CITY OF BEVERLY HILLS
STAFF REPORT

Meeting Date: April 11, 2013

To: Honorable Mayor & City Council

From: Jonathan Lait, AICP, Assistant Director of Community Development

Subject: Request by Mayor Mirisch for City Council Review of the Planning Commission Decision Regarding 9031 Olympic Boulevard (Infiniti).

Attachments:
1. Municipal Code Excerpts BHMC Section 1-4-201, et seq.
2. Planning Commission Resolution No. 1678
3. Planning Commission Staff Report

BACKGROUND

Mayor Mirisch has requested this item be placed on the City Council's agenda to determine if there is Council support to call the subject Planning Commission decision for review. If the City Council orders the review, this matter would be scheduled for consideration at a future public hearing.

DISCUSSION

The Planning Commission approved a Conditional Use Permit application on March 28, 2013 to allow a new vehicle service use within an existing commercial building on the property located at 9031 Olympic Boulevard. The approved use is associated with an Infiniti dealership. The property is currently occupied by Antiquarian Traders which specializes in antique sales. The existing building would remain on the site and tenant improvements are proposed.

Copies of the staff report presented to the Planning Commission and the Resolution adopted by the Planning Commission are attached hereto to provide a more detailed explanation of the history of this project and the Commission's determination as to the Conditional Use Permit.

Pursuant to Beverly Hills Municipal Code Section 1-4-201, et seq., the City Council may order a review of any decision made by any commission, board, or official of the city. The process to initiate this review and set a hearing is specifically set forth in the municipal code, and those provisions are attached for reference.

The City Council must order any review within 30 days of the Planning Commission's approval, which was on March 28, 2013. If a review is ordered, the Planning Commission's action will be stayed until the Council review is final.

The decision to order a review at the April 11th City Council Meeting shall be limited to the question of whether to call the item up for hearing before the City Council at a future formal meeting and shall not include any evaluation or assessment of the merits or circumstances of the case or the Planning Commission's action. That discussion would take place at noticed public hearing at an upcoming Council meeting.

FISCAL IMPACT

The recommendation in this report does not have significant budget or fiscal impacts for the City. It is noted that a City Council public hearing will result in cost to the City associated with public notices. The public notice cost would total approximately $1,200.00 and would be appropriated from the City Clerk's budget.

RECOMMENDATION

It is recommended that the City Council make a determination as to whether or not the subject Planning Commission action will be ordered for review.

Susan Healy Keene, AICP
Approved By

Attachment 1

Municipal Code Excerpts BHMC
Section 1-4-201, et seq.

Article 2. Council Ordered Review of Administrative Decisions

1-4-201: RIGHT TO REVIEW:

The council may order a review of any decision made by any commission, board, or official of the city, except as otherwise provided in this code. Such review may be ordered by motion of the council duly adopted within thirty (30) calendar days after the issuance of the decision. If the council orders a review of a decision, the effectiveness of such decision shall be stayed until council review is final. (1962 Code § 1-6.201; amd. Ord. 94-O-2211, eff. 9-2-1994)

1-4-202: SETTING HEARINGS:

Upon the adoption of an order for a review of a decision, the mayor shall fix a time and place for the hearing. At least ten (10) days prior to the hearing, written notice shall be mailed to the applicant and such other persons who appeared and addressed the board, commission, or official at the previous hearing on the matter, and such other notice as required by law for the previous hearing shall also be given. (1962 Code § 1-6.202)

1-4-203: HEARINGS BY THE COUNCIL:

Unless otherwise ordered and noticed, hearings shall be held as a part of the regular meetings of the council. The hearings shall be do novo in that an independent reexamination of the matter shall be made. The council may decide the matter upon the record or may take additional evidence. Any oral or documentary evidence may be received, but the mayor shall exclude irrelevant, immaterial, or unduly repetitious evidence. It shall not be a ground for objection that the evidence is hearsay or secondary, but the council's decision shall be made upon substantial evidence. (1962 Code § 1-6.203)

1-4-204: DECISIONS AND FINDINGS:

The provisions of sections 1-4-107 and 1-4-108 of this chapter shall be applicable to the decisions of the council. (1962 Code § 1-6.204)

Attachment 2

Planning Commission
Resolution No. 1678

RESOLUTION NO. 1678

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS CONDITIONALLY APPROVING A CONDITIONAL USE PERMIT TO ALLOW VEHICLE SERVICE OPERATIONS ON THE PROPERTY LOCATED AT 9031 OLYMPIC BOULEVARD.

The Planning Commission of the City of Beverly Hills hereby finds, resolves, and determines as follows:

Section 1. Roundtree Automotive Group (Infiniti), through its agent Murray D. Fischer, has submitted an application to allow vehicle service operations within an existing commercial building located at 9031 Olympic Boulevard (the "Project"). The proposed service use would occupy an existing building that contains approximately 15,300 square feet of floor area. The building will contain nineteen (19) service bays, one tire changing area, and one alignment area. Vehicle service uses require approval of a Conditional Use Permit (CUP).

Section 2. The Project site is located on the northwest corner of Olympic Boulevard and South Wetherly Drive. Olympic Boulevard is developed with various retail, restaurant, and office uses on both sides of the street for several blocks east and west of the project site. South Wetherly Drive to the north of the site is developed with single-family residential homes. The site directly abuts alleys along the north and west sides of the property. Directly to the west of the site, across the 15' alley is a two-story commercial building with a surface parking lot. The property located directly to the northwest of the site, also across the alley, is owned by Southern California Edison and houses service equipment. The property located directly north of the project site, across the northern alley, is developed with a one-story single-family residence with

detached garage, which is accessed from the alley. The residence is separated from the alley by a tall hedge and picket fence that runs parallel to the alley. The property located directly to the northeast of the site, across South Wetherly Drive, is a two-story single-family residence. The commercial property located to the east across South Wetherly Drive is currently vacant (but was used most recently for vehicle dealership operations) and is proposed to be the location of the vehicle drop off/pick-up area for the Infiniti service operations. The Project would operate in conjunction with neighboring properties located at 9001 and 9000 Olympic Boulevard.

Section 3. The request to allow a vehicle services use requires a Conditional Use Permit. Vehicle service would occur from 7:00 AM to 7:00 PM on weekdays, and from 9:00 AM to 5:00 PM on Saturdays. No service would be performed on Sundays. Customers will drop vehicles off at 9001 Olympic Boulevard, and the vehicles will then be driven to 9031 Olympic Boulevard by Infiniti employees. Once service is completed, vehicles will be returned to 9001 Olympic Boulevard for customer pick up.

Section 4. The Project has been environmentally reviewed 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 categorical exemption pursuant to Section 15301 (Class 1) of the Guidelines. Specifically, the Project includes a change in use within an existing structure including interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances are proposed.

Section 5. Notice of the Project and public hearing was mailed on March 15, 2013 to all property owners and residential occupants within a 500-foot radius of the property. Additionally, notice was published in two newspapers of local circulation. On March 28, 2013 the Planning Commission considered the application at a duly noticed public meeting. Evidence, both written and oral, was presented at said meeting.

Section 6. In considering the request for a Conditional Use Permit, the Planning Commission may approve the Conditional Use Permit if the Commission finds as follows:

1. The proposed use is compatible with the area and surrounding uses;
2. The proposed use will have adequate buffering between the use and residential areas;
3. The proposed use will not create an adverse traffic impact or traffic safety hazard to pedestrians or to vehicles, including, but not limited to, an adverse impact on traffic circulation or parking; and
4. The proposed use will not create excessive noise, unpleasant odors, noxious fumes, excessive lighting, or substantial interference with neighboring properties or uses due to the activities associated with the proposed use or its hours of operation.

Section 7. Based on the foregoing, the Planning Commission hereby finds and determines as follows regarding the Conditional Use Permit (CUP):

1. The proposed vehicle service use is commercial in nature, has traditionally been located in this area of the City, and is generally consistent with the surrounding uses along Olympic Boulevard which are comprised of retail, restaurants, and offices. The

new use will be located within an existing commercial building on the property, which is part of the existing neighborhood fabric. To the north of the project site is a residential neighborhood which is separated from the site by alleys along the north and west sides of the project site. A traffic, parking, and circulation study that has been peer reviewed by the City's Transportation Division indicates that the proposed use will not result in any significant traffic or parking related impacts on the neighborhood. Although the study determined the impacts would not be significant, conditions have been imposed on the project that will further limit traffic impacts, specifically in the residential neighborhood to the north. An acoustical study of the use was prepared which concluded that certain steps could be taken to minimize noise impacts. As a result, conditions have been imposed to minimize noise impacts. Since the proposed use will be located within an existing commercial building in the neighborhood and conditions have been incorporated in the project that will minimize the traffic and noise impacts, it is anticipated that the proposed use will be compatible with the area and the surrounding uses.

2. The proposed vehicle service use will be located within the existing commercial building on the property that is part of the existing neighborhood fabric. The existing building is physically separated from the neighboring residential uses by alleys along the north and west sides of the property. The building contains small fixed windows along the north and west elevations directly facing the residential areas, one pedestrian door on the west elevation, and the two vehicular access openings on the east elevation. Pursuant to the recommendations of the acoustical study, the project is required to comply with certain conditions of approval intended to reduce noise

levels. The conditions include the requirement to install soundproofing materials in the building, regulating the hours during which the vehicle doors are open, and restricting the congregation of employees. A traffic study was also conducted for the project, and while it has been determined that the proposed project will not have a significant impact on traffic in the area, conditions have been imposed to regulate the operations of the use as they relate traffic. The conditions include regulating the circulation of traffic between the project site and the 9001 Olympic site, and establishing a vehicle test drive route. As a result of the existing site configuration and building design, as well as the incorporation of specific conditions of approval, the Project is anticipated to be compatible with the area and the surrounding uses.

