.	60 Spaces	60 Dedicated
William Morris Dining	7,295 S.F.	1/45 S.F.	162 Spaces	81 Dedicated + 81 Shared
Totals	334,865 S.F.	N/A	1,359 Spaces	944 Dedicated + 415 Shared

The above table indicates that a total of 1,359 parking spaces would be required to accommodate all uses within the two buildings, while the cumulative capacity of both parking garages is 959 spaces. However, per BHM §10-3-1618 and §10-3-2730 up to fifty percent (50%) of the parking facilities of a use considered to be primarily a daytime use may be used to satisfy the parking facilities required for uses considered to have peak demand during early-morning or nighttime hours. As a result, up to 50% of the parking required for the office, bank, and retail uses shown above may be applied to the dining and exercise club uses. Therefore, 415 spaces $((351+16+403+60)/2)$ may be applied to the dining and exercise uses. This provision was previously applied to 81 of the 162 spaces required for restaurant dining areas within the William Morris building, which leaves 334 spaces $(415-81)$ available to be applied to the parking required for the exercise club. This means that 33 dedicated spaces $(367-334)$ need to be provided for the exercise club, while 334 spaces can be shared (this utilizes the remainder of the entire

¹ Available online at http://www.sterlingcodifiers.com/codebook/index.php?book_id=466

50% credit for shared parking). Therefore, if the shared parking arrangement is approved as proposed, the project would be in conformance with all code requirements.

Floor Area

The proposed project includes adding approximately 1,660 square feet of interior floor at the second floor level. The 1,660 square feet of floor area to be added and is currently within the building, but is open-to-below. In order for the applicant to add 1,660 square feet of floor area, the addition needs to be within the maximum floor area ratio originally approved for the building. The original approvals for the subject building set a maximum floor area ratio of 4.0 to 1, and used the entire block for the purpose of establishing the total site area. Presently, the properties occupying the block have been reconfigured and the William Morris project has been constructed, which renders the original 4.0 to 1 floor area ratio inaccurate. As a result, staff relied on approved square footages for the building, rather than rely on a floor area ratio calculation that is no longer accurate. The subject building was approved for up to 166,131 square feet, and with the added floor area the building would total 165,098 square feet. Therefore, the total floor area of the building, inclusive of the proposed additions, would be within the allowed floor area and compliant with the building's original approvals.

Agency Review²

The following City Departments conducted a preliminary project review as it relates to other technical provisions of local and state law:

- TRANSPORTATION DIVISION

The Transportation Division has reviewed the traffic and parking analysis submitted by the applicant, and is generally in agreement with the findings of the report. The proposed project will not result in any substantial changes in trip generation, and the proposed shared parking arrangement will not result in any shortfall of parking spaces, even at times of peak parking demand. The applicant's traffic and parking analysis is provided as Attachment D, and a memo from the City's Transportation Division providing a detailed review of the analysis is provided as Attachment E.

- CIVIL ENGINEERING

The City's Engineering Department did not have any comments with regard to the proposed project.

GENERAL PLAN³ POLICIES

The General Plan includes several goals and policies. Some policies relevant to the Planning Commission's review of the project include:

- Policy LU 2.8 Pedestrian-Active Streets. Require that buildings in business districts be oriented to, and actively engage the street through design features such as build-to lines, articulated and modulated facades, ground floor transparency such as large windows, and the limitation of parking entries directly on the street. Parking ingress and egress should be accessed from alleys where feasible.

² Recommended conditions of approval by other departments are provided in the Analysis section of this report.

³ Available online at http://www.beverlyhills.org/services/planning_division/general_plan/genplan.asp

- Policy LU 11.1 Preservation of Pedestrian-Oriented Retail Shopping Areas. Preserve, protect and enhance the character of the pedestrian-oriented retail shopping areas, which are typified by a variety of retail shops with displays to attract and hold the interest of pedestrian shoppers, to ensure the continuity of the pedestrian experience.
- Policy LU 11.3 Retail Street Frontages. Require that development and street frontages in districts containing retail uses be designed and developed to promote pedestrian activity including: (a) location and orientation of the building to the sidewalk; (b) transparency of and direct access to the ground floor elevation from the sidewalk; (c) articulation of street-facing elevations to promote interest and sense of quality; (d) inclusion of uses and public spaces that extend interior functions to the sidewalk such as cafes and plazas; and (e) use of pedestrian oriented signage and lighting.

ENVIRONMENTAL ASSESSMENT

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines⁴, and the environmental regulations of the City. The project qualifies for a categorical exemption pursuant to Section 15301 (Class 1) of the Guidelines. Specifically, the proposed project would result in operational changes within an existing commercial building. The operational changes do not result in any significant environmental impacts, including traffic and parking, and are therefore exempt from further review under the provisions of CEQA.

PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	10/8/2010	6 Days
Newspaper Notice	10 Days	10/4/2010	10/1/2010	13 Days
Mailed Notice (Owners & Residents - 300' Radius)	5 Days	10/9/2010	10/1/2010	13 Days
Property Posting	N/A	N/A	N/A	N/A
Website	N/A	N/A	10/8/2010	6 Days

Applicant Outreach Efforts

As of the date of the preparation of this report, staff is unaware of any outreach efforts undertaken by the applicant.

Public Comment

The City has received several inquiries regarding the details of the proposed project, and has received one letter in support of the proposed project (Attachment F) as of the date of the preparation of this report.

⁴ The CEQA Guidelines and Statute are available online at <http://ceres.ca.gov/ceqa/guidelines>

ANALYSIS⁵

Project approval, conditional approval or denial is based upon specific findings for each discretionary application requested by the applicant. Draft findings are included with this report in Attachment A and may be used to guide the Planning Commission's deliberation of the subject project.

The required findings for the Conditional Use Permit generally relate to preservation of surrounding neighborhoods, preservation of the City's Pedestrian Oriented Areas, and an ability to show that the project will not result in any parking or traffic related impacts. Based on staff's analysis and the technical reports provided, the proposed project will not result in any adverse impacts. Specific discussion related to key issues associated with the project is provided below, and draft findings in support of the project are provided as Attachment A.

Traffic. Trip generation for an exercise club is typically higher than that of a general office use. Because the majority of the proposed project replaces general office uses, one would anticipate that the project would result in a substantially larger number of trips when compared to existing uses. However, a portion of the exercise club would also replace 10,300 square feet of bank uses. The replacement of bank uses is important because bank uses generate a significantly higher number of trips than exercise club uses (150 trips per 1,000 square feet versus 32.93 trips per 1,000 square feet). As a result, the proposed configuration of uses actually yields a small decrease in daily trips. The City's Transportation Division has reviewed the trip generation analysis provided by the applicant, and is in agreement with the methodology used to determine overall trips. Because the proposed project is anticipated to result in a net decrease in the number of daily trips, the project will not result in a significant traffic impact.

Parking. A detailed breakdown of required, provided, and shared parking is provided above in the Zoning Code Compliance section of this report. In addition to the code analysis provided above, the applicant's traffic consultant has prepared a detailed parking demand analysis to show that the project will not result in a shortfall of parking spaces. The parking analysis was prepared using parking data from existing Equinox facilities in the area, as well as parking usage data for the Bank of America Building. Peak parking demand for the exercise club as an individual use is anticipated to occur between the hours of 6:00 PM and 7:00 PM; however, the overall peak parking demand for the building as a whole is anticipated to occur between the hours of 5:00 PM and 6:00 PM. The parking demand study assumes access to 474 parking spaces, as this is the number of spaces directly controlled by the Bank of America building, although there is actually a total of 959 spaces within the shared parking garage. Even when assuming a total of 474 available parking spaces, the parking demand study demonstrates that peak hour demand for the entire building (5:00 PM - 6:00 PM) will yield a surplus of 65 parking spaces. The City's Transportation Division has reviewed the parking demand analysis and is in agreement with the methodology used and the conclusions of the report. Based on this analysis, the proposed project will not result in any parking related impacts, as the existing parking facilities have the capacity to accommodate all proposed uses.

⁵ The analysis provided in this section is based on draft findings prepared by the report author prior to the public hearing. The Planning Commission in its review of the administrative record and based on public testimony may reach a different conclusion from that presented in this report and may choose to modify the findings. A change to the findings may result in a final action that is different from the staff recommended action in this report.

Pedestrian Oriented Area. The City's General Plan, as outlined above, provides specific policies for maintaining and improving the pedestrian experience within the City's commercial areas. The proposed use of an exercise club is not considered to be a pedestrian oriented use under the zoning code. Therefore, in addition to consideration regarding compliance with the General Plan, specific findings must be made in order to grant a Conditional Use Permit to allow the exercise club to be located on the ground floor of the building and have exercise areas that are visible from the public right-of-way.

Although an exercise club is generally not considered to be pedestrian oriented, staff has reviewed the project against existing conditions at the subject property, as well as existing conditions within the vicinity of the project. The ground floor of the subject property is currently occupied entirely by bank uses, which are not considered to be pedestrian oriented. Therefore, the proposed use would not result in the loss of any existing pedestrian oriented uses. Further, the existing bank use does not provide any window displays, and provides no pedestrian access along North Beverly Drive. Contrary to the existing conditions, the proposed project includes window displays along North Beverly Drive, a pedestrian entrance along North Beverly Drive, and a small retail and juice bar component along North Beverly Drive. This reconfiguration of the ground floor uses and displays actually results in an improved pedestrian experience when compared to existing conditions. The portion of Wilshire Boulevard frontage to be occupied by the exercise club spans approximately 33 feet, and is proposed to have an opaque storefront. The current storefront along Wilshire Boulevard provides no pedestrian interaction, and installation of an opaque storefront would not result in the loss of any elements that would otherwise contribute to the pedestrian experience. The proposed plans indicate that third floor windows would be fitted with mechanical shades, which would screen views of any exercise areas. Because the shades may not always be in place, portions of the exercise area may be visible from the street. Due to the third floor location, any visibility would be minimal, and is not anticipated to degrade the pedestrian environment along Wilshire Boulevard.



Existing North Beverly Drive Frontage



Existing Wilshire Boulevard Frontage

Special Conditions of Approval

The recommendation in this report is for approval. In addition to standard conditions of approval, the following project-specific conditions are recommended (also see Attachment A):

- *“The Conditional Use Permit (CUP) shall expire fifteen (15) years from the date of the resolution and all rights granted by this CUP shall terminate at that time. Unless the CUP is renewed, or a new CUP granted, the Applicant shall immediately cease operation of the fitness facility at this location. The Applicant shall have the right to submit requests for renewal of the CUP but shall have no right to renewal of the CUP. Any application for renewal of the CUP or a new CUP must be filed at least sixty (60) days prior to the expiration of these approvals. If the Planning Commission does not renew the CUP, the CUP shall expire and all rights possessed under the CUP shall be terminated. Provided, however, if the Applicant files an application for a renewal, any existing CUP shall be extended until the City takes final action on the application. Any application for a renewal of this CUP shall be subject to the application fee established by Resolution of the City Council. Upon expiration of the renewal and any future renewal, the Applicant may apply for further extensions pursuant to the procedures set forth above. The length of any future renewals granted shall be governed by the provisions of the Beverly Hills Municipal Code.” (Special Condition 1)*

The purpose of the above condition is to afford the City the opportunity to review the CUP at a later date to determine whether the project is still in conformance with the goals and policies of the City at the time of review.

- *Six (6) months after the opening of the exercise club, the Applicant shall provide to the Director of Community Development parking utilization counts at the subject site to monitor actual parking demand and ensure that the parking demand is being met. Should parking demands be different than those reported under the parking survey prepared in connection with the review of the Project, the Applicant will be required to develop a parking management plan satisfactory to the Directors of Community Development and Transportation to mitigate the parking deficiency.” (Special Condition 2)*

The purpose of the above condition is to ensure that actual parking demand is consistent with the anticipated demand outlined in the parking study. In the event that unanticipated parking impacts are occurring, corrective measures will be able to be implemented.

- *“The conditions of approval set forth in this resolution are specifically tailored to address the operation of a fitness facility that substantially conforms to the project presented to and approved by the Planning Commission at its meeting of October 14, 2010. To ensure that the subsequent fitness facilities operated at the subject site do not cause adverse impacts to other building tenants or adjacent land uses, any transfer of ownership, management, or control of the proposed fitness facility shall be reviewed by the Director of Community Development to determine whether the proposed operations of the new fitness facility substantially conform to the project approved by the Planning Commission. If the Director determines that the proposed operations do not substantially conform to the approved project, the Director shall schedule a hearing before the Planning Commission in accordance with the provisions of Section 10-3-3803 of the Beverly Hills Municipal Code. The Planning Commission expressly reserves jurisdiction at said hearing to revoke the conditional use permit or to impose additional conditions as necessary to ensure that the operation of a subsequent exercise club at the subject site is compatible with adjacent land uses.” (Special Condition 3)*

The purpose of the above condition is to ensure consistency with any project approvals granted by the Planning Commission. In the event that any operations are determined to be inconsistent with any approvals granted, modification or revocation of the approvals will be possible.

- *“Prior to the issuance of building permits for any exterior work, all exterior modifications to the building, as well as signage and window displays, shall be submitted to and approved by the Architectural Commission.” (Special Condition 4)*

The purpose of the above condition is to ensure that an appropriate architectural design is executed with the goal of enhancing the built environment and pedestrian experience.

- *“A minimum of 367 on-site parking spaces shall be maintained for use by the exercise club. Up to 334 of the 367 required parking spaces may be provided as shared parking. The Applicant shall record a parking covenant in a form satisfactory to the City Attorney to evidence the availability of the shared parking spaces.” (Special Condition 5)*

The purpose of the above condition is to ensure that adequate parking is provided for the exercise club, and that its operation will not affect other parking resources within the vicinity of the project.

- *“The Applicant shall provide two (2) hours of free parking to all members and guests of members. The Applicant shall also provide one additional half (1/2) hour of parking at rates comparable to those charged in the nearest City parking structure. The requirements set forth in this condition shall exclude valet parking unless adequate self-parking is not available on the subject site to meet the parking demand generated by the Project. The City expressly reserves the right to review parking conditions as it deems appropriate. If, after holding a duly noticed hearing, the Planning Commission determines that the operation of the Project at the Property creates an adverse impact on traffic circulation or parking, the Planning Commission may require the Applicant to provide free valet parking to members or such other condition(s) that the Planning Commission determines are necessary to mitigate such impacts. Applicant shall forthwith comply with such additional requirements at its sole cost and expense.” (Special Condition 6)*

The purpose of the above condition is to ensure that uses of the exercise club are using the on-site parking facilities, rather than using off-site facilities and potentially impacting other parking operations within the city.

- *“The Applicant shall provide free on-site parking at all times for employees and any other consultants or agents retained by the applicant in connection with the operation of the Project.” (Special Condition 7)*

The purpose of the above condition is to ensure that employees or consultants park on-site, and do not cause spillover into any residential areas or impact existing parking operations within the vicinity of the project.

- *“No sports medical center shall be allowed as part of the proposed Project.” (Special Condition 8)*

The purpose of the above condition is to ensure that uses not reviewed as a component of the project are not established within the exercise club. Analysis has not been conducted with regard to potential impacts that could result from a sports medical center. Therefore, it is recommended that such a use be specifically excluded at this time.