3. A traffic, parking, and circulation study has been prepared for the proposed use. This study, which has been peer reviewed by the City's Transportation Engineer, indicates that the proposed use will not result in any significant traffic, parking, or circulation related impacts on the neighborhood. While the study determined that the impacts would not be significant, it is recognized that the project will result in additional traffic in the area and conditions have been imposed on the project to minimize the traffic impacts. Specific conditions regarding the operational traffic associated with the use, including vehicle service test drives and the circulation of the vehicles to and from the site have been included. These conditions will reduce the amount of traffic in the residential areas, thereby reducing the potential traffic safety hazards to pedestrians. Therefore, it is anticipated that the proposed project will not create an adverse traffic impact or traffic safety hazard to pedestrians or to vehicles, including but not limited to, an adverse impact on traffic circulation or parking.

4. The proposed vehicle service use is commercial in nature, has traditionally been located in this area of the City, and is generally consistent with the surrounding uses along Olympic Boulevard which are comprised of retail, restaurants, and offices. An acoustical study was prepared for the project which concluded that certain steps could be taken to minimize noise impacts. The recommended steps have been incorporated as conditions of approval on the project. The operational impacts of the project were also analyzed. For projects located in the general commercial-residential transition area of the City, such as the subject site, specific operational restrictions apply. These restrictions regulate operational elements such as the hours of operation, noxious fumes, and unpleasant odors. A condition of approval has been included on the project that requires full compliance with the operational standards for uses located in the commercial-residential transition area. Since the proposed use is generally consistent with the surrounding commercial uses and conditions have been imposed that would minimize noise and the other operation impacts, it is anticipated that the proposed use will not create excessive noise, unpleasant odors, noxious fumes, excessive lighting, or substantial interference with neighboring properties or uses due to activities association with the propose use or its hours of operation.

Section 8. Based on the foregoing, the Planning Commission hereby grants the requested CUP, subject to the following conditions:

1. The Planning Commission expressly reserves jurisdiction relative to traffic, parking, and noise issues and the right to impose additional conditions as necessary to mitigate any other unanticipated impacts caused by the proposed Project as they arise. In the

event that the Project is found to result in any unanticipated impacts and a hearing is scheduled to review the Project, the full cost of the review hearing and implementation of any additional conditions or mitigations measures shall be paid for by the Applicant.

2. The conditions set forth in this resolution are specifically tailored to address the operations of Infiniti as presented and approved by the Planning Commission. To ensure that any subsequent automobile service uses operated at the subject site do not cause adverse impacts to the surrounding neighborhood, any transfer of ownership, management, or control of the dealership shall be reviewed by the Director of Community Development to determine whether the proposed change substantially conforms to the Project approved by the Planning Commission. If the Director determines that the proposed change does not substantially conform to the approved Project, the Director shall schedule a hearing before the Planning Commission in accordance with provisions of Section 10-3-3801 of the Beverly Hills Municipal Code. The Planning Commission expressly reserves jurisdiction at said hearing to revoke the CUP or to impose additional conditions as necessary to ensure that the operation of the subsequent dealership at the subject site is compatible with adjacent land uses. The full cost of any such review hearing and implementation of any additional conditions or mitigation measures shall be paid for the Applicant.

3. The project shall comply with all operational requirements for businesses located in the commercial-transition zone pursuant to Beverly Hills Municipal Code Section 10-3-1956.

4. The hours of operation for the vehicle service station shall be limited to 7:00 AM to 7:00 PM Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays. No service shall be performed on Sundays. The Project shall not exceed the maximum limit of operational hours permitted in this condition. This condition shall not prevent the dealership from assisting customers beyond operating hours outlined above, provided that said customer entered the dealership prior to the close of business.
5. A combination of thermal and acoustical insulation shall be applied to the underside of the roof structure between the joists and the entire service pay area.
6. Perforated metal acoustical wall panels shall be provided along the interior of the north building wall.
7. Dual glazed, fixed, non-operable windows with a minimum of 45 STC rating shall be provided in the existing window openings along the north building elevation.
8. Sound control doors with a minimum 50 STC rating shall be provided to all doors.
9. No public address system shall be utilized by the vehicle service center unless such system is inaudible beyond the property boundaries.
10. After the installation of the noise minimizing measures recommended by the Acoustical Study and further conditioned herein, the acoustical consultant shall inspect the installation and verify that recommended measures have been met. The acoustical consultant shall submit written documentation to the Director outlining the inspection and verifying proper installation of all materials.
11. The northern east-facing building opening that provides vehicle access to the Project from South Wetherly Drive shall be permitted to remain open during the approved vehicle service hours outlined in this resolution, but shall remain closed at all other

times. Pursuant to Condition No. 18 herein the southern building opening shall be closed permanently.

12. At all times the vehicle service use shall operate in compliance with the City's noise ordinance and the noise study presented to the Planning Commission during the public hearing process.

13. All deliveries shall occur during the approved hours of operation outlined in this resolution.

14. Employees shall be provided free off-site parking. Employees shall be transported by company-funded shuttles from the off-site parking location to the project site. The shuttle vehicles shall be prohibited from driving on residential streets.

15. Except as expressly required by law, employees shall be prohibited from parking on City streets. The applicant shall actively discourage vendors and other vehicles associated with or doing business with the dealership or its employees from parking on City streets.

16. Vehicle test drives must follow the approved test drive route provided in Attachment E of the Traffic and Parking Analysis.

17. Vehicles shall be moved to and from the Project site by porters only. Customers shall not come directly to or from the Project site for the purpose of dropping-off/picking-up of vehicles.

18. When driving vehicles to and from the Project site the porters shall follow the amended circulation route approved by the Planning Commission on March 28, 2013. Vehicles shall enter and exit the Project site's northern driveway. This shall be achieved through the closure of the southern driveway and the widening of the

northern driveway apron to a minimum width of 18 feet. This condition shall not require the widening of the building opening associated with the northern driveway provided that a minimum building opening width of 14 feet is maintained.

19. All vehicle service shall be conducted within the service structure on the site. Vehicle service shall not occur within any public streets or public right-of-way.
20. Delivery vehicles shall be prohibited from parking along the public streets or alleys.
21. All deliveries shall occur on the adjacent site at 9001 Olympic Boulevard. No other streets or rights-of-way shall be used for such purposes. Goods may be transported to the project site as needed by company employees. When transporting goods via car or truck the employees must follow the same vehicular route approved for the porter operations. The transporting of goods shall occur during the approved hours of operation outlined in this resolution.
22. All customers of the vehicle service use shall be provided with free parking.
23. All trash storage and recycling areas shall be incorporated into the interior design of the Project, and shall only be removed from the structure for the purpose of collection.
24. At the close of business each day, an employee(s) of the dealership shall walk the perimeter of the project site and collect and dispose of any trash or debris that may be present on adjacent sidewalks or the alleys, regardless of whether said trash or debris was generated by the service operations.
25. Employees shall be prohibited from congregating outside the dealership, and shall be prohibited from eating, drinking, or smoking in the alley and other public rights-of-way.

26. Lunch trucks/catering trucks shall be directed by the service operation to park only on the public streets directly adjacent to the site. Said trucks shall be prohibited from parking in the alleys or within the residential neighborhoods.

27. The Applicant shall make available the phone number of the service operations manager who will serve as a single-point of contact for property owners and residential and commercial occupants within the surrounding neighborhood. The phone number shall be posted on the Project site at all times (even during construction) and shall be mailed to all property owners and residential and commercial occupants within a 500-foot radius of the Project site. In the event that the 500-foot radius ends within a street block and does not capture all properties within the block, the mailing radius shall be expanded to capture all the properties located within the block.

28. The Applicant shall install a vehicle directional sign at the east exit of the 9001 Olympic Boulevard site which indicates that a left-hand turn onto South Almont Drive is prohibited. The sign shall be installed on private property and shall be maintained by the Applicant.

29. At the Project site's vehicle entry/exit a directional sign shall be installed that prohibits outbound vehicles from making a left-hand turn onto South Wetherly Drive. The sign shall be installed on private property and shall be maintained by the Applicant.

30. At the Project site's vehicle entry/exit the Applicant shall install lights that will flash to notify pedestrians when a vehicle is exiting the building. The Applicant shall also

install mirrors that will provide vehicles exiting the property with visibility of the public right-of-way.

31. The Applicant shall be responsible for notifying all employees of the operational conditions within this resolution. The notification document(s) utilized shall be consistent with the materials provided by the applicant during the Planning Commission meeting on March 28, 2013. A copy of the document(s) is on file with the Community Development Department.

32. The Applicant shall be responsible for notifying patrons of how to best access the service facility from Olympic Boulevard and shall discourage patrons from using residential streets. This information shall be provided to patrons on the service facility's webpage, within written and email correspondence to patrons, and through verbal communications with the service facility employees. The notification documents shall be consistent with the materials provided by the applicant during the Planning Commission meeting on March 28, 2013. A copy of the document(s) is on file with the Community Development Department.

STANDARD CONDITIONS:

33. Decisions of the Planning Commission may be appealed to the City Council within fourteen (14) days of the Planning Commission action by filing a written appeal with the City Clerk. Appeal forms are available in the City Clerk's office. An appeal fee is required.

34. Prior to the issuance of building permits, the Project's exterior design and its associated signage shall be reviewed and approved by the Architectural Commission.

35. Project Plans are subject to compliance with all applicable zoning regulations, except as may be expressly modified herein. Project plans shall be subject to a complete Code Compliance review when building plans are submitted for plan check. Compliance with all applicable Municipal Code and General Plan Policies is required prior to the issuance of a building permit.

36. The Project shall operate at all times in a manner not detrimental to surrounding properties or residents by reason of lights, noise, activities, parking or other actions.

37. At all times the Project shall comply with the standards of the City's Municipal Code and all other applicable State and Federal regulations.

38. The resolution approving the 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 the resolution as an exhibit. The Applicant shall deliver the executed covenant to the Department of Community Development prior to the issuance of a building permit. At the time that the Applicant delivers the covenant to the City, the Applicant shall also provide the City with all fees necessary to record the document with the County Recorder.

39. 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.

40. A violation of any of these conditions of approval may result in the revocation of the entitlements granted herein. Any such revocation shall be conducted in accordance

with the revocation proceedings set forth in §10-3-3803 of the Beverly Hills Municipal Code.

41. Prior to the issuance of a Building Permit, all applicable fees and taxes shall be paid to the City.

42. The exercise of rights granted in such approval shall be commenced within three (3) years after the adoption of such resolution.

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

Section 9. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his/her Certification to be entered in the Book of Resolutions of the Planning Commission of the City.

Adopted: March 28, 2013

Daniel Yukelson, Acting Chair of the
Planning Commission of the City of Beverly
Hills, California

Attest:

Secretary

Approved as to form:

David M. Snow
Assistant City Attorney

Approved as to content:

Jonathan Lait, AICP
City Planner

STATE OF CALIFORNIA)

COUNTY OF LOS ANGELES) SS.

CITY OF BEVERLY HILLS)

I, JONATHAN LAIT, Secretary of the Planning Commission and City Planner of the City of Beverly Hills, California, do hereby certify that the foregoing is a true and correct copy of Resolution No. 1678 duly passed, approved and adopted by the Planning Commission of said City at a meeting of said Commission on March 28, 2013, and thereafter duly signed by the Secretary of the Planning Commission, as indicated; and that the Planning Commission of the City consists of five (5) members and said Resolution was passed by the following vote of said Commission, to wit:

AYES: Commissioners Block, Fisher, Yukelson.

NOES: None.

ABSTAIN: None.

ABSENT: Vice Chair Rosenstein, Chair Corman

JONATHAN LAIT, AICP
Secretary of the Planning Commission /
City Planner
City of Beverly Hills, California

Attachment 3

Planning Commission
Staff Report

Beverly Hills
Planning Division
455 N. Rexford Drive Beverly Hills, CA 90210
TEL. (310) 285-1141 FAX. (310) 858-5966

Planning Commission Report

Meeting Date: March 28, 2013

Subject: **9031 Olympic Boulevard**
Infiniti
Request for a Conditional Use Permit to allow vehicle servicing within the existing building on the site located at 9031 Olympic Boulevard.*
PROJECT APPLICANT: Roundtree Automotive Group (Infiniti)

Recommendation: That the Planning Commission:
1. Conduct a public hearing and receive testimony on the project; and
2. Adopt the attached resolution conditionally approving the requested Conditional Use Permit.

REPORT SUMMARY

The proposed project involves a request for a Conditional Use Permit to allow the establishment of a vehicle service facility within an existing commercial building located 9031 Olympic Boulevard. This report analyzes the impacts and potential benefits of the proposed Conditional Use Permit with particular focus on the project's use, potential traffic and noise impacts on the neighborhood, and site circulation. While it is recognized that the proposed use represents a change to the surrounding neighborhood in comparison to existing conditions, particularly with respect to increased business related activity such as customer trips, deliveries, and the presence of employees, staff's analysis concludes that with the incorporation of project-specific conditions of approval, the proposed Conditional Use Permit will not result in any significant adverse impacts to the neighboring properties or the surrounding neighborhood. Therefore, staff recommends approval of the requested Conditional Use Permit.

Attachment(s):
A. Staff Recommended Findings and Conditions of Approval
B. Draft Resolution
C. Empirical Traffic/Circulation Analysis
D. Acoustical Analysis
E. Southeast Task Force Recommendations
F. Public Notice
G. Architectural Plans

Report Author and Contact Information:
Shena Rojemann, Associate Planner
(310) 285-1192
srojemann@beverlyhills.org

* The original application for the proposed project included a request for an Extended Hours Permit, and the project was noticed accordingly. Since that time, the applicant has withdrawn the request for the Extended Hours Permit, and this staff report does not contain analysis on the Extended Hours request. Further explanation of this change can be found in the Project Description section of this report.

BACKGROUND

File Date	1/03/2013
Application Complete	3/15/2013
Subdivision Deadline	N/A
CEQA Deadline	60 days from CEQA Determination
Permit Streamlining	5/20/2013 without extension request from applicant
Applicant(s)	Roundtree Automotive Group (Infiniti)
Property Owner(s)	Prime West, Inc.
Representative(s)	Murray D. Fischer
Prior PC Action	None
Prior Council Action	None

PROPERTY AND NEIGHBORHOOD SETTING

Property Information

Address	9031 Olympic Boulevard
Legal Description	TRACT #6380 EX OF ALLEY LOT 725 AND LOT 726
Zoning District	C-3T-2 Commercial-Transition Zone
General Plan	General Commercial - Low Density
Existing Land Use(s)	General Commercial
Lot Dimensions & Area	120' x 127.5'– 15,300 square feet
Year Built	1945
Historic Resource	The property is not identified on the City's list of potentially historic properties and, according to the City's permit records, has not been designed by a Master Architect
Protected Trees/Grove	None

Adjacent Zoning and Land Uses

North	R-1.6X – One-Family Residential Zone
South (across Olympic Blvd)	C-3T-2 – Commercial-Transition Zone
East	C-3T-2 – Commercial-Transition Zone
West	C-3T-2 – Commercial-Transition Zone

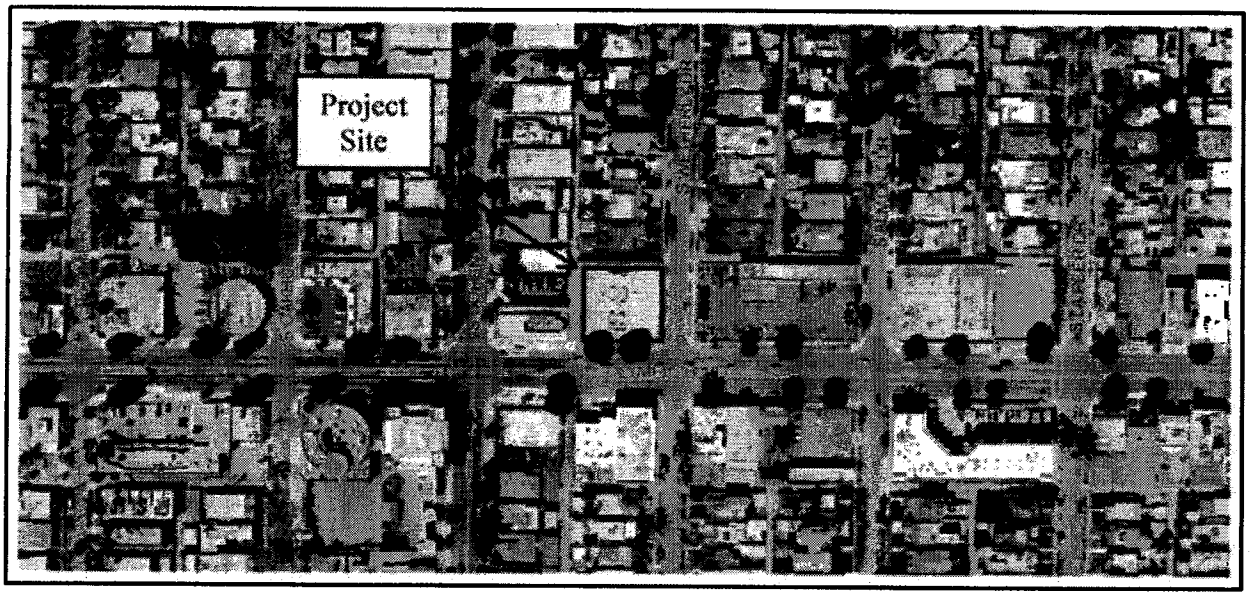
Circulation and Parking

Adjacent Street(s)	Olympic Boulevard and South Wetherly Drive
Adjacent Alleys	15' one-way northbound alley along the west side of the property and a 15' one-way eastbound alley along the north side of the property
Parkways & Sidewalks	Olympic Boulevard sidewalk/parkway – 15' from face of curb to property line, South Wetherly Drive sidewalk/parkway – 12.5' from face of curb to property line
Parking Restrictions	2 hour parking east side of project site (South Wetherly Drive). 2 hour parking south of the project site (Olympic Boulevard).
Nearest Intersection	Olympic Boulevard and South Wetherly Drive
Circulation Element	Olympic Boulevard is an arterial street; South Wetherly Drive is a local street.