- *“This CUP shall be reviewed annually by the Planning Commission during the exercise club’s first three (3) years of operation to ensure that the Project complies with the conditions set forth herein and does not have any unanticipated impacts or adversely affect adjacent uses. The Planning Commission expressly reserves jurisdiction relative to traffic and parking issues and the right to impose additional conditions as necessary to mitigate any unanticipated traffic and parking impacts caused by the proposed Project as they arise. Prior to the annual review hearing, the Applicant shall submit an affidavit attesting to its continued compliance with all of the conditions of approval set forth in this Resolution.” (Special Condition 9)*

The purpose of the above condition is to ensure that the project operates in substantial conformance with the Planning Commission’s approval, and to ensure that if any unanticipated impacts arise they can be addressed as necessary.

- *“The City expressly reserves jurisdiction relative to traffic and parking issues. In the event the Director determines that operation of the use at this site is having unanticipated traffic and parking impacts, the Director shall require the Applicant to pay for a parking demand analysis. After reviewing the parking demand analysis, if, in the opinion of the Director, the parking and traffic issues merit review by the Planning Commission, the Director shall schedule a hearing in front of the Planning Commission in accordance with the provisions of Article 38 of Chapter 3 of Title 10 of the Beverly Hills Municipal Code. The Planning Commission shall conduct a noticed public hearing regarding the parking and traffic issues and may impose additional conditions as necessary to mitigate any unanticipated traffic and parking impacts caused by the proposed Project, and the Applicant shall forthwith comply with any additional conditions at its sole expense.” (Special Condition 10)*

The purpose of the above condition is to ensure that the project does not result in any unanticipated impacts related to traffic or parking. Should issues arise, this condition gives the Director and Commission the latitude to re-review the project relative to traffic and parking impacts.

- *“The Applicant shall cap membership in the proposed club at a maximum of four thousand five hundred (4,500) members, including any transfers from other locations. This condition shall not be construed to bar the Applicant from requesting a modification at a later date to permit additional members.” (Special Condition 11)*

The purpose of the above condition is to follow past precedent and ensure that membership numbers will not reach such a level as to create traffic and parking demands beyond those currently anticipated.

- *“The proposed exercise club shall not be permitted to open for business unless and until the William Morris parking facilities become fully operational and open for use.” (Special Condition 12)*

The purpose of the above condition is to ensure that all code requirements are met for the purpose of providing shared parking, as the William Morris parking garage provides code-required parking spaces for the Bank of America building and subject project.

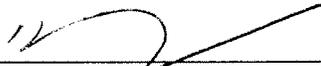
NEXT STEPS

It is recommended that the Planning Commission conduct the public hearing and direct staff to prepare a resolution conditionally approving the requested Conditional Use Permit.

Alternatively, the Planning Commission may consider the following actions:

1. Approve the project with modified findings or conditions of approval.
2. Deny the project, or portions of the project, based on revised findings.
3. Direct staff or applicant as appropriate and continue the hearing to a date (un)certain, consistent with permit processing timelines, and at applicant's request or consent.

Report Reviewed By:



David Reyes, Principal Planner

ATTACHMENT A

Staff Recommended Findings and Conditions of Approval

DRAFT FINDINGS

Conditional Use Permit

1. *The proposed location of any such use will not be detrimental to adjacent property or to the public welfare;*

The proposed use is commercial in nature, and is consistent with ongoing commercial operations in the vicinity of the project site. Traffic and parking studies that have been peer reviewed by the City's Transportation Division indicate that the project will not result in any significant traffic or parking related impacts. Existing site conditions do not include pedestrian oriented development, and the proposed project will improve upon the existing conditions by providing window displays, a new pedestrian access point, and a broader range of uses along the subject property's street frontage. Further, all exterior modifications, signage, and window displays will be reviewed by the Architectural Commission to ensure a pedestrian-friendly design. As a result, the proposed project will not be detrimental to adjacent property or to the public welfare.

2. *The proposed restricted use is compatible with and will not result in any substantial adverse impacts to surrounding uses;*

The proposed exercise club is consistent with commercial operations in the vicinity of the project site. Although the exercise club is not designated as a pedestrian oriented use, the proposed design will improve upon existing conditions and create a more pedestrian oriented environment. Surrounding ground floor uses consist of general retail and banking/financial uses, and there are no residential properties in the immediate vicinity of the project site. Based on existing commercial uses and surrounding development the restricted use will be compatible with and will not result in any substantial adverse impacts to surrounding uses.

3. *Granting the request for a conditional use permit will not result in an over concentration of non-pedestrian oriented uses in the block in which the proposed restricted use will be located;*

The existing building that the proposed project is intended to occupy is currently utilized entirely by general office and banking uses, which do not qualify as pedestrian oriented uses. Because the project would be replacing non-pedestrian oriented uses, the project will not result in the loss of any pedestrian oriented development. In fact, placement of the exercise club will include the installation of new window displays, a new pedestrian access point, and a broader range of uses along the subject property's street frontage. These changes will help to add some level of pedestrian oriented design, and will not result in an over concentration of non-pedestrian oriented uses in the block.

4. *Granting the request for a conditional use permit will not adversely impact the public health, safety or general welfare and will leave ample space available for future retail growth in designated pedestrian oriented areas; and*

Thorough analysis has been conducted to ensure that the project will not result in any traffic or parking related impacts. The proposed use is consistent with commercial operations in the

vicinity of the project site, thereby protecting the public health, safety and general welfare. Additionally, the project does not result in the loss of any existing pedestrian oriented development, and improves upon the building's existing configuration with regard to pedestrian orientation. The project site is surrounded by pedestrian-oriented developments to the north, east, and west, and leaves ample space for future retail growth in the designated pedestrian oriented areas.

5. *The configuration of the building in which the proposed space is located is not suited to pedestrian oriented retail uses and does not contribute to the pedestrian experience.*

The configuration of the existing building on the project site does not appear to have been designed with pedestrian movement in mind. Existing ground-floor bank uses provide little if any pedestrian oriented atmosphere, nor does the architectural design of the building contribute to the pedestrian experience. The proposed project, as well as its accompanying architectural modifications to the ground floor will help to improve the pedestrian experience beyond existing site conditions.

DRAFT CONDITIONS

Project Specific Conditions

1. The Conditional Use Permit (CUP) shall expire fifteen (15) years from the date of the resolution and all rights granted by this CUP shall terminate at that time. Unless the CUP is renewed, or a new CUP granted, the Applicant shall immediately cease operation of the fitness facility at this location. The Applicant shall have the right to submit requests for renewal of the CUP but shall have no right to renewal of the CUP. Any application for renewal of the CUP or a new CUP must be filed at least sixty (60) days prior to the expiration of these approvals. If the Planning Commission does not renew the CUP, the CUP shall expire and all rights possessed under the CUP shall be terminated. Provided, however, if the Applicant files an application for a renewal, any existing CUP shall be extended until the City takes final action on the application. Any application for a renewal of this CUP shall be subject to the application fee established by Resolution of the City Council. Upon expiration of the renewal and any future renewal, the Applicant may apply for further extensions pursuant to the procedures set forth above. The length of any future renewals granted shall be governed by the provisions of the Beverly Hills Municipal Code.
2. Six (6) months after the opening of the exercise club, the Applicant shall provide to the Director of Community Development parking utilization counts at the subject site to monitor actual parking demand and ensure that the parking demand is being met. Should parking demands be different than those reported under the parking survey prepared in connection with the review of the Project, the Applicant will be required to develop a parking management plan satisfactory to the Directors of Community Development and Transportation to mitigate the parking deficiency.
3. The conditions of approval set forth in this resolution are specifically tailored to address the operation of a fitness facility that substantially conforms to the project presented to and approved by the Planning Commission at its meeting of October 14, 2010. To ensure that the subsequent fitness facilities operated at the subject site do not cause adverse impacts to other building tenants or adjacent land uses, any transfer of ownership, management, or control of the proposed fitness facility shall be reviewed by the Director of Community Development to determine whether the

proposed operations of the new fitness facility substantially conform to the project approved by the Planning Commission. If the Director determines that the proposed operations do not substantially conform to the approved project, the Director shall schedule a hearing before the Planning Commission in accordance with the provisions of Section 10-3-3803 of the Beverly Hills Municipal Code. The Planning Commission expressly reserves jurisdiction at said hearing to revoke the conditional use permit or to impose additional conditions as necessary to ensure that the operation of a subsequent exercise club at the subject site is compatible with adjacent land uses.

4. Prior to the issuance of building permits, all exterior modifications to the building, as well as signage and window displays, shall be submitted to and approved by the Architectural Commission.
5. A minimum of 367 on-site parking spaces shall be maintained for use by the exercise club. Up to 319 of the 367 required parking spaces may be provided as shared parking. The Applicant shall record a parking covenant in a form satisfactory to the City Attorney to evidence the shared parking spaces.
6. The Applicant shall provide two (2) hours of free parking to all members and guests of members. The Applicant shall also provide one additional half (1/2) hour of parking at rates comparable to those charged in the nearest City parking structure. The requirements set forth in this condition shall exclude valet parking unless adequate self-parking is not available on the subject site to meet the parking demand generated by the Project. The City expressly reserves the right to review parking conditions as it deems appropriate. If, after holding a duly noticed hearing, the Planning Commission determines that the operation of the Project at the Property creates an adverse impact on traffic circulation or parking, the Planning Commission may require the Applicant to provide free valet parking to members or such other condition(s) that the Planning Commission determines are necessary to mitigate such impacts. Applicant shall forthwith comply with such additional requirements at its sole cost and expense.
7. The Applicant shall provide free on-site parking at all times for employees and any other consultants or agents retained by the applicant in connection with the operation of the Project.
8. No sports medical center shall be allowed as part of the proposed Project. This condition shall not be construed to bar the Applicant from requesting a modification at a later date to permit a sports medical center.
9. This CUP shall be reviewed annually by the Planning Commission to ensure that the Project complies with the conditions set forth herein and does not have any unanticipated impacts or adversely affect adjacent uses. The Planning Commission expressly reserves jurisdiction relative to traffic and parking issues and the right to impose additional conditions as necessary to mitigate any unanticipated traffic and parking impacts caused by the proposed Project as they arise. Prior to the annual review hearing, the Applicant shall submit an affidavit attesting to its continued compliance with all of the conditions of approval set forth in this Resolution.
10. The City expressly reserves jurisdiction relative to traffic and parking issues. In the event the Director determines that operation of the use at this site is having unanticipated traffic and parking impacts, the Director shall require the Applicant to pay for a parking demand analysis. After reviewing the parking demand analysis, if, in the opinion of the Director, the parking and traffic issues merit review by the Planning Commission, the Director shall schedule a hearing in front of the

Planning Commission in accordance with the provisions of Article 38 of Chapter 3 of Title 10 of the Beverly Hills Municipal Code. The Planning Commission shall conduct a noticed public hearing regarding the parking and traffic issues and may impose additional conditions as necessary to mitigate any unanticipated traffic and parking impacts caused by the proposed Project, and the Applicant shall forthwith comply with any additional conditions at its sole expense.

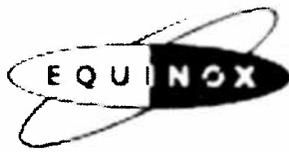
11. The Applicant shall cap membership in the proposed club at a maximum of four thousand five hundred (4,500) members, including any transfers from other locations. This condition shall not be construed to bar the Applicant from requesting a modification at a later date to permit additional members.
12. The proposed exercise club shall not be permitted to open for business unless and until the William Morris parking facilities become fully operational and open for use.

Standard Conditions

13. The project shall be built in substantial conformance with the plans as conditioned and approved by the Planning Commission on October 14, 2010.
14. These conditions shall run with the land and shall remain in full force for the duration of the life of the Project.
15. This resolution granting the requested Conditional Use Permit shall not become effective until the owner of the Project site records a covenant, satisfactory in form and content to the City Attorney, accepting the conditions of approval set forth in this resolution. The covenant shall include a copy of this resolution as an exhibit. The Property Owner shall deliver the executed covenant to the Department of Planning & Community Development within 60 days of any City Council approval of the Amendments. At the time that the Property Owner delivers the covenant to the City, the Property Owner shall also provide the City with all fees necessary to record the document with the County Recorder. If the Property Owner fails to deliver the executed covenant within the required 60 days, this resolution approving the Project shall be null and void and of no further effect. Notwithstanding the foregoing, the Director of Planning & Community Development may, upon a request by the Property Owner, grant a waiver from the 60 day time limit if, at the time of the request, the Director determines that there have been no substantial changes to any federal, state or local law that would affect the Project.

ATTACHMENT B

Applicant Project Description



Proposed Equinox at 9465 Wilshire Blvd, Beverly Hills (the Project)

Project Description

Project site existing conditions

The Project will be in a Class A office building which is located at 9465 Wilshire Blvd, on the corner of Beverly Drive (the Building). The Building is a nine-story with penthouse commercial office building with a garage containing three levels of subterranean parking (the Garage). According to the City records, the Building contains 217,141 square feet of gross floor area and 163,438 square feet of net floor area (see attached Exhibit A). The Building is commonly known as Bank of America (BoA) and is currently occupied by office tenants on floors 2 thru 9, and a bank on the majority of the ground floor.

The Garage of the Building is connected to, and allows for vehicular access to the newly developed building located at 231-265 N. Beverly Drive. The connection will allow mutual access to the subterranean garages of both buildings on two levels of the parking structures and ingress and egress from both garages off of Beverly Drive.

A field survey of the Garage's existing "as-stripped" conditions conducted by Crain and Associates in February 2010, indicated 212 parking spaces. The Building is a beneficiary of a covenant that provides 262 parking spaces within the garage of 231-265 Beverly Drive. The 231-265 Beverly Drive garage contains 747 parking spaces.

Project scope

Equinox intends to lease 36,663 SF of net floor area (37,129 SF gross) in the Building, 10,300 net and gross SF on the first floor, currently occupied by the bank and vacant office space, 7,281 net SF (7,589 gross) on the second floor and 19,082 net SF (19,241 gross) on the third floor.

Equinox plans on modifying the window bays on Beverly Drive for the purposes of adding a retail store and enhancing the pedestrian-oriented nature of Beverly Drive. Additionally, Equinox will introduce the club entrance on Beverly Drive that will be accompanied by a fin wall for logo treatments, exterior plantings and lighting all in an effort to deliver a more pedestrian-oriented experience.

Equinox proposes to fill in portions of open floor areas on the 2nd floor with floor slab. This will not change the current building's gross floor area, but will result in an increase of the net floor area by 1,660 SF.

FLOOR AREA DISTRIBUTION BY USES

	Existing, S.F.		Proposed, S.F.	
	Gross	Net	Gross	Net
Bank	13,326	12,533	6,444	5,651
Office	150,908	150,905	122,788	122,784
Health Club	0	0	37,129	36,663
Common Stair/Elevator shafts, Mechanical Rooms	34,308	-	34,149	-
Open to Below spaces	12,013	-	10,045	-
Open Roof	6,586	-	6,586	-
	217,141	163,438	217,141	165,038



Project proposed space programming and features

- Exercise Areas: cardio and strength/weight training, stretching [Approximately 15,000 SF]
- Fitness Studios: group fitness, yoga, cycling, pilates, boxing [Approximately 6,000 SF]
- Changing and Locker Room Facilities: men's and women's locker rooms with showers, steam rooms, executive locker rooms [Approximately 4,900 SF]
- Support Facilities: consultation offices, reception and front desk, sales offices, administrative offices, laundry [Approximately 2,700 SF]
- Spa - Full day spa with both traditional and alternative treatments [Approximately 850 SF]
- Retail: active fashion apparel, café/juice bar [Approximately 1,100 SF]
- Public Areas – lounge, common relaxation areas, circulation [Approximately 6,000 SF]

Proposed hours of operations

Monday through Friday 5:30AM to 11:00PM.