Estimated Daily Trips	Olympic Boulevard carries approximately 25,850 daily trips, and South Wetherly Drive carries approximately 936 daily trips

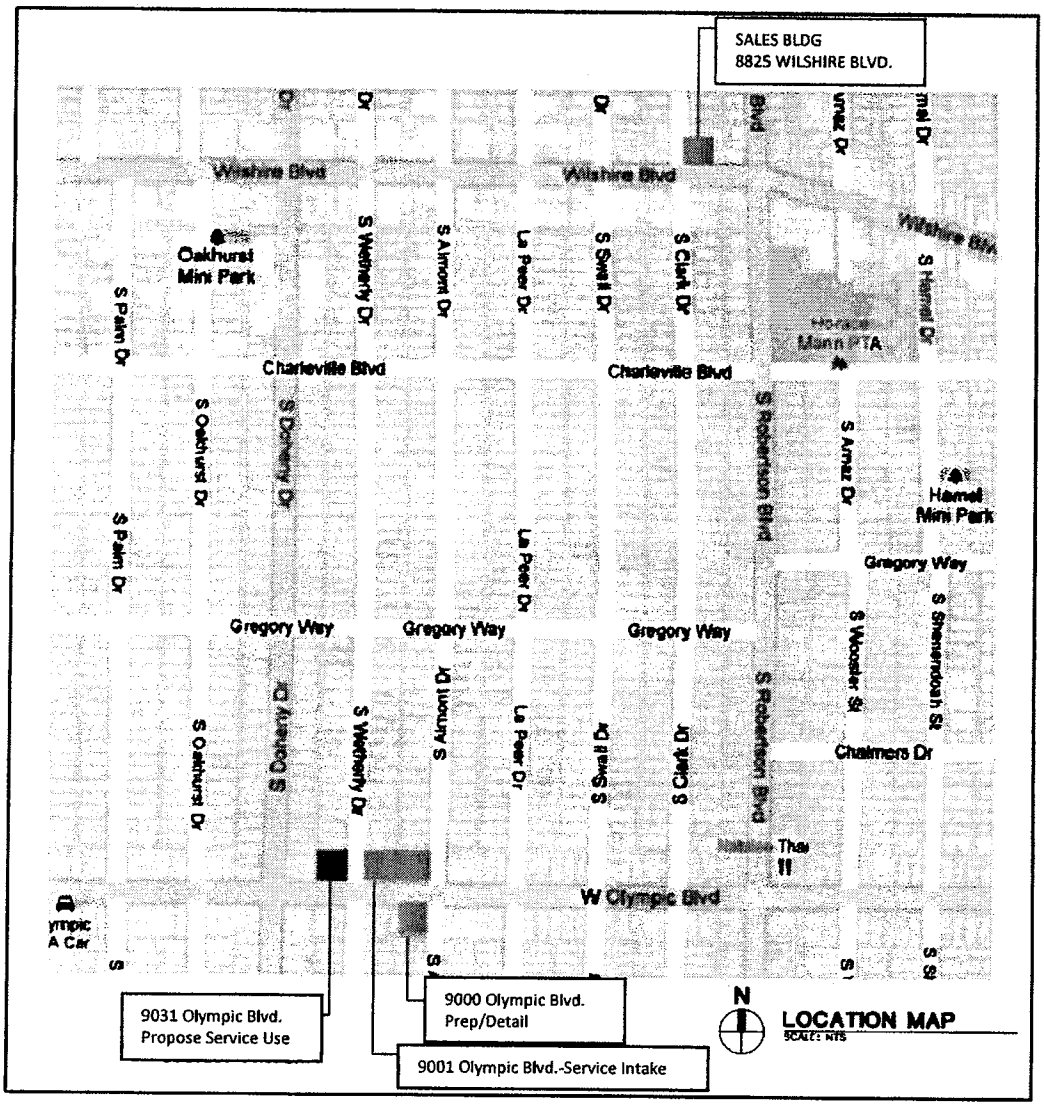
Neighborhood Character

The site is located on the northwest corner of Olympic Boulevard and South Wetherly Drive. Olympic Boulevard is developed with various retail, restaurant, and office uses on both sides of the street for several blocks east and west of the project site. South Wetherly Drive to the north of the site is developed with single-family residential homes. The site directly abuts alleys along the north and west sides of the property. Directly to the west of the site, across the 15' alley is a two-story commercial building with a surface parking lot. The property located directly to the northwest of the site, also across the alley, is owned by Southern California Edison and houses service equipment. The property located directly north of the project site, across the northern alley, is developed with a one-story single-family residence with detached garage, which is accessed from the alley. The residence is separated from the alley by a tall hedge and picket fence which runs parallel to the alley. The property located directly to the northeast of the site, across South Wetherly Drive, is a two-story single-family residence. The commercial property located to the east across South Wetherly Drive is currently vacant (but was used most recently for vehicle dealership operations) and is proposed to be the location of the vehicle drop off/pick-up area for the Infiniti service operations. The following image provides an aerial of the neighborhood and illustrates the surrounding development and land uses.



PROJECT DESCRIPTION

The proposed site is currently occupied by an antique store (rug dealer) and if approved would be one of a total of four Infiniti sites proposed within the City. Two of the sites, 9001 Olympic Boulevard[1] (located directly east of the project site) and 9000 Olympic Boulevard[2] (located to the southeast of the project site) are planned to be utilized for vehicle service and preparation operations in conjunction with the subject site. The fourth site is to be located 8825 Wilshire Boulevard[3] and will contain the sales operations for Infiniti. The map below illustrates the locations of all four properties.



[1] A Conditional Use Permit (CUP) was previously approved (Planning Commission Resolution No. 124) to allow vehicle sales and service uses for the property at 9001 Olympic and therefore a new CUP is not required. The site has historically been used for vehicle sales.

[2] The site at 9000 Olympic Boulevard has operated as a legally non-conforming vehicle sales/service station since prior to the City's current ordinance (1991) that requires vehicle sales, service, and fuel stations to obtain a CUP. Pursuant to BHMC §10-3-4101, legal non-conforming uses are allowed to continue until such time that a conforming use is established. Since the site has always operated as a vehicle sales/service station a CUP is not required to continue this non-conforming use and the proposed use results in no enlargement/expansion.

[3] A Conditional Use Permit (CUP) was previously approved (Planning Commission Resolution No. 1118) to allow vehicle sales and service uses for the property at 8825 Wilshire and therefore a new CUP is not required.

Dealership Operations.
The proposed vehicle service operations would be located within the existing commercial building currently on the site at 9031 Olympic Boulevard. As proposed, limited changes would occur to the exterior of the building (painting and window/door replacement), however, the interior would be remodeled to meet the dealership's service requirements. The building is proposed to contain nineteen (19) service bays, one tire changing area, and one alignment area. The proposed service use would operate in conjunction with the properties at 9001 Olympic and 9000 Olympic. The property at 9001 Olympic, located directly across South Wetherly Drive from the project site, would serve as the designated vehicle drop-off/pick-up location for vehicles requiring service. This site would house six service writers, an Infiniti accessories boutique, a waiting area, an area for processing loaner and rental vehicles, and employee offices/facilities. Patrons bringing their vehicles in for service would arrive at the 9001 Olympic site where they would drop off their vehicle(s) with a porter. The car(s) would then be moved from the 9001 Olympic site, by porter, to the 9031 Olympic site. The 9000 Olympic property would be used for vehicle preparation and washing (primarily associated with new car sales that occur at the Wilshire sales site), and the subject property at 9031 Olympic would be used solely for vehicle service. Vehicles will be brought to the subject site by porter only and when servicing is complete, will be returned to the 9001 Olympic site by a porter.

Required Entitlements.
When initially submitted, the project application included a request for a Conditional Use Permit to allow the vehicle service use and an Extended Hours Permit to allow the facility to begin operations at 8:00 AM on Saturdays[4]. Consequently, the public notice published in the local newspapers (*Beverly Hills Courier* and *Beverly Hills Weekly*) and mailed to neighboring property owners and residential tenants indicated that both entitlements were requested. Since noticing the project the applicant has withdrawn the request for an Extended Hours Permit as the facility is now proposed to begin operations at 9:00 AM on Saturdays, which conforms with the time restrictions set forth in BHMC §10-3-1958[4]. Therefore, the Extended Hours Permit is no longer required. A Conditional Use Permit to allow the vehicle service use is still being requested:

Conditional Use Permit.
A request to allow a vehicle service use. Pursuant to Beverly Hills Municipal Code (BHMC) §10-3-1632, a Conditional Use Permit may be issued to allow a vehicle services use if the required criteria are met. The criteria are further explained in the Analysis portion of this staff report as well as Attachment A.

ZONING CODE[5] COMPLIANCE

A detailed review of the proposed project's compliance with 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.

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[4] BMHC §10-3-1958 Extended Hours Permits: Restricts the business hours for all businesses located within the Commercial-Residential Transition area to between 7:00 AM and 10:00 PM Monday through Friday and between 9:00 AM and 10:00 PM on weekends and holiday unless otherwise authorized by approval of an Extended Hours Permit.

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

GENERAL PLAN[6] POLICIES

The General Plan includes the following goals and policies relevant to the Planning Commission's review of the project:

- **Policy LU 2.1 City Places: Neighborhoods, Districts, and Corridors**. Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.
- **Policy LU 2.10 Development Transitions and Compatibility.** Require that sites and buildings be planned, located, and designed to assure functional and visual transitions between areas of differing uses and densities by addressing property and height setbacks, window and entry placement, lighting, landscape buffers, and service access.
- **Policy LU 4.2 Circulation.** As a related but separate element to be considered on its merits, a variety of recommendations to enhance the overall quality of land use within the City were set forth. Among these were proposals to protect the quality of residential areas by discouraging through traffic which finds its way into these areas.
- **Policy LU 5.8 Encroachment of Incompatible Land Uses.** Protect residential neighborhoods from the encroachment of incompatible nonresidential uses and disruptive traffic, to the extent possible. Zoning and design review should assure that compatibility issues are fully addressed when nonresidential development is proposed near or within residential areas.
- **Policy LU 12.1 Functional and Operational Compatibility.** Require that retail, office, entertainment and other businesses abutting residential neighborhoods be managed to assure that businesses do not create an unreasonable and detrimental impact on neighborhoods with respect to safety, privacy, noise, and quality of life by regulating hours of operation, truck deliveries, internal noise, staff parking and on-site loitering, trash storage and pick-up and other similar business activities.
- **Policy LU 15.1 Economic Vitality and Business Revenue.** Sustain a vigorous economy by supporting businesses that contribute revenue, quality services and high-paying jobs
- **Policy ES 1.5 Attract New Business and Industries.** Consistent with future economic sustainability plans, encourage and attract new businesses in existing industries and new industries to locate and expand within the City in order to ensure a diverse, leading-edge business community.

PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	N/A	N/A
Newspaper Notice	10 Days	3/18/2013	3/15/2013	13 Days
Mailed Notice (Owners & Residents - 500' Radius)	10 Days	3/18/2013	3/15/2013	13 Days
Property Posting	N/A	N/A	N/A	N/A
Website	N/A	N/A	3/22/2013	6 Days

Public Comment

As of the writing of this report staff received email and in-person inquiries about the project from the public; however, no written comments have been provided.

[6] Available online at http://www.beverlyhills.org/services/planning_division/general_plan/genplan.asp

ENVIRONMENTAL ASSESSMENT AND PROJECT ANALYSIS

The subject 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 categorical exemption pursuant to Section 15301 (Class 1) of the Guidelines. Specifically, the proposed project includes a change in use within an existing structure including interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances are proposed.

ANALYSIS[7]

Project approval, conditional approval, or denial is based upon specific findings for the discretionary application requested by the applicant. The findings that the Planning Commission must make to grant approval of the requested entitlements are summarized briefly in the following paragraph and are included in their entirety in Attachment A of this report. These findings may be used to guide the Planning Commission's deliberation of the subject project.

Summary

The required findings for reviewing the requested Conditional Use Permit relate to ensuring that the use is compatible with the area and surrounding uses, ensuring that adequate buffering is provided between uses, verifying that the use will not create an adverse traffic impact or a traffic safety hazard to pedestrians or to vehicles, and safeguarding neighboring properties from excessive noise, unpleasant odors, or excessive lighting. In reviewing the project, staff recommends that the Commission consider the following information:

Site History. The project site is currently developed with a commercial building that contains approximately 15,300 square feet of floor area. The building was constructed in 1945 for the Hillcrest Motor Company, which sold and serviced Cadillac vehicles. Permit records verify that the building was utilized for automobile service until the Hillcrest Motor Company ended its service operations in 1986. Although it is possible that the property may have been used for other purposes after Hillcrest Motor Company left in 1986, City records indicate that the property remained vacant until the current tenant, Antiquarian Traders, which specializes in antique sales, began occupying the building in 1995. While some minor tenant improvements have been made to the property since the antique operation began, many of the original automobile-related features including the vehicular doorways, concrete flooring, and unfinished commercial interiors, remain.

Development Standards and Use. The subject property is located within the Olympic Boulevard commercial-residential transition area and, therefore, must comply with the city's regulations regarding the intensification of existing non-conforming uses. Beverly Hills Municipal Code (BHMC) §10-3-1633 states that if intensification of a major commercial space located within the Olympic Boulevard commercial-residential transition area is proposed, then the proposed project shall comply with current parking and loading standards. BHMC §10-3-1633(B) provides guidelines to determine whether a change of use is an intensification, and uses have been

[7] 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.

classified into three tiers of land use intensity. Tier 1 represents the lowest intensity and Tier 3 represents the highest. The existing use, which is an antique store, is classified under Tier 1. The proposed car service facility is also classified under Tier 1. Consequently, there is not considered to be an intensification of use as defined by the Code and the applicant is not required to provide onsite loading or parking in accordance with current development standards. As proposed, loading and parking facilities would be located on the adjacent site at 9001 Olympic Boulevard.

The project site is also located within the general Commercial-Residential Transition Area, which is separate from the above mentioned standards that are specific to Olympic Boulevard. Pursuant to the BHMC §10-3-1950[8], properties located within the City's Commercial-Residential Transitional Area are subject to specific development and operational standards. Since the existing commercial building was constructed in 1945, prior to the establishment of the Commercial-Residential Transition Area (1981), it is considered to be legally non-conforming with regard to the development standards[9]. However, the proposed vehicle service use is new to the project site and the new use is subject to the operational standards required per BHMC §10-3-1956[10]. Staff has included a recommended condition of approval (Attachment A) that would require that the proposed project comply with the operational regulations.

Empirical Traffic Analysis. As part of the project review an empirical trip generation analysis was conducted by the applicant's consultant Crain & Associates (Attachment B). This study also evaluated the truck operations, circulation between the subject site and 9001 Olympic Boulevard, and the test drive route for service vehicles. This report was peer-reviewed by the City's Transportation Engineer.

Empirical Study Site Selection

Staff requested that empirical trip generation rates be developed for the project based on vehicular traffic counts conducted at a comparable Infiniti service facility in the area. Two Infiniti Dealerships were explored; the Infiniti facility in Santa Monica and the facility in Van Nuys. Both facilities were found to be inappropriate for comparison purposes since both facilities contain sales and service, whereas the subject site contains only service. As a result of the logistical difficulties in separating sales uses from service uses at the same site, the traffic counts were conducted at an alternative service facility, the Audi Service Center located at 8832 Wilshire Boulevard in Beverly Hills. Staff agreed that the Audi site would be a suitable alternative to study as both Infiniti and Audi are luxury brands with a similar range of vehicles and prices, the Audi site is a service/pre-owned vehicle facility along a major arterial, the sales numbers of the two brands are comparable, the Audi Service Center has a comparable number of service stalls, and Infiniti would have similar service hours as the Audi Service Center.

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[8] BHMC §10-3-1950 "Transition Between Commercial and Residential Uses" regulates the operations of businesses located in a commercial zone within 170 feet of a residential zone.

[9] Pursuant to BHMC §10-3-4100(B), legally non-conforming buildings may be permitted to remain legally non-conforming until such time that the building is altered, repaired, renovated, or remodeled and the cost associated with the work exceeds 50% of the replacement cost of the building. The City's Building Official shall be responsible to calculate the cost of replacement as well as the cost of alterations, renovations, repairs, and remodels.

[10] BHMC §10-3-1956 "Commercial-Residential Transition; General Operational Requirements": Regulates delivery/loading time and location, restricts the refuse bin location(s) and materials,

Calculating Existing Average Daily Traffic Trips

In order to determine the project trip generation for the proposed vehicle service use, the consultant first collected existing traffic volumes on Wetherly Drive and Almont Drive between Gregory Way and the east-west alley just north of the project site. This information is collected to establish the existing traffic conditions on the residential street segments. Electronic traffic counters were used to collect the data on Tuesday, Feb. 12, 2013, Wednesday, Feb. 13, 2013, and Saturday, Feb. 16, 2013. Along Wetherly Drive the counters recorded 1083 average daily trips (ADT) during the weekdays and 642 ADT on Saturday. Along Almont Drive the counters recorded 954 ADT during the weekdays and 523 on Saturday. ADT Trip generation counts were then collected for the existing Audi site at 8832 Wilshire Boulevard. The consultant collected the counts on Tuesday, Feb. 12, 2013 and Thursday, Feb 14, 2013, and began collecting one-half hour before and ended one-half hour after the hours of operation (7:00 AM – 7:00 PM). The data determined that the Audi site generates 385 ADT (trips to and from the site). The Audi site is not open on Saturday and consequently, traffic counts could not be collected for Saturday.

Since the Audi site contains fewer stalls (16) than the proposed project (19), the average daily trips generated for the Audi site could not be directly applied to the project site. As a result, the consultant calculated an average daily trip generation rate on a per stall basis in the Audi facility. It was determined that 24.06 trips were generated per stall per weekday and 22.14 trips were generated per stall on Saturday[11]. When applying the per stall trip rates to the subject site, it is projected that the proposed service use would generate 457 ADT per weekday and 421 ADT per Saturday. It should be noted that the trip generation rates do not include trips by employees, however, the Audi site shuttles employees from offsite as is proposed for the project site. It is anticipated that those shuttle trips to and from the site will be low, approximately four to five trips per day and, as included in the proposed conditions, the shuttle trip routes would be limited to La Cienega Boulevard and Olympic Boulevard and therefore trips were not included in this analysis.

Existing Plus Proposed Trips

To determine the traffic impact that the proposed service use would have on Wetherly Drive and Almont Drive, an "Existing-Plus-Proposed" analysis was conducted and that data was then compared to the City's traffic impact thresholds for residential street segments. During the weekdays the ADT along Wetherly Drive would be increased by 2.7% resulting in a total of 1113 ADT (increase of 30 ADT). On Saturday the average daily trips along Wetherly Drive would be increased by 4.0% resulting in a total of 669 ADT (increase of 27 trips). Along Almont Drive the weekday average daily trips are projected to be increased by 3.7% resulting in a total of 991 ADT (increase of 37 ADT) and the average daily trips on Saturday would be 557, which represents a 6.1% increase (increase of 34 ADT). Per the City's traffic impact thresholds, for residential streets that have an existing daily volume of 2,000 trips or less, new projects that increase daily trips will not be considered to have a substantial impact so long as the daily trips are increased by less than 16%. Since the existing average daily trips on Wetherly Drive and Almont Drive are less than 2,000 trips and the proposed project would increase the volume on each street by less than 16%, the project has been found to not have a substantial impact on traffic as set forth in the City's traffic impact thresholds.