Saturday: 8:00AM — 8:00PM

Sunday: 8:00AM — 7:00PM

Target Market and Travel

Equinox's business model is designed to serve the immediate surrounding business and residential communities – the club is not a destination facility, but an essential part of our members lifestyle and local travel routine. This reduces our vehicular trip generation significantly. Among our portfolio of clubs in Los Angeles area (currently 8 clubs), our historical data shows that approximately 70% of our members live or work within either a 1-mile radius or 8 minute travel time (either walk, bike or drive) of the Equinox facility.

Based on our historical experience described below we anticipate 70% of the Beverly Hills club membership will be within a walking distance or less than 8 minutes of travel time. Based upon Equinox's membership characteristics across our National portfolio of clubs we estimate that approximately 50% of the visits to the Project will be combined with other services or other purposes in the immediate Beverly Hills Triangle area (office, shop, and restaurant). Such dual purpose trips reduce the overall volume of site-generated traffic.

Parking and Traffic

With 3 existing fitness clubs in Class A office buildings in Los Angeles, Equinox has historical data which proves that its health clubs within office buildings do not create additional demand on parking and traffic. Since Office tenant's peak parking and traffic patterns are at different times from Equinox's member's parking and traffic demand peaks, we are a favorable addition to an Office/Retail project.



Equinox Fitness Club

The nature of Health Club use is complimentary to that of an Office use because Health Club parking demand and trip generation profile offsets peaks by the Office and Retail uses.

Equinox member visits are spread out evenly over the course of the day with two "population peaks". During the work week, the first daily peak is from 8:00AM to 10:00AM and the second daily peak is from 6:00PM to 7:00PM. Our data suggests that Monday and Tuesday evenings have the highest member utilization rates; where on average 120 members per hour enter the facility. The average duration of time by a member in the club is 75 minutes in the morning and 90 minutes in the evening. Peak morning and evening traffic generation and parking demand occur outside of the peaks of the other uses within the Building (office, bank).

Demand peaks are lowered because the Health Club use will decrease the AM and PM traffic peak rate of the Office use which results in relief of traffic congestion on adjacent roads as many office employees will come to work before, and/or stay after normal office hours in order to use the fitness facility. The net result is a lowering of demand through the key peak hours.

Trip generation will be reduced during peak morning and evening hours by accelerating arrival to the Building (members/tenants will arrive earlier to use the Health Club) and delaying departure time for local office tenants that use the Health Club facility after normal business hours. The Building with the proposed Health Club will decrease the amount of existing site daily trips by 138, (including decrease of AM trips by 41, and only increase the PM trips by 15 trips, per the Crain and Associates Trip Generation analysis dated 07/08/2010, see attached Exhibit B). This analysis is based on conservative assumptions and does not include any reduction for site internal capture, transit/walk-in or pass-by trips, which are typical for mixed use sites, and if considered, will result in greater reduction of street traffic generation.

We anticipate that our largest full-time employee shift will have 30 employees, of which the majority are required to arrive prior to and leave after typical business peak hours.

ATTACHMENT C

Public Notice



NOTICE OF PUBLIC HEARING

DATE: October 14, 2010
TIME: 1:30 PM, or as soon thereafter as the matter may be heard
LOCATION: Council Meeting Room 280A
Beverly Hills City Hall
455 North Rexford Drive
Beverly Hills, CA 90210

The Planning Commission of the City of Beverly Hills, at its REGULAR meeting on Thursday, October 14, 2010, will hold a public hearing beginning at **1:30 PM**, or as soon thereafter as the matter may be heard to consider:

A request for a Conditional Use Permit to allow a new, 37,129 square foot exercise club (Equinox Fitness Club) to be located at **9465 Wilshire Boulevard**. Operation of an exercise club does not require issuance a Conditional Use Permit; however, an exercise club may not be located on the ground floor of any building located within the Business Triangle, occupy more than 25 feet of ground-floor street frontage within the Pedestrian Oriented Area, nor have any windows that allow exercise areas to be viewed from the street without the issuance of a Conditional Use Permit. The proposed exercise club would be located within the Business Triangle and occupy a portion of the ground floor of the building, occupy more than 25 feet of ground-floor street frontage within the Pedestrian Oriented Area, and would have windows that allow exercise areas to be viewed from the street. Therefore, a Conditional Use Permit is required for the abovementioned aspects of the project.

In addition to the request to allow a portion of the exercise club to be located on the ground floor of the building and have exercise areas visible from the street, the applicant requests a Conditional Use Permit to allow a shared parking arrangement between the exercise club and existing offices within the building. The Planning Commission may issue a Conditional Use Permit to allow up to 50% of the required parking for the exercise club to be satisfied through a shared parking arrangement if it can be demonstrated that sufficient parking is available and that the exercise club operates at different peak hours than those of the existing office uses within the building.

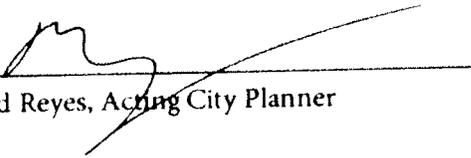
This project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. The project qualifies for a Class 1 Categorical Exemption for operational changes within an existing commercial facility, and the project has been determined not to have a significant environmental impact and is exempt from the provisions of CEQA.

Any interested person may attend the meeting and be heard or present written comments to the Commission.

According to Government Code Section 65009, if you challenge the Commission's action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City, either at or prior to the public hearing.

If there are any questions regarding this notice, please contact **Ryan Gohlich, Associate Planner** in the Planning Division at 310.285.1194, or by email at **rgohlich@beverlyhills.org**. Copies of the applications, plans, and Categorical Exemption are on file in the Community Development Department, and can be reviewed by any interested person at 455 North Rexford Drive, Beverly Hills, CA 90210.

Approved as to form:



David Reyes, Acting City Planner

Mailed October 1, 2010

ATTACHMENT D
Traffic and Parking Study

**EQUINOX BEVERLY HILLS
COMPARATIVE TRIP GENERATION ANALYSIS**

<u>Proposed Use</u>	<u>Gross Sq. Ft.</u>	<u>Daily</u>	<u>AM Pk. Hr.</u>	<u>PM Pk. Hr.</u>
Health Club	48,462	1,596	67	171
Office	160,268	1,918	274	258
Bank	<u>8,411</u>	<u>1,262</u>	<u>50</u>	<u>102</u>
Total	217,141	4,776	391	531

<u>Existing Use</u>	<u>Gross Sq. Ft.</u>	<u>Daily</u>	<u>AM Pk. Hr.</u>	<u>PM Pk. Hr.</u>
Office	199,522	2,271	326	302
Bank	<u>17,619</u>	<u>2,643</u>	<u>106</u>	<u>214</u>
	217,141	4,914	432	516

Net Trips Generated, Proposed - Existing

Daily = 4,776 - 4,914 = - 138
 AM Peak Hour = 391 - 432 = - 41
 PM Peak Hour = 531 - 516 = 15

Notes:

- The trip generation rates and equations below have been applied. They are from the manual, Trip Generation, 8th Edition, published by Institute of Transportation Engineers (ITE), except for Daily and AM peak-hour rates for the Bank (walk-in) use, which are not available in the manual. Daily and AM peak-hour trip rates for the Bank (walk-in) use were obtained from San Diego Traffic Generators, July 1998, published by the San Diego Association of Governments.

Health Club: Daily = 32.93 (A); AM Peak Hour = 1.38 (A); PM Peak Hour = 3.53 (A)

Office: Daily = $\ln(T) = 0.77 \ln(A) + 3.65$
 AM Peak Hour = $\ln(T) = 0.80 \ln(A) + 1.55$
 PM Peak Hour = $1.12 (A) + 78.81$

Bank: Daily = 150.00 (a); AM Peak Hour = 6.00 (A); PM Peak Hour = 12.13 (A)

T = Trips
 A = 1,000 gross square feet

- The Proposed and Existing Use square footages include prorated square footages for stairs, elevator shafts, mechanical rooms, "open to below" space, and roof mechanical space.
- For purposes of a conservative analysis, no reductions have been made for internal capture, transit/walk-in or pass-by trips.



August 13, 2010

Mr. David Reyes
Principal Planner
Community Development
City of Beverly Hills
455 N. Rexford Drive
Beverly Hills, CA 90210

RE: Shared Parking Analysis for Equinox Beverly Hills

Dear Mr. Reyes,

This technical letter presents and documents the shared parking analysis conducted by Crain & Associates for the Equinox Beverly Hills fitness club project proposed in the existing Bank of America building at 9465 Wilshire Boulevard in the City of Beverly Hills. The purpose of the shared parking analysis was to determine whether there would be sufficient parking for the total parking needs of the project and the other uses in the building. The following sections include project site conditions; project description; code parking; shared parking analysis requirements and methodology; findings; conclusions; and recommendations. The assumptions and methodology are consistent with the assumptions and methodology in the Crain & Associates memorandum, dated June 10, 2010, which was discussed with, reviewed and agreed to by City staff.

PROJECT SITE CONDITIONS

The Bank of America (BOA) building is located on the northwest corner of Wilshire Boulevard and Beverly Drive in the City's C-3 commercial/business triangle district. The building has 163,438 net square feet on nine floors and a penthouse. Bank and office uses are on the first floor. General office uses are on the remaining floors. The breakdown of the floor area is shown below, some of which is currently vacant.

Bank	12,533 sf
Office	<u>150,905 sf</u>
	163,438 sf

2007 Sawtelle Blvd., Suite #4
Los Angeles, CA 90025
310 473 6508 (main)
310 444 9771 (fax)

www.crainandassociates.com

Underneath the building is a three-level subterranean garage. Currently, the garage is open 7:00 AM to 9:00 PM, Monday through Friday, and 8:00 AM to 4:00 PM on Saturday, and closed on Sunday. Attendant-assisted parking is provided throughout the day. Based on a recent inspection, there are 212 striped parking spaces within the garage. The garage is accessed by a two-way driveway on Beverly Drive and a two-way driveway off the alley to the west paralleling Beverly Drive.

The William Morris Agency (WMA) building at 231-265 N. Beverly Drive is immediately to the north of the BOA building. It is completed for all intended purposes, subject to interior tenant improvements. The City's approval of the WMA building required 744 parking spaces for that building. A total of 747 parking spaces are being provided in the WMA garage. Internal driveways at the P1 and P3 levels of the BOA garage will connect the two garages. The WMA garage will be accessible via the two internal driveways connecting it with the BOA garage and also via a driveway on Dayton Way.

As required and covenanted, 262 of the 747 parking spaces in the WMA garage will be provided for the benefit of the BOA building. Between the BOA and WMA building garages, there is a total of 959 parking spaces.

PROJECT DESCRIPTION

Equinox Fitness Clubs are upscale, high-end facilities featuring innovative health and fitness programs and classes, state-of-the art equipment, expert instructors and trainers, and numerous amenities, unlike most other typical health and fitness clubs in the country. Equinox clubs are generally located in mixed-use commercial buildings and draw members mostly from the immediate residential and business communities. Most members live or work within walking distance or a one-mile radius of the Equinox clubs in the Westside area. These Westside area clubs range in size from approximately 30,000 to 40,000 square feet. The Equinox Beverly Hills (EBH) project will be similar in size, programming, member demographics and utilization to existing Equinox clubs in the Westside area. The EBH project will be within the first three floors of the BOA building and contain 36,663 net square feet. It will be replacing a portion of the bank area on the first floor and general office area on the first, second and third floors. The project proposes to fill in portions of the "open to below" area of the second floor slab with 1,660 square feet of net floor area. Below is the net square footage breakdown of the project.

EBH Project	36,663 sf
Bank	5,651 sf
Office	<u>122,784 sf</u>
	165,098 sf

CODE PARKING

Table 1 shows the calculated parking requirements, per the City of Beverly Hills Municipal Code Section 10-3-2730, for the BOA building uses described above.

**Table 1
Bank of America Building Uses
Code Parking Requirement**

EBH Project:	36,663 sf x 1 space/100 sf	= 367 spaces
Bank:	5,651 sf x 1 space/350 sf	= 16 spaces
Office:	122,784 sf x 1 space/350 sf	= <u>351 spaces</u> 734 spaces

Compared to the code parking requirement of 734 spaces, the BOA building parking supply on its own would be deficient by 260 spaces. However, pursuant to the City of Beverly Hills Municipal Code Section 10-3-1618B, which allows up to 50 percent reduction in code-required parking for exercise clubs based on a shared parking analysis, the BOA and WMA combined parking facilities would provide sufficient code-required parking.

SHARED PARKING ANALYSIS REQUIREMENTS AND METHODOLOGY

Although the BOA building parking supply on its own would be insufficient on a code-required parking basis, the shared parking analysis that follows demonstrates that there would be sufficient on-site parking for the building uses. Shared parking is defined as a parking space that can be used to provide parking for more than one use. Since hourly parking demand differs between uses, the opportunity exists for more than one use on the same site to share a parking space during different hours of the day.

City staff agreed that in accordance with Municipal Code Section 10-3-1618B, a shared parking analysis should be prepared for the BOA building with the EBH project. Staff also agreed to consider empirical parking demand ratios in such an analysis. Staff recommended that two existing Equinox in the Westside area, with characteristics and demographics similar to those of the project, be analyzed in the shared parking analysis.

In addition, staff recommended that the parking demand information in the technical letter, "Parking Demand Monitoring Report for The Sports Club Company," dated May 26, 2010, and prepared by Overland Traffic Consultants, be reviewed and, if appropriate, be included in the empirical parking demand analysis. That technical letter, pertaining to the Sports Club LA facility (38,921 square feet) at 9601 Wilshire Boulevard in Beverly Hills, is attached as Exhibit 1 and was incorporated herein for discussion and analysis.

For the bank and office uses of the BOA building, staff had no objection to using the empirical parking demand information in the technical memorandum, "Existing Parking Demand Analysis for 265 North Beverly Drive," dated June 1, 2007, and prepared by Fehr & Peers/Kaku Associates (FP/KA). That analysis accounted for not only the hourly demand of the 507-space parking facility at 265 North Beverly Drive, but also the hourly demand of the adjacent BOA building at its full occupancy and when its tenants had access to both the BOA garage and the 265 North Beverly Drive facility. As that parking facility has since been removed for the construction of the WMA building, the FP/KA memorandum is the best available documentation regarding the actual parking demand of the BOA building. The FP/KA technical memorandum is attached as Exhibit 2.

Parking Utilization Analysis - Equinox Beverly Hills Project

After discussion with City planning and traffic engineering staff, the Equinox Westwood (EW) and Equinox Santa Monica (ESM) clubs, which have characteristics and demographics similar to those of the Equinox Beverly Hills project, were selected for empirical analysis. EW is also located within a Bank of America building at 10960 Wilshire Boulevard in the Westwood community of the City of Los Angeles. That building has a bank and restaurant on the first floor, and office uses on the upper floors. EW has 40,902 net square feet, and is located on the first three floors and mezzanine of the building. Parking for EW members and non-member visitors (collectively, the users) is provided on EW-designated levels within the adjacent on-site parking garage, at no charge to users, with parking validation.