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[11] Because the Audi dealership is not open on Saturdays, the Saturday rates were determined by using a factoring method. Please refer to Page 7 of the Empirical Traffic Analysis in Attachment C of this report for a more in-depth explanation.

Proposed Conditions

Although the project has been determined to not have a significant impact per the City's traffic impact thresholds, it is recognized that the project will result in additional trips on Wetherly Drive and Almont Drive. While there is minimal opportunity to control customer trip routes to and from the site, the employee shuttle routes to and from the site, the porter routes from the 9001 Olympic site to the project site, and the vehicle test drive routes can be controlled with conditions on the project. Staff has included recommended conditions of approval in Attachment A that would regulate the trip routes for employee shuttles, porter trips, and the vehicle test drives. While the recommended conditions will not eliminate the additional traffic on the residential streets it will help to reduce the increased number of daily trips and therefore, it is not anticipated that the proposed project will result in an adverse traffic impact on the residential streets.

Site Circulation. Due to the fact that the vehicle service operations must occur in conjunction with the property located at 9001 Olympic Boulevard, the circulation of vehicles into and out of the two properties is an important component of the project that has the potential to impact surrounding properties if not properly managed. Vehicle owners will be responsible for dropping their cars off at the 9001 Olympic site, and then picking them up from the same location once service has been performed. All other vehicle trips will be conducted by Infiniti porters and mechanics. Although the vehicle routes for customer drop off and pick up cannot be fully regulated (due to individual autonomy), it is anticipated that the majority of customers will access the service operations from Olympic Boulevard, which contains commercial development within the project area. Furthermore, vehicle trips conducted by Infiniti porters and mechanics can be fully regulated, and would follow a pre-determined route utilizing Olympic Boulevard, Doheny Drive, Wilshire Boulevard, and Robertson Boulevard anytime vehicle test drives occur. With the exception of Doheny Drive, these streets are all commercial streets that serve as either collector or arterial streets. Although Doheny Drive is not a commercial street, it serves as a collector street that carries high volumes of daily traffic.

With respect to the direct transfer of vehicles from 9001 to 9031 Olympic Boulevard (and vice versa), vehicles would be under the control of Infiniti employees at all times and are proposed to follow the routes shown in the Diagram A below – vehicles would enter the 9031 Olympic facility via the southern driveway, and would return to the 9001 Olympic facility via the northern driveway, never entering the residential neighborhood that is immediately north of the service operations. As a result of the low traffic volumes on Wetherly Drive, the proposed route for the direct transfer of vehicles between the two properties is generally expected to function without any issues; however, staff does have some concern that vehicle queuing on Wetherly Drive and Olympic Boulevard could occur in the event that a southbound vehicle stopped at the Wetherly/Olympic intersection blocks access to the south driveway of the 9031 Olympic property. In order to prevent this from occurring, and consistent with the recommendations set forth in the traffic study, staff recommends that the driveways of the 9031 Olympic building be reversed (entry at the north driveway and exit at the south driveway) so that queuing will not occur on any public streets (see Diagram B). In the event that queuing does occur in this proposed scenario, it will be interior to the 9031 Olympic building and will not impact the flow of traffic. Also, existing traffic volumes on South Wetherly Drive are light and are not expected to extend to the second driveway.

Diagram A – Applicant Proposed Circulation Route

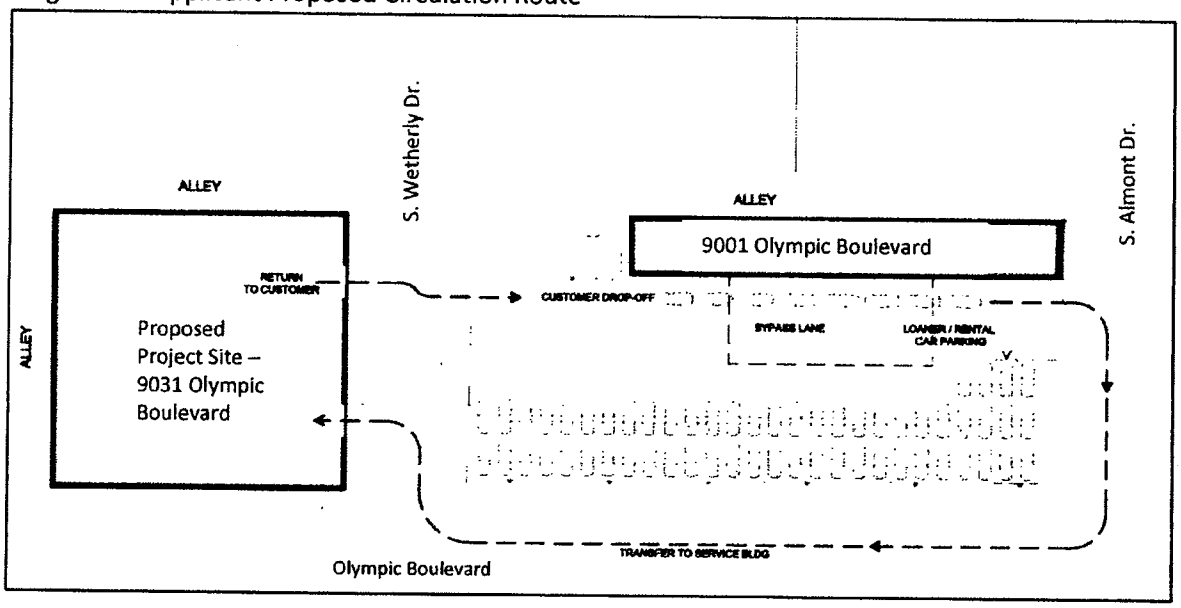
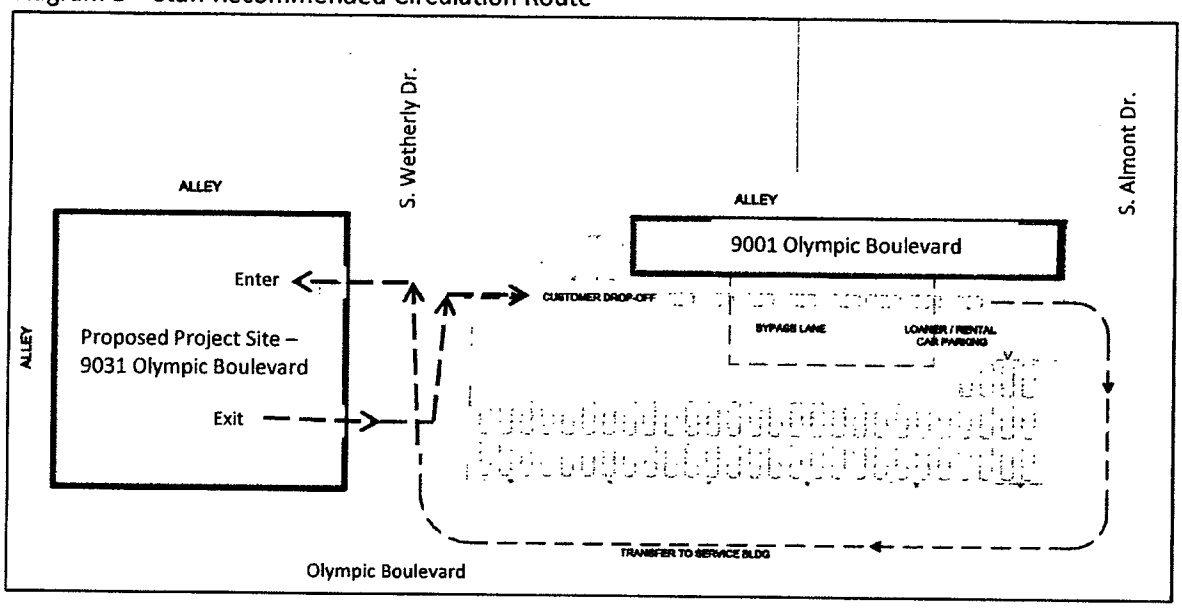


Diagram B – Staff Recommended Circulation Route



Staff also considered alternatives that the Commission may wish to consider, including providing the service entry on the north/south alley immediately west of the 9031 Olympic building, and providing a service entry directly on Olympic Boulevard. These alternatives are another way to prevent queuing on Wetherly Drive, but are technically challenging due to structural requirements and grade changes, as well as the presence of street trees along Olympic Boulevard. Based on this analysis, and with the incorporation of a reversed traffic flow from the 9031 Olympic driveways, staff does not expect site circulation to result in any adverse impacts to the adjacent neighborhood and surrounding streets.

Parking. The existing building predates current parking requirements and the site does not contain onsite parking spaces; therefore, the site is considered to be legally non-conforming with respect to parking. Pursuant to BHMC §10-3-4102, any building that is non-conforming due to insufficient parking may be occupied by a new use without providing additional parking, as long as the new use does not require parking at a higher ratio than the prior use. Per BHMC §10-3-2730, the existing antique store use would require a parking ratio of 1 space per every 350 square feet of floor area (1 space/350 SF) requiring a total of 44 spaces. The proposed vehicle service station would require the same parking ratio, 1 space per every 350 square feet, therefore, also requiring a total of 44 spaces. Since the new vehicle service use would not trigger an increase in the required number of parking spaces on the site, no new parking spaces are required for the site.

Although the Code does not require additional parking spaces for the subject site, Infiniti does proposed parking spaces for vehicles that are waiting to be serviced or picked up. Consequently, they will be providing 64 parking spaces on the site at 9001 Olympic Boulevard. Six (6) of these spaces will be utilized for the loaner and rental vehicle parking. Also proposed is a customer drop off area that will aid in preventing vehicle queuing onto the adjacent streets. Employee parking is proposed to be provided off-site in the parking structure at 321 South La Cienega Boulevard. Employees will be shuttled from the parking structure to the service station sites in the morning and evening. A condition has been included in this report that will limit the shuttle routes to Olympic Boulevard and La Cienega Boulevard.

Acoustical Analysis. As part of the project's review, the applicant team conducted a noise study (Attachment C) to evaluate the project's potential acoustical impacts on the neighboring residential area. The principal concerns were the residences directly to the north along both sides of South Wetherly Drive. The study took into consideration the noise produced by automobiles, repair equipment within the service center building, paging systems, and other noise associated with vehicle servicing. The study concluded that a number of acoustical measures could be taken to prevent adverse noise impacts from the operations of the service center. The measures include providing sound controlled doors, providing dual glazed, fixed, non-operable windows along the north elevation (facing residential), providing acoustical wall panels adjacent to the alignment and tire areas, and providing a combination of thermal and acoustical insulation on the underside of the roof structure and between joists over the service bays. The recommended measures have been incorporated into the proposed conditions of approval for the Commission's consideration. A proposed condition has also been included that would require the acoustical consultant to inspect the installation of the recommended measures and verify that they have been accurately installed.

Southeast Task Force. On August 7, 2012 during the City Council's Study Session, the Southeast Task Force presented its recommendations for the development of the southeast area of the City (defined as the area of the City located southeast of Wilshire Boulevard and Reeves Drive [both sides of those boundary streets] and all areas east of Robertson Boulevard within the City boundaries)[12]. The proposed project is located within this southeast neighborhood. A full list of the Task Force's recommendations has been included for the Commission's consideration in Attachment E of this report. The recommendations from the Task Force were generally related to parking, business attraction/retention, programming, mobility, capital improvement projects, and a desire to attract neighborhood-serving businesses. Although the proposed vehicle service

[12] A copy of the Southeast Task Force recommendations has been provided in Attachment E of this report.

center may not be a use recommended or specifically addressed by the Task Force, it should be noted that the development of the service use will result in improvements to three large properties along Olympic Boulevard, two of which are currently vacant. The Task Force did focus on business attraction and targeting remaining vacancies. The Commission may wish to discuss the long-term goals of the Taskforce as compared with the goals of renovating existing vacant or underutilized properties.

Small Business Task Force. The City's Small Business Task Force was established in July 2011 in response to the high retail vacancy rates in the City. The Task Force has held multiple meetings to discuss the barriers to the success of small businesses in the City. The Task Force provided the most recent update on their initiatives to the City Council on December 4, 2012. Automotive uses were not discussed during the City Council meetings, but a subcommittee of the Task Force met on May 1, 2012 to further discuss automotive uses in the City. At that meeting the subcommittee generally expressed support of automobile uses as this type of use is important to the City's tax base and the revenue gained from such uses is valuable in supporting tax funded programs throughout the City. Although the subcommittee had this discussion, no formal action was taken nor have there been subsequent meetings to further discuss the matter.

CONCLUSION

The proposed project will result in the reuse of existing commercial buildings along Olympic Boulevard that have historically been utilized for vehicle-related operations. Although the proposed project will result in changes to the neighborhood when compared to existing conditions, the changes are not anticipated to result in significant adverse impacts to the surrounding neighborhood.

Commercial land uses, particularly automobile-oriented uses, adjacent to residential properties presents unique challenges. Residential properties adjacent to commercial boulevards tend to experience more commercial intrusions into the neighborhood, and residents understandably have an expectation for the quiet enjoyment of their property. The proposed land use contributes positively to the city's economic base and is consistent with recent remarks regarding automobile uses. The project also activates parcels that have largely been vacant. The recommended conditions of approval, based on various technical studies and staff's understanding of the project, attempts to mitigate anticipated impacts associated with vehicle traffic, noise and other operational conditions.

Finally, the Planning Commission will want to evaluate the project to the Small Business Task Force and the Southeast Task Force recommendations. Neither report specifically addresses auto-oriented uses, though both reports address business retention recommendations. The Southeast Task Force also includes recommendations related to neighborhood serving uses (markets, family-friendly restaurants) and some regional serving uses (museums, galleries, theaters). Notwithstanding the findings from these two efforts, there have been no policy changes to the general plan or zoning code to implement these recommendations at the time this application was filed. The Planning Commission is encouraged to consider these two efforts and render a decision on the project as appropriate, based on the information presented in this report and received during the public hearing.

NEXT STEPS

It is recommended that the Planning Commission conduct the public hearing, discuss the issues raised by staff in the analysis above, and adopt the attached resolution conditionally approving the Conditional Use Permit.

Report Reviewed By:

Ryan Gohlich, Senior Planner

ATTACHMENT A

Staff Recommended Findings and Conditions of Approval

The findings that the Planning Commission must make in order to approve the requested entitlements are set forth as follows:

Conditional Use Permit

1. *The proposed use is compatible with the area and surrounding uses;*
2. *The proposed use will have adequate buffering between the use and residential areas;*
3. *The proposed use will not create an adverse traffic impact or traffic safety hazard to pedestrians or to vehicles, including, but not limited to, an adverse impact on traffic circulation or parking;*
4. *The proposed use will not create excessive noise, unpleasant odors, noxious fumes, excessive lighting, or substantial interference with neighboring properties or uses due to the activities associated with the proposed use or its hours of operation;*

DRAFT FINDINGS

1. *The proposed use is compatible with the area and surrounding uses;*

   The proposed vehicle service use is commercial in nature, has traditionally been located in this area of the City, and is generally consistent with the surrounding uses along Olympic Boulevard which are comprised of retail, restaurants, and offices. The new use will be located within an existing commercial building on the property, which is part of the existing neighborhood fabric. To the north of the project site is a residential neighborhood which is separated from the site by alleys along the north and west sides of the project site. A traffic, parking, and circulation study that has been peer reviewed by the City's Transportation Division indicates that the proposed use will not result in any significant traffic or parking related impacts on the neighborhood. Although the study determined the impacts would not be significant, conditions have been imposed on the project that will further limit traffic impacts, specifically in the residential neighborhood to the north. An acoustical study of the use was prepared which concluded that certain steps could be taken to minimize noise impacts. As a result, conditions have been imposed to minimize noise impacts. Since the proposed use will be located within an existing commercial building in the neighborhood and conditions have been incorporated in the project that will minimize the traffic and noise impacts, it is anticipated that the proposed use will be compatible with the area and the surrounding uses.

2. *The proposed use will have adequate buffering between the use and residential areas;*

   The proposed vehicle service use will be located within the existing commercial building on the property that is part of the existing neighborhood fabric. The existing building is physically separated from the neighboring residential uses by alleys along the north and west sides of the property. The building contains small fixed windows along the north and west elevations directly facing the residential areas, one pedestrian door on the west elevation, and the two vehicular access openings on the east elevation. Pursuant to the recommendations of the acoustical study, the project is required to comply with certain conditions of approval intended to reduce noise levels. The conditions include the requirement to install soundproofing materials in the building, regulating the hours during which the vehicle doors are open, and restricting the congregation of employees. A traffic study was also conducted for the project, and while it has been determined that the

proposed project will not have a significant impact on traffic in the area, conditions have been imposed to regulate the operations of the use as they relate traffic. The conditions include regulating the circulation of traffic between the project site and the 9001 Olympic site, and establishing a vehicle test drive route. As a result of the existing site configuration and building design, as well as the incorporation of specific conditions of approval, the Project is anticipated to be compatible with the area and the surrounding uses.

3. *The proposed use will not create an adverse traffic impact or traffic safety hazard to pedestrians or to vehicles, including, but not limited to, an adverse impact on traffic circulation or parking;*

   A traffic, parking, and circulation study has been prepared for the proposed use. This study, which has been peer reviewed by the City's Transportation Engineer, indicates that the proposed use will not result in any significant traffic, parking, or circulation related impacts on the neighborhood. While the study determined that the impacts would not be significant, it is recognized that the project will result in additional traffic in the area and conditions have been imposed on the project to minimize the traffic impacts. Specific conditions regarding the operational traffic associated with the use, including vehicle service test drives and the circulation of the vehicles to and from the site have been included. These conditions will reduce the amount of traffic in the residential areas, thereby reducing the potential traffic safety hazards to pedestrians. Therefore, it is anticipated that the proposed project will not create an adverse traffic impact or traffic safety hazard to pedestrians or to vehicles, including but not limited to, an adverse impact on traffic circulation or parking.

4. *The proposed use will not create excessive noise, unpleasant odors, noxious fumes, excessive lighting, or substantial interference with neighboring properties or uses due to the activities associated with the proposed use or its hours of operation;*

   The proposed vehicle service use is commercial in nature, has traditionally been located in this area of the City, and is generally consistent with the surrounding uses along Olympic Boulevard which are comprised of retail, restaurants, and offices. An acoustical study was prepared for the project which concluded that certain steps could be taken to minimize noise impacts. The recommended steps have been incorporated as conditions of approval on the project. The operational impacts of the project were also analyzed. For projects located in the general commercial-residential transition area of the City, such as the subject site, specific operational restrictions apply. These restrictions regulate operational elements such as the hours of operation, noxious fumes, and unpleasant odors. A condition of approval has been included on the project that requires full compliance with the operational standards for uses located in the commercial-residential transition area. Since the proposed use is generally consistent with the surrounding commercial uses and conditions have been imposed that would minimize noise and the other operation impacts, it is anticipated that the proposed use will not create excessive noise, unpleasant odors, noxious fumes, excessive lighting, or substantial interference with neighboring properties or uses due to activities association with the propose use or its hours of operation.