ESM, with 30,810 net square feet, is located on the first three levels and mezzanine of a mid-rise building at 201 Santa Monica Boulevard in the City of Santa Monica. Office, retail and other commercial tenants also occupy the building. ESM users park on ESM-designated levels in the subterranean garage. After 5:00 PM on a business day, ESM users may also park in the adjacent subterranean garage of the 1333 2nd Street building. ESM users are allowed to park in the 201 Santa Monica Boulevard garage and the 1333 2nd Street garage at no charge, with parking validation.

Recent daily parking activity reports (PAR) for EW and EM were collected and reviewed. The PAR shows individual line items indicating the exact time when an EW or ESM user pulls a parking ticket from the control device to enter the garage and when the user inserts the ticket in the control device to exit. EW and ESM users receive validation of their parking tickets at the Equinox reception desk. The validation is electronically imprinted. The electronic imprint allows the PAR to distinguish Equinox users from others parking in the garage.

Given the high cost of parking in the garage without validation, it is reasonable to assume that virtually all, if not all Equinox users validate their parking tickets. Since free parking, with validation, is provided to all users, it is also reasonable to assume that few, if any users park on-street, inasmuch as on-street parking around EW and ESM is scarce and highly competitive, and can be impractical to use. Therefore, practically speaking, the amount and characteristics of parking utilization regarding EW and ESM users can be determined from analysis of the respective PAR.

According to member monthly utilization reports for EW and ESM, overall member usage was above average during May 2010, with 27,308 member check-ins at EW and 23,850 member check-ins at ESM. It should be noted that a review of the member monthly utilization reports for the 17-month period of January 2009 through May 2010 found the monthly utilization to average 25,839 member check-ins at EW and 22,650 member check-ins at ESM. During May 2010, the seven-day period with the highest member utilization at both facilities appeared to be May 8 through May 14. Accordingly, the PAR for each of the seven days for each facility was obtained and reviewed. The "in" (entry) and "out" (exit) parking counts were analyzed using an additive-subtractive procedure. This allowed calculation of the cumulative amount of parking spaces occupied by members, which were then sorted into hourly periods each day. From this analysis, it was determined that the two days with the highest parking utilization were Monday and Tuesday, May 10 and 11, for EW, and Monday and Wednesday, May 10 and 12, for ESM. Peak parking utilization was up to 46 percent less on other weekdays and up to 42 to 43 percent less on weekends at both facilities.

The two-day average peak parking utilization values were calculated for EW members, based on May 10 and 11, and for ESM members, based on May 10 and 12. Averaging with the inclusion of additional days that had less parking utilization was considered but not pursued, as the additional days would have resulted in lower values and a less conservative analysis. Hourly parking utilization percentages were also derived for EW and ESM, based on their two-day average values.

Attachments A and B present the hourly parking utilization summaries for EW and ESM users, respectively. Attachments C and D graphically illustrate the respective EW and ESM parking utilization profiles for the two-day average, as well as Saturday and Sunday. As shown, the two-day average peak parking utilization for EW users is 211 spaces and for ESM users, 147 spaces. Both peak utilizations occurred during the 6:00-7:00 PM hour.

Additional analysis of the PAR determined a daily average of 1,029 parked vehicles for EW users on May 10 and 11, and a daily average of 632 parked vehicles for ESM users on May 10 and 12. A review of user check-in information showed that an average of 1,192 members used EW on May 10 and 11, and that an average of 960 members used ESM on May 10 and 12. This suggests that approximately 14 percent of EW users and 34 percent of ESM users did not park in the garage and, therefore, walked, worked or lived nearby, rode with another member, rode a bicycle, or used public transit.

The "Parking Demand Monitoring Report for The Sports Club Company" (attached Exhibit 1) determined a weekday peak parking demand of 142 spaces for users of the Sports Club LA facility at 9601 Wilshire Boulevard. This also occurred during the 6:00-7:00 PM hour. Approximately 23 percent of its members did not park in the on-site garage, suggesting that they arrived via some mode other than their private vehicles.

Based on the foregoing analysis and information, peak parking demand ratios were calculated for EW, ESM and Sports Club LA users, and are presented in Attachments E(1), E(2) and E(3), respectively. The highest ratio per 1,000 net square feet is 5.16 for EW, followed by 4.77 for ESM and 3.65 for Sports club LA. Averaging the three ratios, the result is a ratio of 4.53 spaces per 1,000 net square feet.

Although it would not be unreasonable to use the above average ratio, for purposes of a more conservative analysis, the peak parking demand ratio of 5.16 per 1,000 net square feet was assumed for the EBH project. Not only is this the highest of the three ratios, but it also reflects a much smaller percentage (14 percent) of users who may walk, work or live nearby, ride with another member, ride a bicycle, or use public transit, further ensuring a conservative analysis. It is anticipated that the percentage level for these modes for EBH project users would be higher than 14 percent and similar to that of Sports Club LA.

Parking Utilization Analysis - Bank of America Building Other Uses

As previously mentioned, the FP/KA technical memorandum, "Existing Parking Demand Analysis for 265 North Beverly Drive" (attached Exhibit 2) provides the best available documentation regarding parking demand for the BOA building at full occupancy. The parking demand survey was conducted before the current economic downturn and building vacancies

became severe in 2008. This demand utilized not only the BOA building garage, but also the adjacent 265 North Beverly Drive parking facility. This facility was later removed for the construction of the WMA building.

Attachment F provides the hourly parking utilization summary for the BOA building at full occupancy as of 2007. As indicated, the peak parking demand for the building uses, bank and office, was 392 spaces during the 2:00-3:00 PM hour. The derived hourly parking utilization percentages for these uses are also shown in Attachment F.

The BOA building floor area at the time of the FP/KA analysis was the same as today, 163,438 net square feet. Dividing the above peak parking demand of 392 spaces by 163,438 net square feet, the peak parking demand ratio is 2.40 spaces per 1,000 net square feet for the bank and office uses. Since these uses will continue in the BOA building, this ratio and the hourly parking utilization percentages in Attachment F were assumed and applied in the analysis.

Shared Parking Analysis - Bank of America Building With EBH Project

Based on the preceding analyses and results, a weekday shared parking analysis was conducted for the BOA building with the inclusion of the EBH project. A parking supply of 474 spaces of the BOA building on its own was used as the lowest threshold for the building uses. These uses and their associated peak parking demand ratios are summarized below.

EBH Project	36,663 sf	5.16 spaces/1,000 sf -
Bank	5,651 sf	2.40 spaces/1,000 sf
Office	122,784 sf	2.40 spaces/1,000 sf

The hourly parking utilization percentages for these uses, which are in Attachments A and F, have also been reformatted into Attachment G for more convenient reference. Considering that no evidence of parking utilization was found between midnight and 5:00 AM, and that Equinox clubs are not open for business during this period, no hourly percentages prior to 5:00 AM were included in Attachment G.

As agreed to by City staff, no weekend shared parking analysis was deemed necessary as there is much less parking demand by the bank and office uses on weekends, leaving more parking available for the EBH project.

Attachment H presents the weekday shared parking analysis for the BOA building with the above uses, which is also graphically depicted in Attachment I. As part of the conservative analysis, a "worst case" assumption was made that the largest EBH staff shift, estimated to be 30 employees, would be present all hours of the day, with each employee driving alone and parking

on-site. The analysis determined that for the BOA building, the overall shared peak parking demand would be 409 spaces, which would occur from 5:00 to 6:00 PM. Compared to the parking supply of 474 spaces of the BOA building on its own, this would leave a parking surplus or “cushion” of 65 spaces, 14 percent, during the peak hour. Therefore, no parking “spillover” or operational problems are anticipated.

Table 2 summarizes from Attachment H the shared parking peak demand during three key hours, i.e., the morning peak hour (11:00 AM-12:00 PM), overall peak hour (5:00-6:00 PM) and the peak hour with the highest EBH project demand (6:00-7:00 PM).

Table 2
Bank of America Building Uses
Shared Parking Peak Demand
During AM Peak Hour, Overall Peak Hour and EBH Project Peak Hour

<u>Hour Beginning</u>	<u>Peak Parking Demand</u>	<u>Parking Supply</u>	<u>Parking Surplus</u>
11:00 AM	379 spaces	474 spaces	95 spaces
5:00 PM	409 spaces	474 spaces	65 spaces
6:00 PM	395 spaces	474 spaces	79 spaces

ITE Parking Demand Ratio Comparison

City staff requested that the Institute of Transportation Engineers (ITE) peak parking demand ratio for health/fitness clubs be compared to the empirical peak parking demand ratio used to analyze the EBH project. In the current ITE handbook, Parking Generation, 3rd Edition, 2004, the weekday peak parking demand ratio for health/fitness clubs is 5.19 spaces per 1,000 square feet of gross floor area. ITE defines gross floor area as basically the sum of all of the area of each floor level within the principal outside faces of exterior walls, not including architectural setbacks or projections. Adjusting for net square feet, assuming net square feet is approximately 90 to 95 percent of gross square feet, the ITE ratio would be approximately 5.46 to 5.77 spaces per 1,000 net square feet.

As previously noted, the empirical peak parking demand ratio of 5.16 spaces per 1,000 net square feet used for the EBH project in Attachment H was determined from EW user parking utilization information only. However, as also previously noted, to account for EBH staff parking, a “worst case” assumption was made that the largest estimated EBH staff shift, 30 employees, would be constant through the day, and that each employee would drive alone and park on-site.

As shown for the hour beginning at 6:00 PM in Attachment H, the total peak parking demand for the EBH project only would be 219 spaces (i.e., 189 + 30). Dividing 219 spaces by 36,663 net square feet, the size of the EBH project, the peak parking demand ratio for the project calculates to 5.97 spaces per 1,000 net square feet. Assuming the adjusted ITE health/fitness club peak parking demand ratio of 5.46 to 5.77 spaces per 1,000 net square feet accounts for both member and employee parking, it is evident that the overall empirical peak parking demand ratio used to analyze the EBH project is higher. Its use, therefore, provided a more conservative analysis, which still resulted in a surplus of 65 spaces in the parking supply of the BOA building on its own during the overall peak hour.

FINDINGS

Based on a conservative analysis methodology, including “worst case” assumptions, the following findings are made:

- o The code parking requirement for the Bank of America building uses with the Equinox Beverly Hills project is 734 spaces.
- o The weekday peak parking utilization at two similar Equinox clubs, Westwood and Santa Monica, and at Sports Club LA, Beverly Hills, occurs during the 6:00-7:00 PM hour.
- o Approximately 14 percent of Equinox Westwood users, 34 percent of Equinox Santa Monica users and 23 percent of Sports Club LA, Beverly Hills users do not park at the facility, suggesting that they walk, work or live nearby, ride with another member, bicycle, or use public transit.
- o The peak parking demand ratios calculated for Equinox Westwood, Equinox Santa Monica and Sports Club LA, Beverly Hills users are 5.16, 4.77 and 3.65 spaces per 1,000 net square feet, respectively. The average of these ratios is 4.53 spaces per 1,000 net square feet. For purposes of a more conservative analysis, the Equinox Westwood ratio of 5.16 spaces per 1,000 net square feet was used in the analysis.
- o The empirical peak parking demand ratio calculated for the Bank of America building bank and office uses at full occupancy is 2.40 spaces per 1,000 net square feet.
- o The overall shared parking peak demand for the Bank of America building uses with the Equinox Beverly Hills project would be 409 spaces during the 5:00-6:00 PM hour.
- o The total peak parking demand for the Equinox Beverly Hills project only would be 219 spaces during the 6:00-7:00 PM hour.
- o Compared to the adjusted ITE peak parking demand ratio of 5.46 to 5.77 spaces per 1,000 net square feet for health/fitness clubs, a higher overall empirical peak parking demand ratio of 5.97 spaces per 1,000 net square feet, which includes employee parking, was used to analyze the Equinox Beverly Hills project for the purpose of a more conservative analysis.

Letter to Mr. David Reyes
August 13, 2010
Page Ten

- o With a parking supply of 474 spaces of the Bank of America building on its own, there would be no parking shortfall for the Bank of America building uses with the Equinox Beverly Hills project. A surplus of at least 65 spaces would be available during the peak hour.
- o As bank and office uses have much less parking demand on weekends, even more of the parking supply would be available for the Equinox Beverly Hills project on those days.
- o Council Resolution #07-R-12459 approved the William Morris Agency building with allowable uses comprised of approximately 85 percent office and 15 percent retail. As that building would likely be occupied by predominantly general office tenants with normal business hours of 9:00 AM to 5:00 PM, their peak parking demand would not conflict with the peak parking demand of the Equinox Beverly Hills project.

CONCLUSIONS

It is concluded that the parking supply of 474 spaces of the Bank of America building on its own would be more than sufficient to satisfy the shared parking demands of the Bank of America building uses with the Equinox Beverly Hills project at peak and other times of the day. Sufficient surplus parking, at least 65 spaces during the peak hour, would be available, making it easier to find an available space, as well as allow above-normal parking demand to be accommodated.

RECOMMENDATIONS

It is recommended that shared parking be approved for the Bank of America building, 9465 Wilshire Boulevard, as part of the Conditional Use Permit for the Equinox Beverly Hills project. It is also recommended that attendant-assisted parking be provided in the Bank of America building garage during its peak hours to facilitate parking operations.

Please contact me if you have any questions.

Sincerely,



Roy Nakamura
Senior Transportation Engineer

RN:n
C20026
attachments
cc: Bijan Vaziri
Murray Fischer
John Klein
Luba Senatorova

**ATTACHMENT A
EQUINOX WESTWOOD (MEMBERS)
HOURLY PARKING UTILIZATION SUMMARY**

PARKING UTILIZATION (SPACES OCCUPIED)								
Hour Beginning	Saturday 5-08-10	Sunday 5-09-10	Monday 5-10-10	Tuesday 5-11-10	Wednesday 5-12-10	Thursday 5-13-10	Friday 5-14-10	Two-Day Weekday Avg. (Mon. & Tues.)
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	5	9	5	7	0	7
5:00 AM	0	0	44	75	58	61	12	60
6:00 AM	7	2	85	120	101	105	23	103
7:00 AM	45	12	111	134	131	113 *	56	123
8:00 AM	128	35	90	111	112	101	74	101
9:00 AM	181	72	114	118	98	102	98	116
10:00 AM	189 *	123 *	85	76	81	82	86	81
11:00 AM	112	86	65	64	69	66	68	65
12:00 PM	77	52	80	67	88	58	69	74
1:00 PM	73	36	72	47	52	29	58	60
2:00 PM	53	40	43	37	49	29	41	40
3:00 PM	67	42	55	60	52	39	58	58
4:00 PM	62	61	91	90	79	57	65	91
5:00 PM	52	68	203	148	137	87	121 *	176
6:00 PM	27	24	220 *	202 *	157 *	61	110	211 *
7:00 PM	1	1	126	141	111	19	48	134
8:00 PM	0	0	65	55	56	6	8	60
9:00 PM	0	0	14	14	8	2	0	14
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0

* Peak number of parking spaces occupied.

PARKING UTILIZATION AS PERCENTAGE AS PERCENTAGE OF PEAK-HOUR UTILIZATION			
Hour Beginning	Saturday	Sunday	Two-Day Weekday Avg. (Mon. & Tues.)
12:00 AM	0%	0%	0%
1:00 AM	0%	0%	0%
2:00 AM	0%	0%	0%
3:00 AM	0%	0%	0%
4:00 AM	0%	0%	3%
5:00 AM	0%	0%	28%
6:00 AM	4%	2%	49%
7:00 AM	24%	10%	58%
8:00 AM	67%	28%	48%
9:00 AM	96%	59%	55%
10:00 AM	100%	100%	38%
11:00 AM	59%	70%	31%
12:00 PM	41%	42%	35%
1:00 PM	39%	29%	28%
2:00 PM	28%	33%	19%
3:00 PM	35%	34%	27%
4:00 PM	33%	50%	43%
5:00 PM	28%	55%	83%
6:00 PM	14%	20%	100%
7:00 PM	1%	1%	64%
8:00 PM	0%	0%	28%
9:00 PM	0%	0%	7%
10:00 PM	0%	0%	0%
11:00 PM	0%	0%	0%

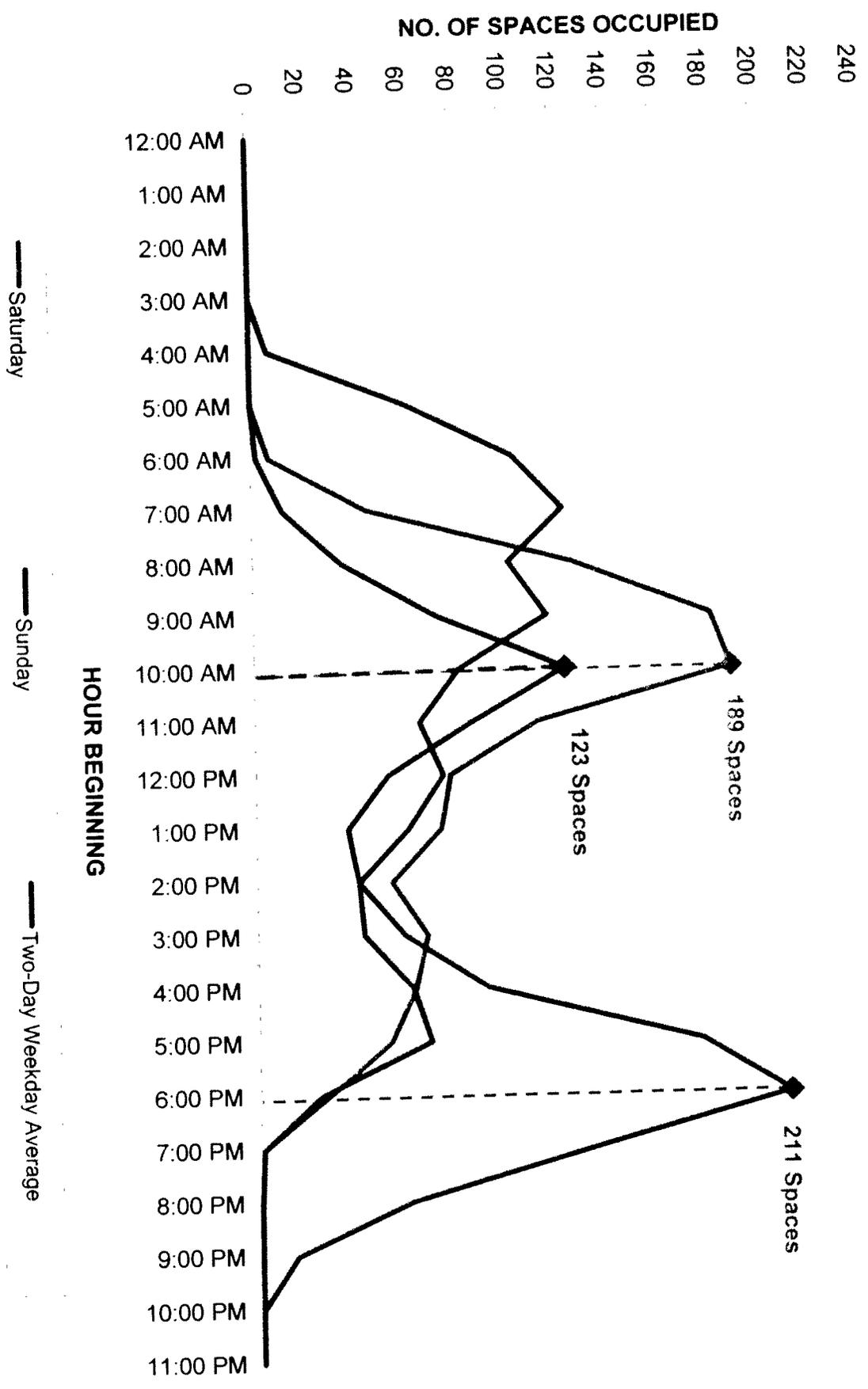
**ATTACHMENT B
EQUINOX SANTA MONICA (MEMBERS)
HOURLY PARKING UTILIZATION SUMMARY**

PARKING UTILIZATION (SPACES OCCUPIED)								
Hour Beginning	Saturday 5-08-10	Sunday 5-09-10	Monday 5-10-10	Tuesday 5-11-10	Wednesday 5-12-10	Thursday 5-13-10	Friday 5-14-10	Two-Day Weekday Avg. (Mon. & Wed.)
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0
5:00 AM	0	0	4	7	1	1	4	6
6:00 AM	0	0	13	48	22	25	25	31
7:00 AM	23	6	31	75	45	27	35	53
8:00 AM	94	60	30	81	49	46	41	56
9:00 AM	119	84 *	72	83	78	73	45	78
10:00 AM	130 *	73	61	63	50	52	46	62
11:00 AM	93	79	80	61	58	41	62	71
12:00 PM	63	52	65	44	64	38	65	55
1:00 PM	38	29	31	30	34	37	39	31
2:00 PM	36	27	29	34	37	30	28	32
3:00 PM	39	31	38	43	41	55	34	41
4:00 PM	38	39	57	63	71	71	57	60
5:00 PM	23	48	129	132	126	105 *	80 *	131
6:00 PM	7	12	152 *	136 *	141 *	104	70	147 *
7:00 PM	0	0	89	114	87	74	39	102
8:00 PM	0	0	37	40	30	27	22	39
9:00 PM	0	0	5	1	3	4	0	3
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0

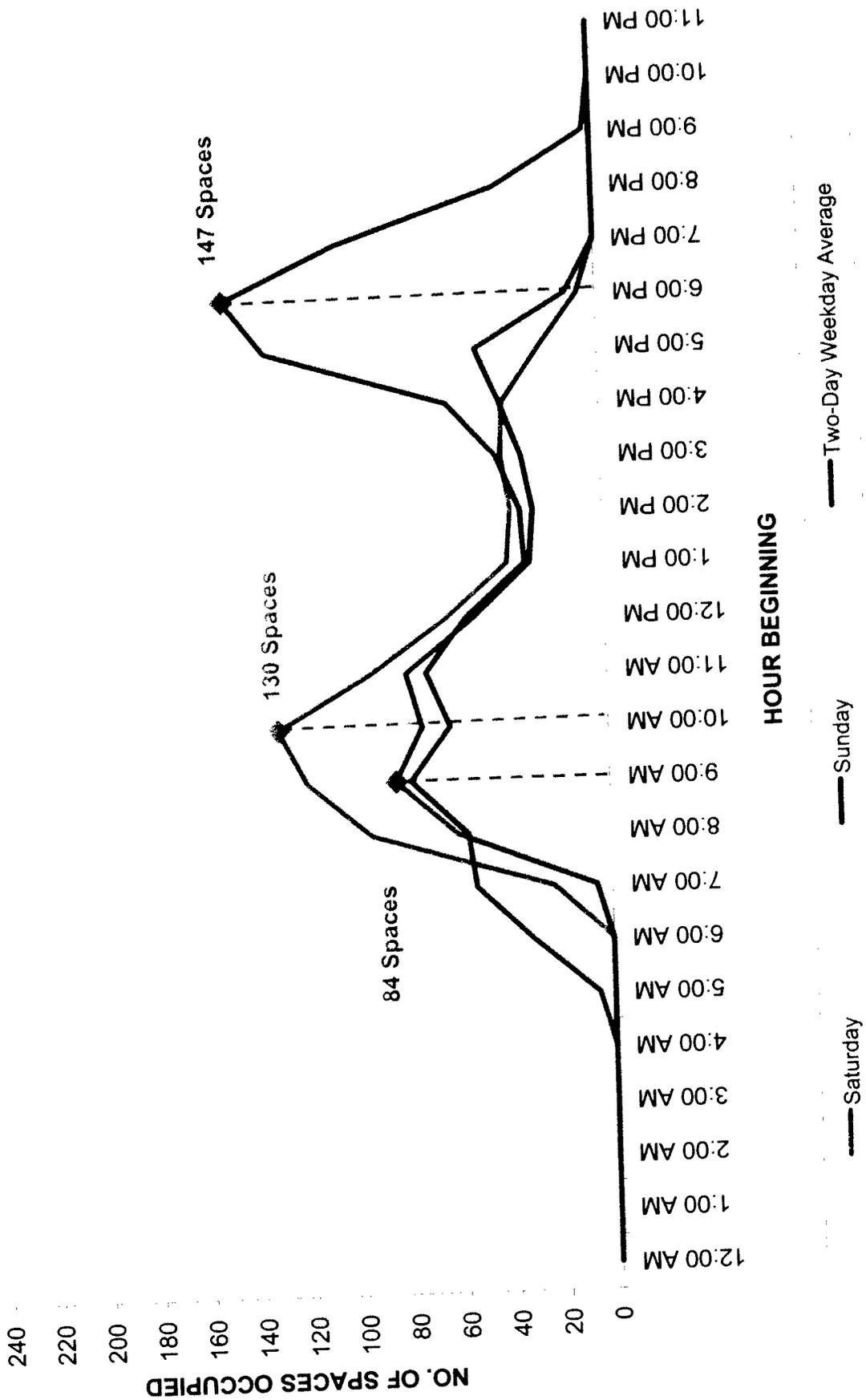
* Peak number of parking spaces occupied.

PARKING UTILIZATION AS PERCENTAGE AS PERCENTAGE OF PEAK-HOUR UTILIZATION			
Hour Beginning	Saturday	Sunday	Two-Day Weekday Avg. (Mon. & Wed.)
12:00 AM	0%	0%	0%
1:00 AM	0%	0%	0%
2:00 AM	0%	0%	0%
3:00 AM	0%	0%	0%
4:00 AM	0%	0%	0%
5:00 AM	0%	0%	4%
6:00 AM	0%	0%	21%
7:00 AM	18%	7%	36%
8:00 AM	72%	71%	38%
9:00 AM	92%	100%	53%
10:00 AM	100%	87%	42%
11:00 AM	72%	94%	48%
12:00 PM	48%	62%	37%
1:00 PM	29%	35%	21%
2:00 PM	28%	32%	22%
3:00 PM	30%	37%	28%
4:00 PM	29%	46%	41%
5:00 PM	18%	57%	89%
6:00 PM	5%	14%	100%
7:00 PM	0%	0%	69%
8:00 PM	0%	0%	27%
9:00 PM	0%	0%	2%
10:00 PM	0%	0%	0%
11:00 PM	0%	0%	0%

ATTACHMENT C
EQUINOX WESTWOOD (MEMBERS)
PARKING UTILIZATION PROFILE
TWO-DAY WEEKDAY AVERAGE, AND SATURDAY AND SUNDAY



**ATTACHMENT D
EQUINOX SANTA MONICA (MEMBERS)
PARKING UTILIZATION PROFILE
TWO-DAY WEEKDAY AVERAGE, AND SATURDAY AND SUNDAY**



**ATTACHMENT E(1)
EQUINOX WESTWOOD (MEMBERS)
WEEKDAY PEAK PARKING DEMAND RATIO**

Equinox Westwood:	40,902 sf	
Peak Parking Utilization, Two-Day Average:	211 spaces	
Peak Parking Demand Ratio:	$\frac{211 \text{ spaces}}{40,902 \text{ sf}}$	= 5.16 spaces / 1,000 sf

**ATTACHMENT E(2)
EQUINOX SANTA MONICA (MEMBERS)
WEEKDAY PEAK PARKING DEMAND RATIO**

Equinox Santa Monica:	30,810 sf	
Peak Parking Utilization, Two-Day Average:	147 spaces	
Peak Parking Demand Ratio:	$\frac{147 \text{ spaces}}{30,810 \text{ sf}}$	= 4.77 spaces / 1,000 sf

**ATTACHMENT E(3)
SPORTS CLUB LA, BEVERLY HILLS (MEMBERS)
WEEKDAY PEAK PARKING DEMAND RATIO ***

Sports Club LA, Beverly Hills:	38,921 sf	
Peak Parking Utilization, March 9, 2010:	142 spaces	
Peak Parking Demand Ratio:	$\frac{142 \text{ spaces}}{38,921 \text{ sf}}$	= 3.65 spaces / 1,000 sf

* Determined from technical letter, "Parking Demand Monitoring Report for The Sports Club Company," May 26, 2010, Overland Traffic Consultants.

ATTACHMENT F
OFFICE AND BANK USES IN BANK OF AMERICA BUILDING AT FULL OCCUPANCY (2007)
HOURLY PARKING UTILIZATION SUMMARY

WEEKDAY PARKING UTILIZATION		
Hour Beginning	Spaces Occupied	Parking Utilization As Percentage of Peak-Hour Utilization
5:00 AM	0	0%
6:00 AM	33	8%
7:00 AM	51	13%
8:00 AM	87	22%
9:00 AM	203	52%
10:00 AM	331	84%
11:00 AM	368	94%
12:00 PM	377	96%
1:00 PM	387	99%
2:00 PM	392 *	100%
3:00 PM	358	91%
4:00 PM	325	83%
5:00 PM	282	72%
6:00 PM	222	57%
7:00 PM	153	39%
8:00 PM	115 **	29%
9:00 PM	76 **	19%
10:00 PM	38 **	10%
11:00 PM	0 **	0%

* Peak number of parking spaces occupied.

** Estimated through extrapolation.

Source: "Existing Parking Demand Analysis for 265 N. Beverly Drive," June 1, 2007,
 Fehr & Peers/Kaku Associates.

ATTACHMENT G
WEEKDAY HOURLY PARKING UTILIZATION AS PERCENTAGE OF PEAK-HOUR UTILIZATION
FOR EQUINOX BEVERLY HILLS AND BANK OF AMERICA BUILDING USES

Hour Beginning	Parking Utilization Percentage	
	Equinox Beverly Hills ^a (Members)	Office & Bank ^b
5:00 AM	28%	0%
6:00 AM	49%	8%
7:00 AM	58%	13%
8:00 AM	48%	22%
9:00 AM	55%	52%
10:00 AM	38%	84%
11:00 AM	31%	94%
12:00 PM	35%	96%
1:00 PM	28%	99%
2:00 PM	19%	100%
3:00 PM	27%	91%
4:00 PM	43%	83%
5:00 PM	83%	72%
6:00 PM	100%	57%
7:00 PM	64%	39%
8:00 PM	28%	29%
9:00 PM	7%	19%
10:00 PM	0%	10%
11:00 PM	0%	0%

^a Based on Equinox Westwood two-day average.

^b Determined from technical memorandum "Existing Parking Demand Analysis for 265 N. Beverly Drive," June 1, 2007, by Fehr & Peers/Kaku Associates.

**ATTACHMENT H
EQUINOX BEVERLY HILLS AND OTHER BANK OF AMERICA BUILDING USES
WEEKDAY SHARED PARKING ANALYSIS**

Use	Size	Empirical Parking Demand Ratio	Parking Demand
Equinox Beverly Hills	36,663 sf	5.16 / 1,000 sf (Members)	189
Other B of A Uses, Office & Bank	128,435 sf	2.40 / 1,000 sf	308
Total:			497

Hour Beginning	HOURLY PARKING DEMAND					Parking Surplus
	Equinox Beverly Hills		Remaining B of A Uses		Total	
	Members	Staff ^a	Office & Bank	Parking Demand		
5:00 AM	53	30	0	83	474	391
6:00 AM	93	30	25	148	474	326
7:00 AM	110	30	40	180	474	294
8:00 AM	91	30	68	189	474	285
9:00 AM	104	30	160	294	474	180
10:00 AM	72	30	259	361	474	113
11:00 AM	59	30	290	379	474	95
12:00 PM	66	30	296	392	474	82
1:00 PM	53	30	305	388	474	86
2:00 PM	36	30	308	374	474	100
3:00 PM	51	30	280	361	474	113
4:00 PM	81	30	256	367	474	107
5:00 PM	157	30	222	409 *	474	65
6:00 PM	189	30	176	395	474	79
7:00 PM	121	30	120	271	474	203
8:00 PM	53	30	89	172	474	302
9:00 PM	13	30	59	102	474	372
10:00 PM	0	0	31	31	474	443
11:00 PM	0	0	0	0	474	474

^a For purposes of a conservative analysis, the shift with the largest number of staff employees has been assumed throughout the day, with each staff employees driving alone and parking on-site.

* Peak parking demand.

**ATTACHMENT I
EQUINOX AND OTHER BANK OF AMERICA BUILDING USES
WEEKDAY PARKING DEMAND PROFILE**

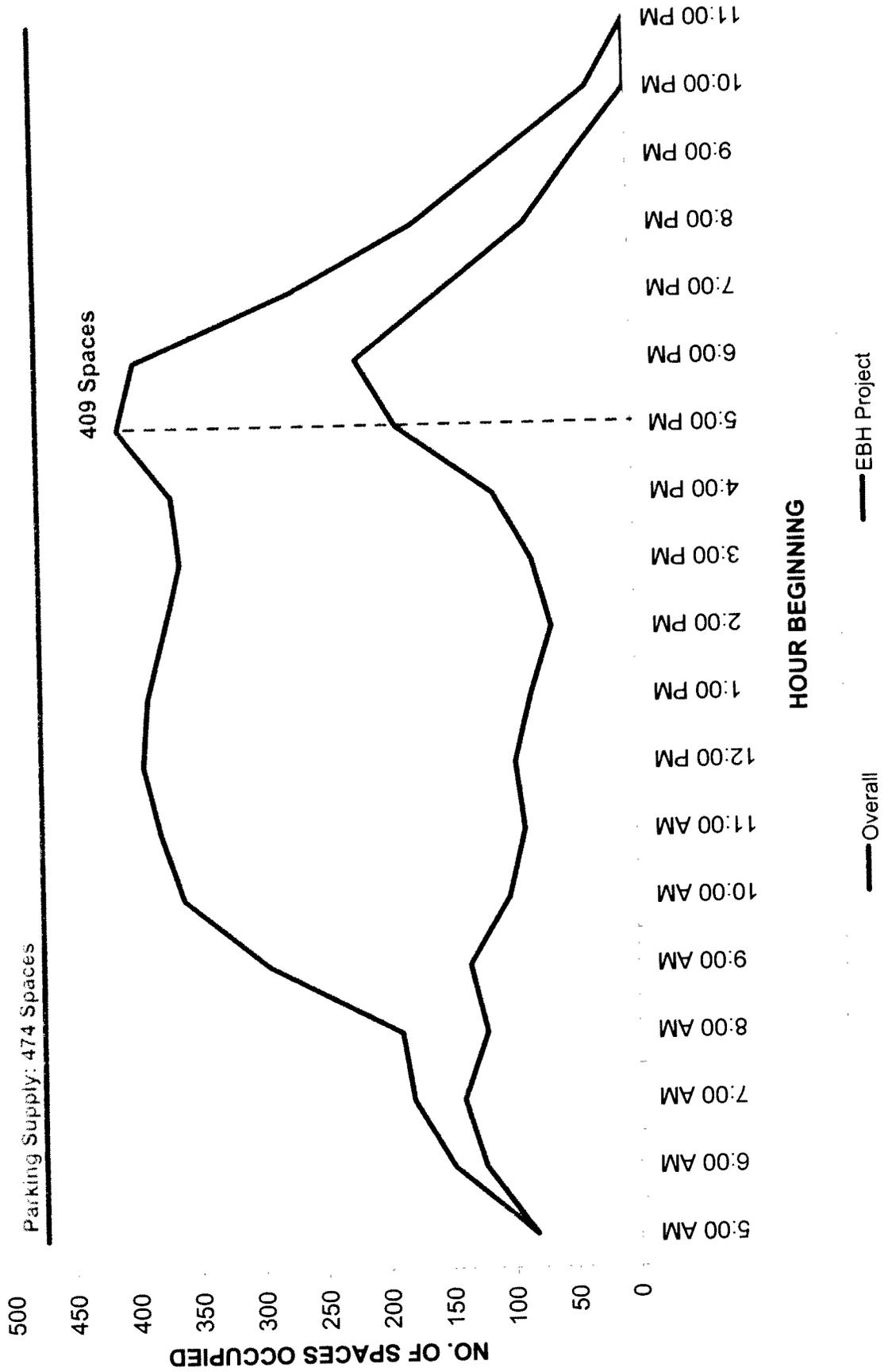


EXHIBIT 1

**"PARKING DEMAND MONITORING REPORT FOR
THE SPORTS CLUB COMPANY"**

MAY 26, 2010

OVERLAND TRAFFIC CONSULTANTS

Overland Traffic Consultants
27201 Tourney Road, # 206
Santa Clarita, CA 91355
Phone 661 799 8423
Fax 661 799 8466
E-mail: otc@overlandtraffic.com

May 26, 2010

The Sports Club Company
Attn: Mr. Mark Spino
Sr. Vice President of Development
1151 Missouri Avenue
Los Angeles, CA 90025

RE: Parking Demand Monitoring Report for The Sports Club Company

Dear Mr. Spino:

As requested, Overland Traffic Consultants has completed the parking demand monitoring report for The Sports Club Company located at 9601 Wilshire Boulevard in the City of Beverly Hills. The monitoring report was prepared pursuant to Beverly Hills City Council Resolution No. 02-R-11241, section 7, condition 8, requiring an annual review of the traffic and on-site parking conditions.

Background

The Sports Club Company received approval from the City of Beverly Hills on November 18, 2002 to operate a health club (Sports Club/LA-Beverly Hills) at 9601 Wilshire Boulevard with a Conditional Use Permit (CUP) granting the joint use of parking facilities.

The CUP approval is for a 38,921 square foot health club in a 282,422 square foot commercial building. The 3-story building is located on the northwest corner of Camden Drive and Wilshire Boulevard. The building has a subterranean parking garage that is required to maintain 907 parking spaces. Vehicular access to the garage is provided on Camden Drive.

Traffic and Parking Data

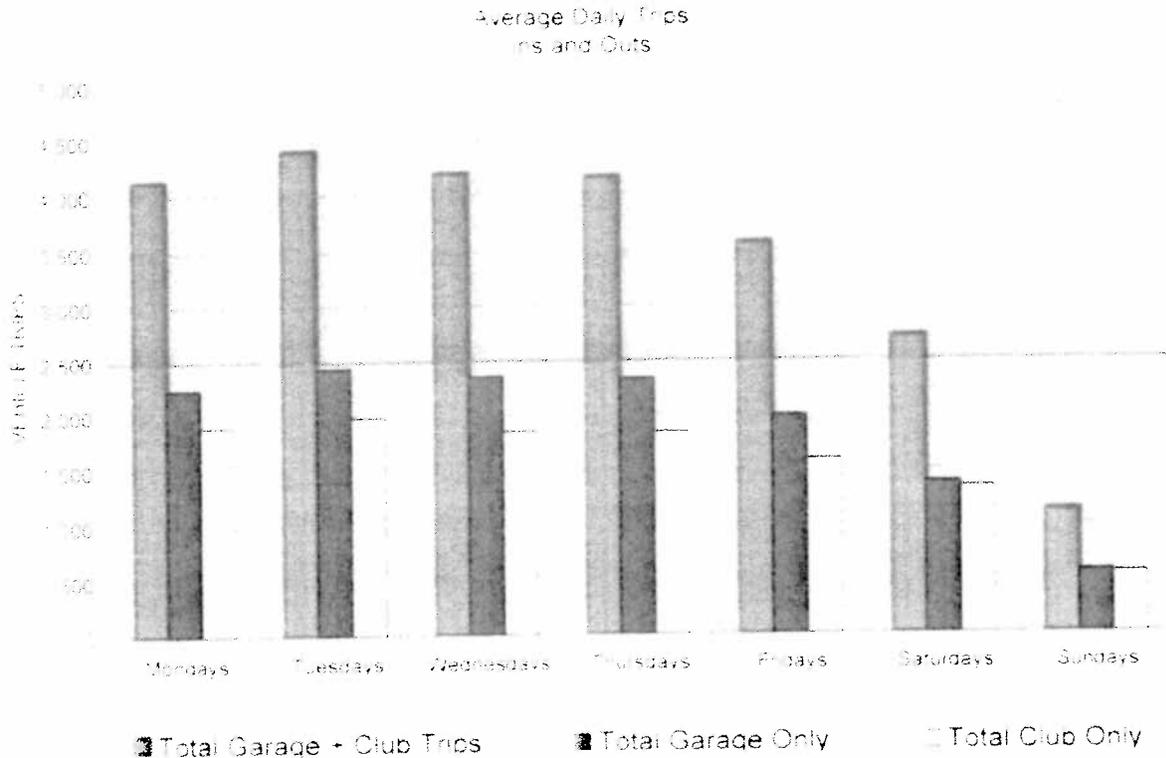
Hourly traffic flow in and out of the parking garage was collected by the garage operator for the month of March 2010. The data consists of hourly traffic counts for The Sports Club and other users of the parking garage. Parking demand profiles for each hour of the day were developed from the traffic flow database. The hourly parking accumulation profiles were evaluated to identify the peak parking demand in the garage.

Parking demand estimates were developed for the vacant floor area (4%) using the Urban Land Institute (ULI) parking demand profiles and added to the current parking demand to estimate the parking demand at 100% occupancy

Garage Traffic Flow Data

The garage traffic flow characteristics are summarized below for the month of March 2010. The graph below illustrates the average trips generated for each weekday and weekend day for March 2010. As shown, Tuesdays are the busiest day of the week with peak hours between 9-10 am and 5-6 pm. Saturday the busiest day on the weekends

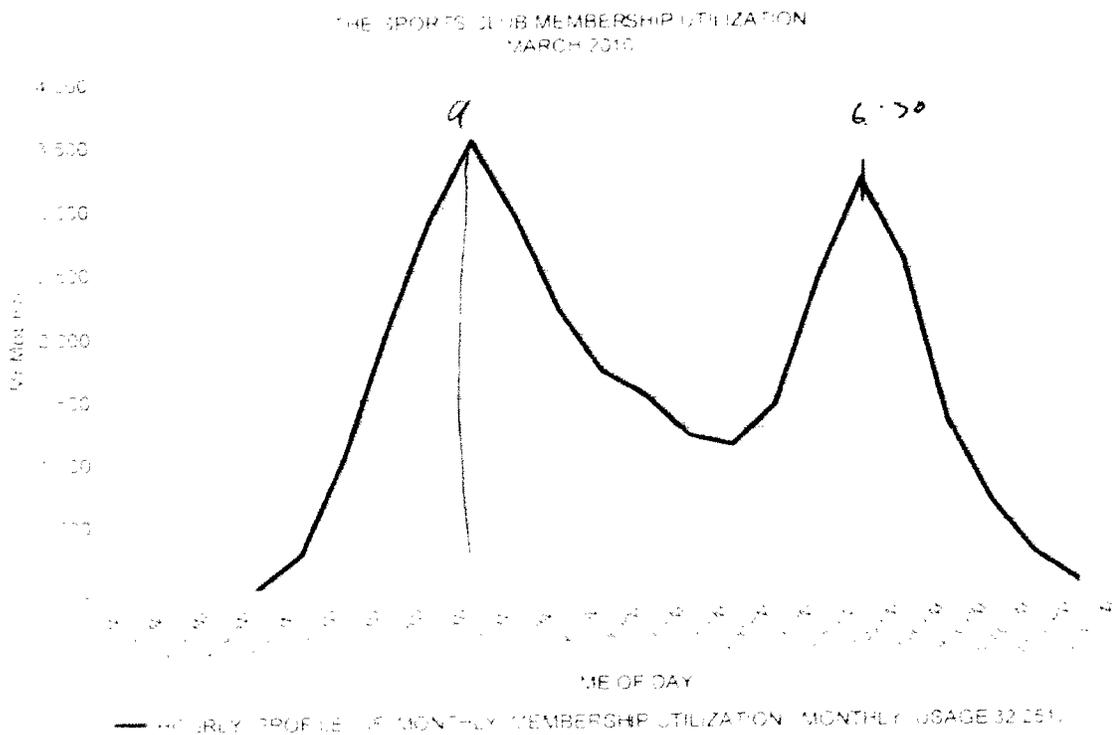
- Total monthly usage – 110,011 trips
- Weekly average – 24,796 trips. Highest week (3-1 to 3-7) – 26,155 trips
- Weekday average – 4,096 trips. Highest weekday (Tuesday, 3-9) – 4,747 trips
- Weekend average – 1,917 trips. Highest weekend (Saturday, 3-6) – 2,967 trips
- Average morning peak hour (9-10 am) – 302 trips, and
- Average afternoon peak hour (5-6 pm) – 279 trips



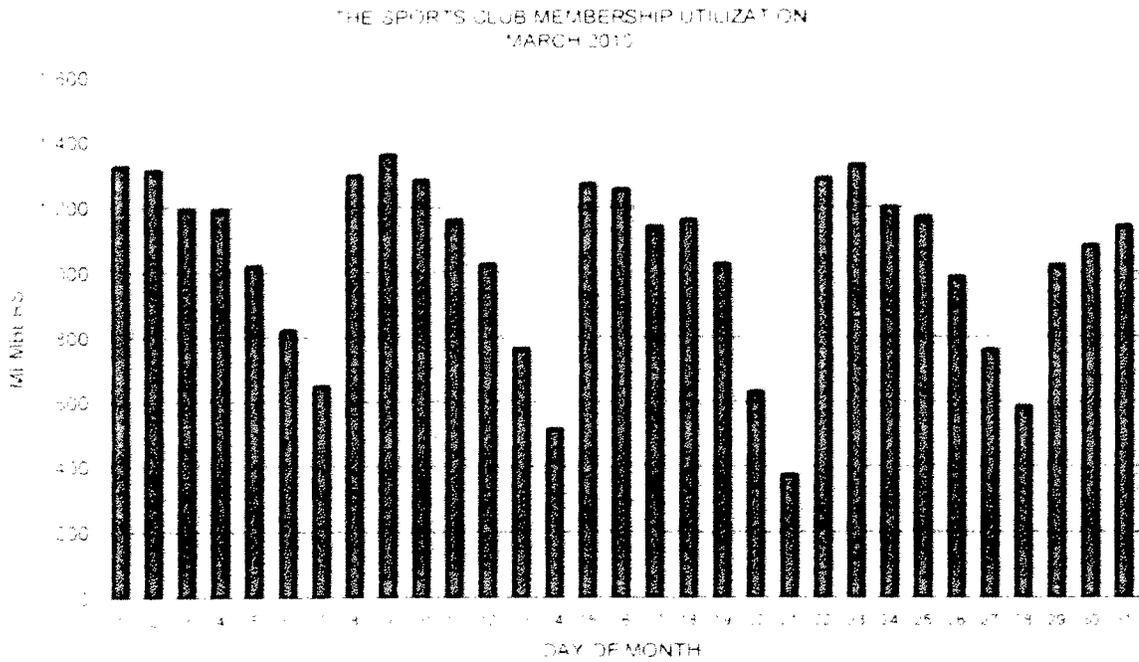
Health Club Usage

The Sports Club membership is capped at 4,500 members (Beverly Hills City Counsel Resolution No. 02-R-11241, section 7, condition 14). All health club members sign in upon entry to the facility which provides a record of membership usage and the garage operator also tracks the parking demand for the health club. The membership utilization and parking records for the month of March 2010 indicate that 32,251 members signed in to use the facility with 24,917 vehicles parking in the garage. This suggests that approximately 23% of the members did not park in the garage and either walked or rode with another member. ←

The hourly use profile illustrated below shows the health club usage peaks in the morning and early evening hours.



Daily health club usage for each day of March 2010 is present in the chart below which shows a peak daily attendance of 1,357 members on March 9, 2010 (Tuesday) with an average daily attendance of 1,040 members for the month of March 2010.



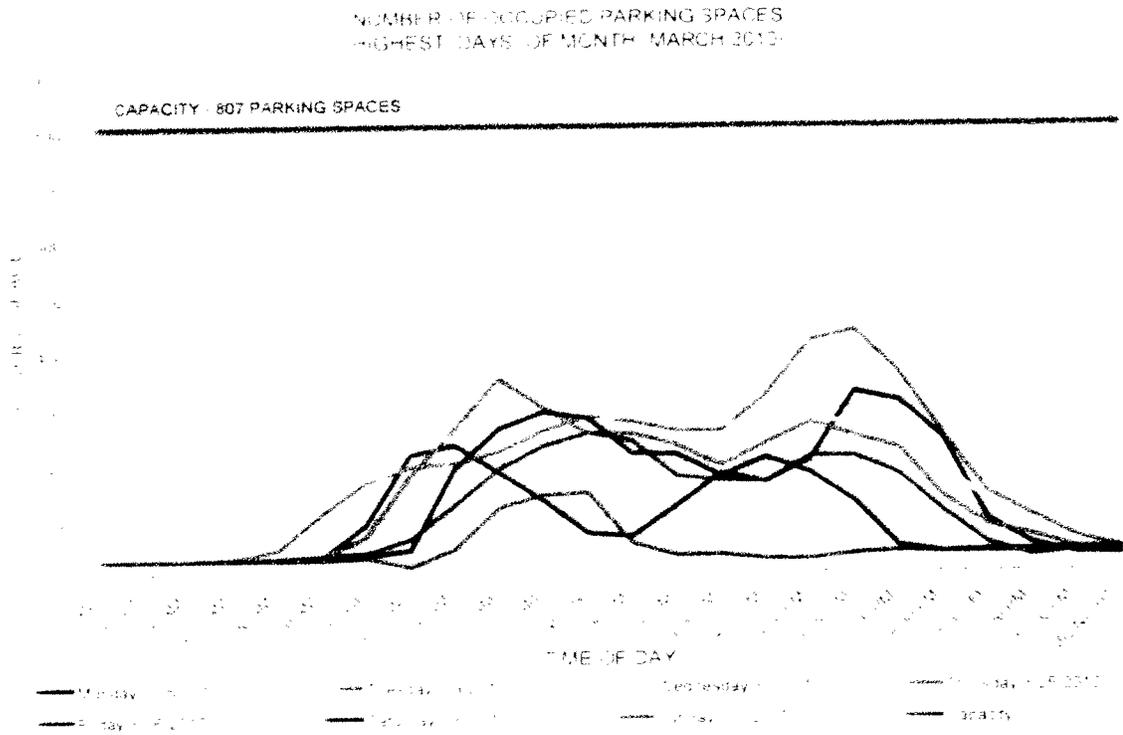
■ DAILY PROFILE OF MONTHLY MEMBERSHIP UTILIZATION (32,251 MONTHLY USAGE)

Existing Parking Demand

Traffic data records for the number vehicles entering and exiting the parking garage provides the necessary information to calculate the parking accumulation in the garage, and allows for the evaluation of the peak parking demand and hourly fluctuation. Hourly parking demand profiles for the highest days of the week are illustrated in the graphic below. As shown, the peak parking demand was on Tuesday (March 9th) with 439 parked cars at 5:00 PM. The peak weekend parking demand occurred on Saturday (March 6th) occurred at 11:00 AM and 292 parked vehicles. With a parking capacity of 807 parking spaces, the garage has a surplus of

Peak Parking Demand Profiles for individual Users

368 parking spaces at its peak weekday parking demand. On Saturday the garage has a surplus of 515 parking spaces at its peak parking demand.

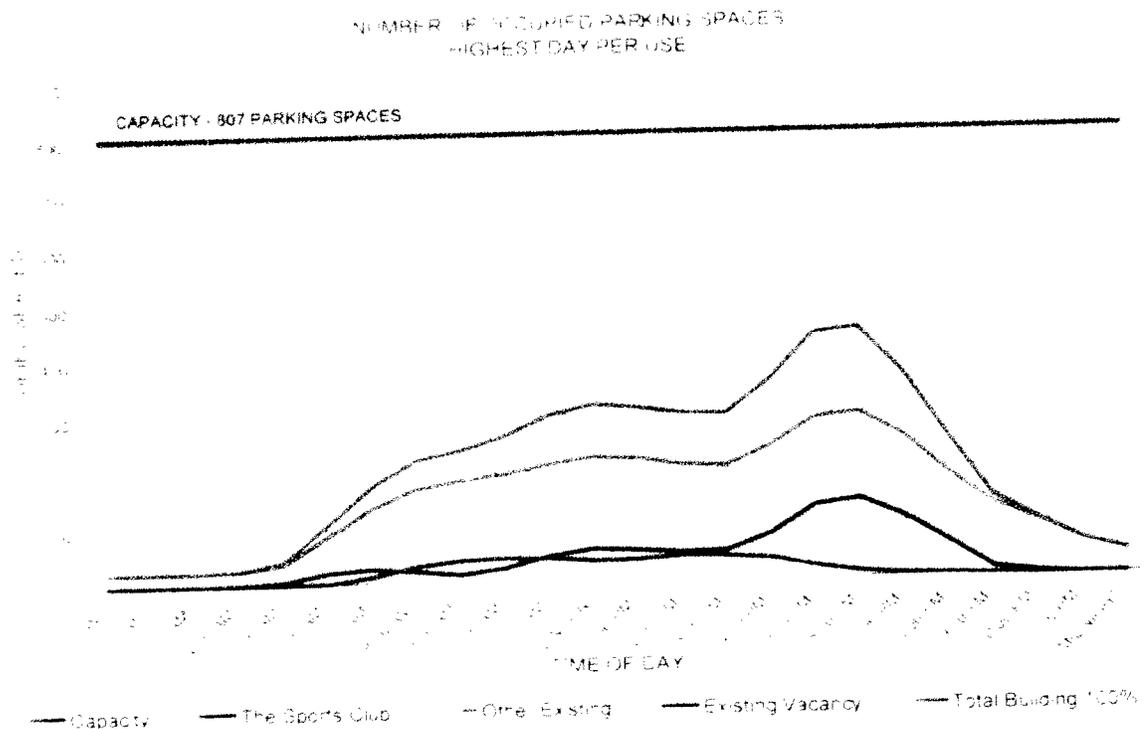


Peak Parking Demand Profiles for individual Users

The peak individual use parking demand graphic illustrates the highest hourly parking demand for the month of March, which occurred on Tuesday 3-9-2010. The hourly parking demand profile has been separated for each user (i.e. The Sports Club, other existing users and the 4% vacancy parking demand). As shown in the graphic below, the peak parking demand for the 100% occupied building is 449 parking spaces at 6:00 PM.



Overland Traffic Consultants Inc.



The peak parking demands at 6:00 pm for each use are as follows

Use	Parking Spaces	Time
Health Club	42	6:00 PM
Other	397	6:00 PM
vacancies	368	6:00 PM
	449	

Conclusions

The parking data collected and analysis for 9601 Wilshire Boulevard show that the current and future parking demand with full occupancy of the commercial building has sufficient parking to accommodate The Sports Club and 100% of the remaining floor area. It has been found that the granting of the CUP for the joint use of the

Overland Parking Solutions, Inc.

parking has been and will continue to accommodate the parking needs of the building without impacting the building tenants and neighboring uses

Please call me if you have questions

Sincerely


Jerry T. Overland

EXHIBIT 2

**“EXISTING PARKING DEMAND ANALYSIS FOR
265 NORTH BEVERLY DRIVE”**

JUNE 1, 2007

FEHR & PEERS/KAKU ASSOCIATES

MEMORANDUM

TO: Rita Naziri, City of Beverly Hills
FROM: Dick Kaku, John Stutsman and Steve Crosley
DATE: June 1, 2007
SUBJECT: Existing Parking Demand Analysis for
265 North Beverly Drive

Ref: 1850.06 9.3

This memorandum has been prepared to present the results of the analysis conducted to assess the existing parking demand for the 265 North Beverly Drive parking facility in the City of Beverly Hills. More specifically, this analysis was conducted to refine the parking demand generated by Bank of America employees within the parking facility in the project site at 265 North Beverly Drive. Figure 1 illustrates the location of the study site.

EXISTING PARKING INVENTORY

The parking facility within the study site, 265 North Beverly Drive, currently offers parking at both a monthly and a daily (or hourly rate). The garage is open to the public Monday through Friday from 6:00 a.m. to 6:00 p.m., Saturday from 9:00 a.m. to 6:00 p.m., and is closed on Sundays and major holidays. Monthly pass holders can enter and exit at any time. As indicated in Table 1, which summarizes the parking inventory and related parking costs for the facility, the existing parking supply is 507 spaces.

Monthly Pass Count

In November 2006, 345 monthly passes were issued, including 205 to employees in the Bank of America building at 9465 Wilshire Boulevard, 110 to employees of other local businesses and 30 to the Beverly Hills Valet Co.

In comparison, 331 monthly passes were issued in January 2007, 14 fewer than in November 2006. However, in January, Bank of America building tenants purchased 21 more passes than in November, accounting for 226 monthly passes and 75 percent of employee-rented spaces. Of the remaining 105 passes, 75 passes were issued to employees of other local businesses and 30 passes were issued to the Beverly Hills Valet Co.

To: Ms. Rita Naziri
June 1, 2007
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SURVEY DATA

As indicated above, two types of surveys were used to establish the parking demand of the spaces in the study site. Occupancy counts of all available spaces were conducted on an hourly basis and a direct user survey of as many users as possible was conducted during the same period. Daily ticket counts for cash paying customers were also obtained from the garage operator.

Occupancy Counts

An initial study used occupancy count data¹ and the results of a direct user survey conducted on Thursday, November 9, 2006 to quantify weekday demand by user type. In an effort to verify the results of the two surveys conducted during a single study day, three additional occupancy surveys were conducted February 6, 7, and 8, 2007. Overall, little variation was found in the results between the initial study day and the subsequent studies over the three-day period. The observed hourly parking demand is presented separately for the two study periods, in Tables 2 and 3 for November 2006 and February 2007, respectively.

The data was then averaged to serve as the typical occupancy model for the 265 North Beverly Drive structure. This is summarized in Table 4. The peak utilization of the 265 North Beverly Drive parking facility occurs between 2:00 and 3:00 p.m. with 59% utilization. This results in an average peak demand of 297 spaces for this facility.

User Survey and Daily Ticket Counts

In addition to the parking utilization surveys, direct user surveys were conducted on Thursday, November 9, 2006 and Tuesday, February 6, 2007. These surveys were used to help develop user profiles and parking space usage characteristics for each user. Daily ticket counts for cash-paying customers were also obtained from the garage operator. The results of the survey and ticket counts indicate that about 81 percent of the peak hour users of the facility are monthly pass holders who work in the area and 19 percent are not. Based on discussions with the garage operators and observations of the pass holders in the parking facility, it was determined that approximately 62 percent of the pass holders were also employees who worked in the Bank of America building. This results in the conclusion that approximately half of the peak hour users of the parking facility, about 150 users, are pass holders who are employees in the Bank of America building.

¹ Occupancy count data was collected between 6:00 a.m. and 8:00 p.m. for all study days

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EXISTING PARKING DEMAND ANALYSIS

The data described above indicates that 72 percent of the peak demand can be attributed to local employees who are pass holders. Of the total demand about 50 percent are Bank of America building employees. The Beverly Hills Valet Co. accounts for another 9 percent of users who are also pass holders². Non-monthly pass holders represent about 19 percent of the peak demand. The peak demand is illustrated in Figure 2 and can be summarized as follows:

- 242 spaces – Monthly pass holders
 - 150 spaces – Bank of America building employees
 - 65 spaces – Other local employees
 - 27 spaces – Beverly Hills Valet Co.
- 55 spaces – Non-pass holders (cash customers)

Bank of America Adjustment

The property manager of the existing Bank of America office building (9465 Wilshire Boulevard) indicates that the building had a 10 percent vacancy during the period when the data collection for this analysis was conducted. To simulate peak parking demand when the building is 100 percent occupied, the observed demand was adjusted upwards.

Factors Affecting Adjustment. The property manager also indicated that the parking facility associated with the existing Bank of America office building was fully occupied when the surveys at the 265 North Beverly Drive building were conducted, i.e., all 203 spaces were occupied between 2:00 and 3:00 p.m. This indicates that the total parking demand generated by the Bank of America building was 353 spaces, including 203 spaces from the Bank of America parking facility and 150 spaces in the 265 North Beverly parking structure.

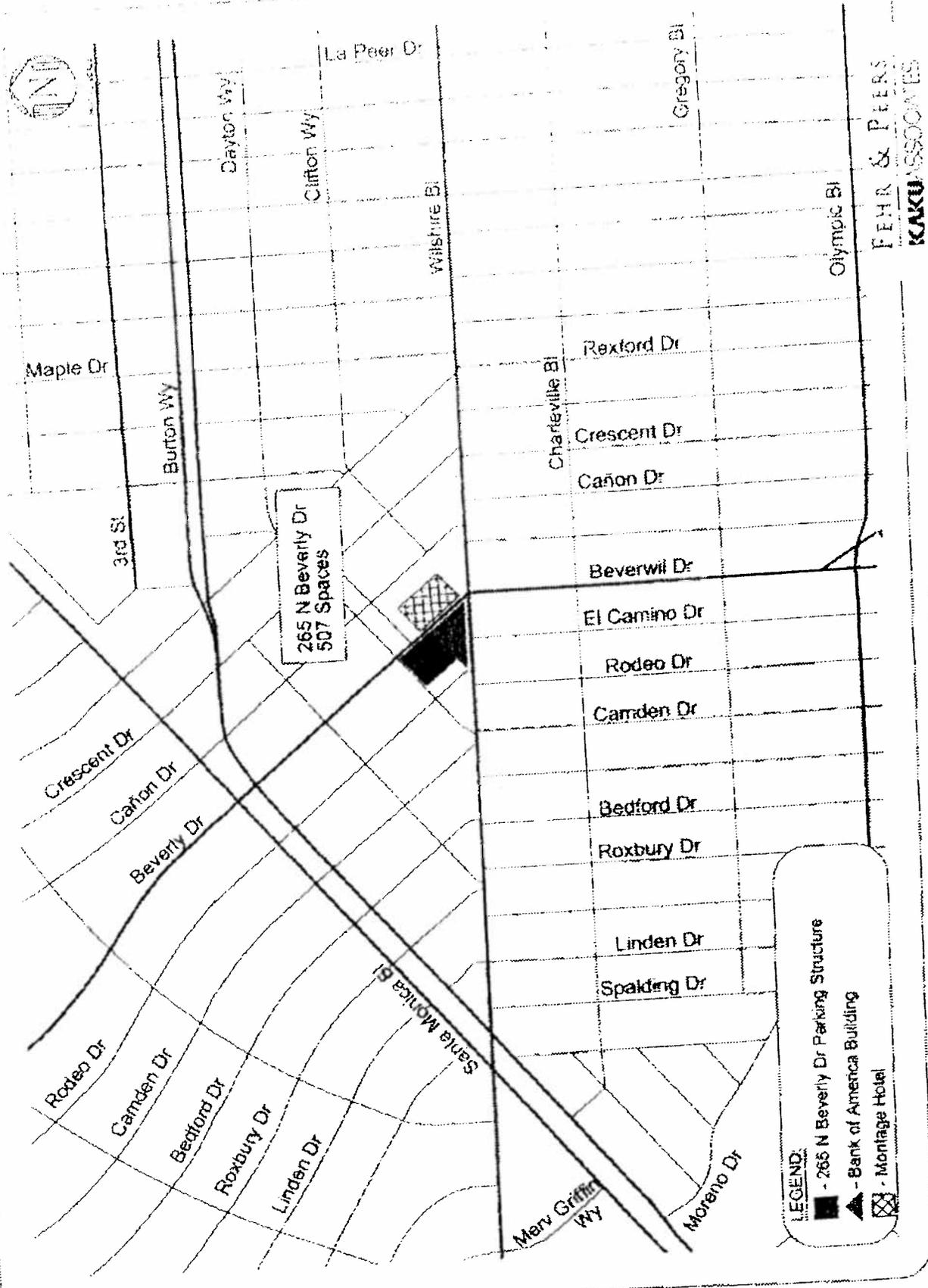
Parking Demand with Full Occupancy. For the purposes of this analysis, it was assumed that if the peak parking demand is 353 spaces at 90 percent occupancy of the building, the demand would be 392 spaces at full occupancy ($353/0.90 = 392$). Therefore, the peak parking demand for the Bank of America employees using the project parking facility was increased by 39 spaces ($392 - 353 = 39$) resulting in a total peak demand of 189 spaces ($150 + 39 = 189$ spaces).

² The Beverly Hills Valet Co. parks all cars on the top level of the parking facility. Peak demand was based on number of total spaces occupied in their designated area.

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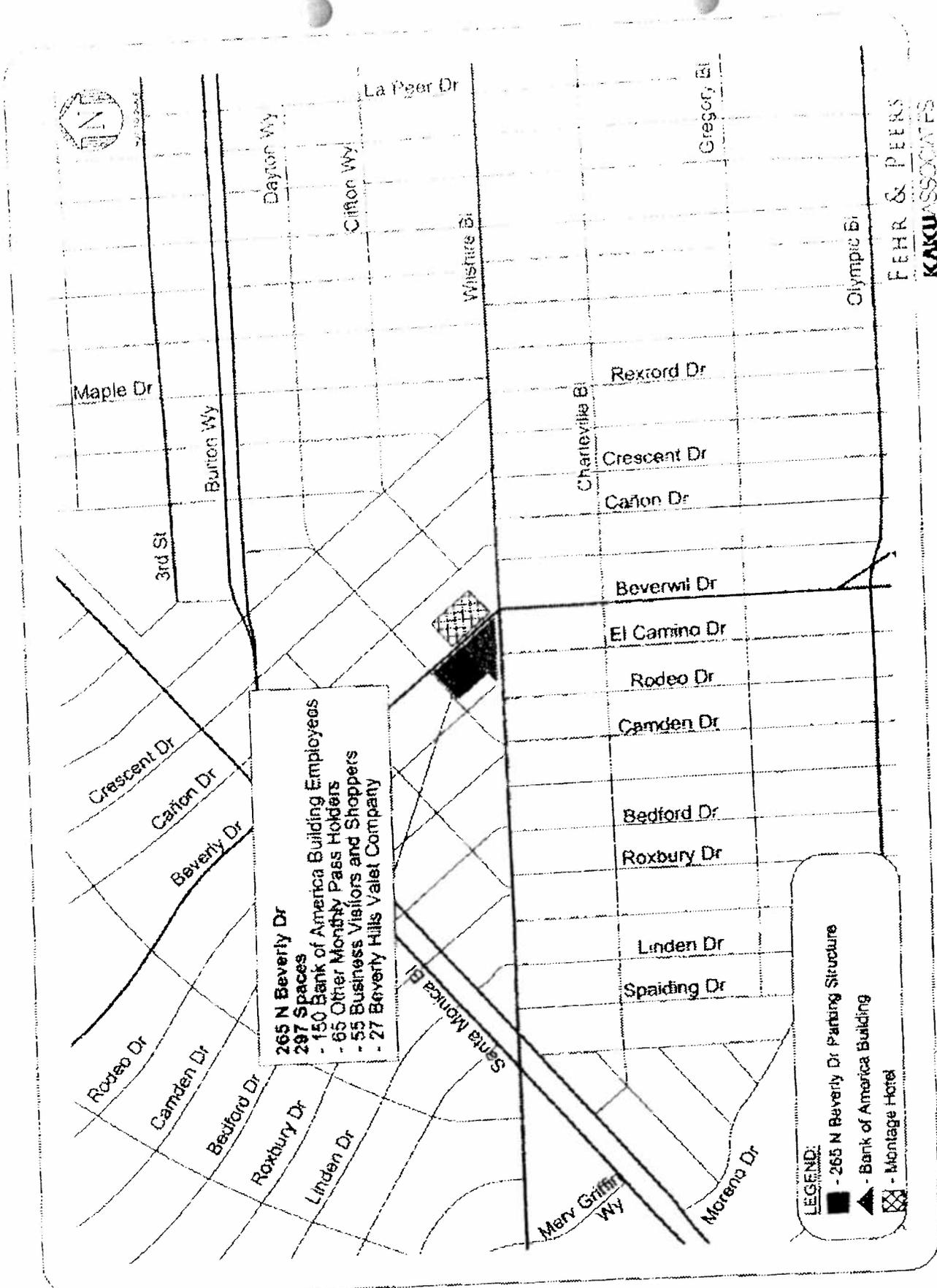
SUMMARY OF DEMAND ANALYSIS

Existing parking demand at the 507-space 265 North Beverly Drive parking facility was assessed over a four day non-contiguous study period on November 9, 2006 and February 6, 7, and 8, 2007. User surveys and cash ticket counts were used to develop user profiles to assist in disaggregating demand by user type from the occupancy surveys. An average peak demand of 297 vehicles was recorded over the study period between 2:00 and 3:00 p.m. About half of the total demand, roughly 150 vehicles, was attributed to Bank of America building employees. Based on conversations with the property manager of the existing Bank of America office building the property maintained a 10 percent vacancy rate during the survey period. If 100 percent occupancy was reached, an additional 39 spaces are expected to be demanded at the 265 North Beverly Drive parking facility by Bank of America building employees. This adjustment would increase peak demand at the 265 North Beverly Drive parking facility from 297 to 336 vehicles.



FEHR & PEERS
KAKU ASSOCIATES

FIGURE 1
STUDY AREA



FEHR & PEERS
 KAKU ASSOCIATES

FIGURE 2
WEEKDAY (2-3 P.M.) PEAK PARKING DEMAND

TABLE 1
 265 NORTH BEVERLY DRIVE
 PARKING GARAGE INVENTORY AND PRICES

Category		Amount
Parking Spaces	Single	188
	Tandem	298
	Disabled	9
	Ground Floor Valet	12
	<i>Total</i>	507
Monthly Passes (January 2007)	Bank of America Building Employees	226
	Other Employees	75
	Beverly Hills Valet Company	30
	<i>Total</i>	331
Daily Rates	Every 15 minutes	\$1.50
	Daily Maximum (Monday-Friday)	\$10.00
	Early Bird (Monday-Friday 6-11 a.m.)	\$5.00
	Saturday Flat Rate	\$8.00
Monthly Rates	Tandem-Unreserved to Single-Reserved	\$90-\$200

TABLE 2
HOURLY WEEKDAY PARKING OCCUPANCY (NOV 9, 2006)
265 NORTH BEVERLY DRIVE

Time	Occupied Spaces	Occupancy
6:00-7:00 A.M.	19	4%
7:00-8:00 A.M.	35	7%
8:00-9:00 A.M.	70	14%
9:00-10:00 A.M.	147	29%
10:00-11:00 A.M.	258	51%
11:00 A.M.-12:00 P.M.	281	55%
12:00-1:00 P.M.	290	57%
1:00-2:00 P.M.	292	58%
2:00-3:00 P.M.	281	55%
3:00-4:00 P.M.	268	53%
4:00-5:00 P.M.	254	50%
5:00-6:00 P.M.	223	44%
6:00-7:00 P.M.	179	35%
7:00-8:00 P.M.	140	28%

TABLE 3
AVERAGE HOURLY WEEKDAY PARKING OCCUPANCY (FEB 2007)
265 NORTH BEVERLY DRIVE

Time	Occupied Spaces				Average Occupancy
	6-Feb	7-Feb	8-Feb	Avg.	
6:00-7:00 A.M.	26	25	29	27	5%
7:00-8:00 A.M.	43	37	39	40	8%
8:00-9:00 A.M.	63	69	61	64	13%
9:00-10:00 A.M.	164	159	145	156	31%
10:00-11:00 A.M.	242	256	246	248	49%
11:00 A.M.-12:00 P.M.	286	279	270	278	55%
12:00-1:00 P.M.	289	283	282	285	56%
1:00-2:00 P.M.	302	295	284	294	58%
2:00-3:00 P.M.	311	307	289	302	60%
3:00-4:00 P.M.	266	275	275	272	54%
4:00-5:00 P.M.	235	244	252	244	48%
5:00-6:00 P.M.	193	223	215	210	41%
6:00-7:00 P.M.	151	190	150	164	32%
7:00-8:00 P.M.	110	111	102	108	21%

TABLE 4
AVERAGE HOURLY WEEKDAY PARKING OCCUPANCY
265 NORTH BEVERLY DRIVE

Time	Occupied Spaces	Occupancy
6:00-7:00 A.M.	25	5%
7:00-8:00 A.M.	39	8%
8:00-9:00 A.M.	66	13%
9:00-10:00 A.M.	154	30%
10:00-11:00 A.M.	251	49%
11:00 A.M.-12:00 P.M.	279	55%
12:00-1:00 P.M.	286	56%
1:00-2:00 P.M.	293	58%
2:00-3:00 P.M.	297	59%
3:00-4:00 P.M.	271	53%
4:00-5:00 P.M.	246	49%
5:00-6:00 P.M.	214	42%
6:00-7:00 P.M.	168	33%
7:00-8:00 P.M.	116	23%

ATTACHMENT E

Staff Memo in Response to Traffic and Parking Study



MEMORANDUM

To: Jonathan Lait, Assistant Director of Community Development Dept.
From: *BW* Bijan Vaziri, Traffic Engineer- Public Works and Transportation Dept.
Date: September 30, 2010
Subject: Proposed Equinox at 9465 Wilshire Boulevard

Staff has reviewed traffic generation information and the shared parking analysis provided by Crain & Associates, the applicant's transportation consultant for the proposed Equinox Fitness Club at 9465 Wilshire (B of A building) and the following comments are provided:

- 1- As shown on Exhibit B, which was submitted as part of the application, Crain & Associates has calculated trip generation rates for the proposed Equinox project using the ITE trip generation rates for the health club and office usage. The consultant has also used the San Diego trip generation published by the San Diego Association of Government (SANDAG) for the walk-in bank use. This is due to the fact that ITE lacks information regarding both daily and AM peak hour trip generation rates for banks. Based on staff review of SANDAG trip generation rates, it appears that the use of daily trip rates for a bank is appropriate. However, the peak hour study of the SANDAG document focuses on hours between 6:00 AM to 9:30 AM and 3:00 PM to 6:30 PM. These hours do not represent a typical bank peak period that staff observes in Beverly Hills when it usually occurs between 11 AM and 1 PM. This is in agreement with the ITE definition of a bank peak period. Therefore, staff does not endorse peak hour trip generation rates used by the consultant while supporting the daily trip estimations. Due to the lack of more dependable resources, staff tends to use the simple estimation for peak hours based on the typical assumption of 10% of daily trips. This yields the following estimation about total trips generated by 3 uses of the fitness club, office and bank at the above addressed building:

Daily trip difference with the addition of Equinox and reduction of the sizes of office and bank = -138

Peak hour trip difference with the addition of Equinox and reduction of office and bank = -11

Similar to the consultant's findings, this approach concludes that the addition of Equinox which would result in reduction of office and bank spaces yields no additional traffic to the B of A building and therefore, no traffic mitigation measure is required for this project.

2: Shared Parking Analysis:

Staff has reviewed the parking analysis prepared by Crain & Associates. The study appears to be adequate and the approach is in conformance with staff's direction. The recommendation of shared parking makes sense, especially when the peak parking demand of Equinox occurs between 6-7 PM. Further, as indicated by the applicant, this evaluation is based on full occupancy of the B of A building yielding 79 surplus parking spaces between 6PM and 7 PM during the period when the peak parking demand of the Equinox project occurs.

Staff has no further transportation/circulation related comments or conditions.

ATTACHMENT F
Public Correspondence

Christopher Bonbright
712 N Arden Drive
Beverly Hills, CA 90210

To the Beverly Hills Planning Commission

Re: Equinox Conditional Use Permit hearing on October 14, 2010

Dear Chair Bosse and Planning Commissioners,

As a resident, former Architectural Commissioner and Chair, commercial real estate broker and member of Equinox, I would like to voice my support for granting a Conditional Use Permit for the new Equinox facility to be located at 9465 N Beverly Drive.

I have been to the Equinox Fitness Clubs located in West Hollywood, Westwood and Century City. The exercise facilities are high end and in keeping with the standards associated with Beverly Hills. The access to easy parking is available at all facilities. Regarding traffic, most people will be arriving at non rush hours (either early morning or after work) by car, walking from the nearby residences or walking from the office buildings in the triangle and along Wilshire.

As a commercial real estate broker, I particularly like the location at Beverly and Wilshire, as it will compliment the surrounding retailers and nearby hotels. The retail-clothing store and café along Beverly Drive will make that area more pedestrian oriented.

The granting of the Conditional Use Permit is a win-win for Equinox and the business triangle.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to be 'CB', with a horizontal line extending to the right from the end of the signature.

Christopher V. Bonbright
Christopher Bonbright

ATTACHMENT G
Architectural Plans