DRAFT CONDITIONS

Project Specific Conditions

1. The planning Commission expressly reserves jurisdiction relative to traffic and parking issues and the right to impose additional conditions as necessary to mitigate any other

unanticipated impacts caused by the proposed Project as they arise. In the event that the Project is found to result in any unanticipated impacts and a hearing is scheduled to review the Project, the full cost of the review hearing and implementation of any additional conditions or mitigations measures shall be paid for by the Applicant.

2. The conditions set forth in this resolution are specifically tailored to address the operations of Infiniti as presented and approved by the Planning Commission. To ensure that any subsequent automobile service uses operated at the subject site do not cause adverse impacts to the surrounding neighborhood, any transfer of ownership, management, or control of the dealership shall be reviewed by the Director of Community Development to determine whether the proposed change substantially conforms to the Project approved by the Planning Commission. If the Director determines that the proposed change does not substantially conform to the approved Project, the Director shall schedule a hearing before the Planning Commission in accordance with provisions of Section 10-3-3801 of the Beverly Hills Municipal Code. The Planning Commission expressly reserves jurisdiction at said hearing to revoke the CUP or to impose additional conditions as necessary to ensure that the operation of the subsequent dealership at the subject site is compatible with adjacent land uses. The full cost of any such review hearing and implementation of any additional conditions or mitigation measures shall be paid for the Applicant.

3. The project shall comply with all operational requirements for businesses located in the commercial-transition zone pursuant to Beverly Hills Municipal Code Section 10-3-1956.

4. The hours of operation for the vehicle service station shall be limited to 7:00 AM to 7:00 PM Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays. No service shall be performed on Sundays. The Project shall not exceed the maximum limit of operational hours permitted in this condition. This condition shall not prevent the dealership from assisting customers beyond operating hours outlined above, provided that said customer entered the dealership prior to the close of business.

5. A combination of thermal and acoustical insulation shall be applied to the underside of the roof structure between the joists and the entire service pay area.

6. Perforated metal acoustical wall panels shall be provided along the interior of the north building wall.

7. Dual glazed, fixed, non-operable windows with a minimum of 45 STC rating shall be provided in the existing window openings along the north building elevation.

8. Sound control doors with a minimum 50 STC rating shall be provided to all doors.

9. No public address system shall be utilized by the vehicle service center unless such system is inaudible beyond the property boundaries.

10. After the installation of the noise minimizing measures recommended by the Acoustical Study and further conditioned herein, the acoustical consultant shall inspect the installation and verify that recommended measures have been met. The acoustical consultant shall submit written documentation to the Director outlining the inspection and verifying proper installation of all materials.

11. The east-facing building openings that provide access to the service facility from South Wetherly Drive shall be permitted to remain open during the approved vehicle service hours outlined in this resolution, but shall remain closed at all other times.

12. At all times the vehicle service use shall operate in compliance with the City's noise ordinance and the noise study presented to the Planning Commission during the public hearing process.

13. All deliveries shall occur during the approved hours of operation outlined in this resolution.

14. Employees shall be provided free off-site parking. Employees shall be transported by company-funded shuttles from the off-site parking location to the project site. The shuttle vehicles shall be prohibited from driving on residential streets.

15. Except as expressly required by law, employees shall be prohibited from parking on City streets. The applicant shall actively discourage vendors and other vehicles associated with or doing business with the dealership or its employees from parking on City streets.

16. Vehicle test drives must follow the approved test drive route provided in Attachment E of the Traffic and Parking Analysis.

17. Vehicles shall be moved to and from the project site by a porter or mechanic only. Customers shall not come directly to or from the project site for the purpose of dropping-off/picking-up of vehicles.

18. When driving vehicles to the project site the porters and mechanics shall follow the amended circulation route approved by the Planning Commission on March 28, 2013. Vehicles shall enter the project building through the northern vehicular driveway and exit through the southern vehicular driveway along South Wetherly Drive.

19. All vehicle service shall be conducted within the service structure on the site. Vehicle service shall not occur within any public streets or public right-of-way.

20. Delivery vehicles shall be prohibited from parking along the public streets or alleys.

21. All deliveries shall occur on the adjacent site at 9001 Olympic Boulevard. No other streets or rights-of-way shall be used for such purposes. Goods may be transported to the project site as needed by company employees. When transporting goods via car or truck the employees must follow the same vehicular route approved for the porter operations. The transporting of goods shall occur during the approved hours of operation outlined in this resolution.

22. All customers of the vehicle service use shall be provided with free parking.

23. All trash storage and recycling areas shall be incorporated into the interior design of the project, and shall only be removed from the structure for the purpose of collection.

24. At the close of business each day, an employee(s) of the dealership shall walk the perimeter of the project site and collect and dispose of any trash or debris that may be present on adjacent sidewalks or the alleys, regardless of whether said trash or debris was generated by the service operations.

25. Employees shall be prohibited from congregating outside the dealership, and shall be prohibited from eating, drinking, or smoking in the alley and other public rights-of-way.

26. Lunch trucks/catering trucks shall be directed by the service operation to park only on the public streets directly adjacent to the site. Said trucks shall be prohibited from parking in the alleys or within the residential neighborhoods.

Standard Conditions:

27. Decisions of the Planning Commission may be appealed to the City Council within fourteen (14) days of the Planning Commission action by filing a written appeal with the City Clerk. Appeal forms are available in the City Clerk's office. An appeal fee is required.

28. Prior to the issuance of building permits, the Project's exterior design and its associated signage shall file and receive an Architectural Review approval.

29. Project Plans are subject to compliance with all applicable zoning regulations, except as may be expressly modified herein. Project plans shall be subject to a complete Code Compliance review when building plans are submitted for plan check. Compliance with all applicable Municipal Code and General Plan Policies is required prior to the issuance of a building permit.

30. The Project shall operate at all times in a manner not detrimental to surrounding properties or residents by reason of lights, noise, activities, parking or other actions.

31. At all times the Project shall comply with the standards of the City's Municipal Code and all other applicable State and Federal regulations.

32. The resolution approving the 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 the resolution as an exhibit. The Applicant shall deliver the executed covenant to the Department of Community Development prior to the issuance of a building permit. At the time that the Applicant delivers the covenant to the City, the Applicant shall also provide the City with all fees necessary to record the document with the County Recorder.

33. A violation of any of these conditions of approval may result in the revocation of the entitlements granted herein. Any such revocation shall be conducted in accordance with the revocation proceedings set forth in §10-3-3803 of the Beverly Hills Municipal Code.

34. Prior to the issuance of a Building Permit, all applicable fees and taxes shall be paid to the City.

35. The exercise of rights granted in such approval shall be commenced within three (3) years after the adoption of such resolution.

36. This approval is for those plans submitted to the Planning Commission on March 28, 2013, a copy of which shall be maintained in the files of the City Planning Division. Project development shall be consistent with such plans, except as otherwise specified in these conditions of approval.

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

ATTACHMENT B

Draft Resolution

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS CONDITIONALLY APPROVING A CONDITIONAL USE PERMIT TO ALLOW VEHICLE SERVICE OPERATIONS ON THE PROPERTY LOCATED AT 9031 OLYMPIC BOULEVARD.

The Planning Commission of the City of Beverly Hills hereby finds, resolves, and determines as follows:

Section 1. Roundtree Automotive Group (Infiniti), through its agent Murray D. Fischer, has submitted an application to allow vehicle service operations within an existing commercial building located at 9031 Olympic Boulevard (the "Project"). The proposed service use would occupy an existing building that contains approximately 15,300 square feet of floor area. The building will contain nineteen (19) service bays, one tire changing area, and one alignment area. Vehicle service uses require approval of a Conditional Use Permit (CUP).

Section 2. The Project site is located on the northwest corner of Olympic Boulevard and South Wetherly Drive. Olympic Boulevard is developed with various retail, restaurant, and office uses on both sides of the street for several blocks east and west of the project site. South Wetherly Drive to the north of the site is developed with single-family residential homes. The site directly abuts alleys along the north and west sides of the property. Directly to the west of the site, across the 15' alley is a two-story commercial building with a surface parking lot. The property located directly to the northwest of the site, also across the alley, is owned by Southern California Edison and houses service equipment. The property located directly north of the project site, across the northern alley, is developed with a one-story single-family residence with

detached garage, which is accessed from the alley. The residence is separated from the alley by a tall hedge and picket fence that runs parallel to the alley. The property located directly to the northeast of the site, across South Wetherly Drive, is a two-story single-family residence. The commercial property located to the east across South Wetherly Drive is currently vacant (but was used most recently for vehicle dealership operations) and is proposed to be the location of the vehicle drop off/pick-up area for the Infiniti service operations. The Project would operate in conjunction with neighboring properties located at 9001 and 9000 Olympic Boulevard.

Section 3. The request to allow a vehicle services use requires a Conditional Use Permit. Vehicle service would occur from 7:00 AM to 7:00 PM on weekdays, and from 9:00 AM to 5:00 PM on Saturdays. No service would be performed on Sundays. Customers will drop vehicles off at 9001 Olympic Boulevard, and the vehicles will then be driven to 9031 Olympic Boulevard by Infiniti employees. Once service is completed, vehicles will be returned to 9001 Olympic Boulevard for customer pick up.

Section 4. The Project has been environmentally reviewed 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 categorical exemption pursuant to Section 15301 (Class 1) of the Guidelines. Specifically, the Project includes a change in use within an existing structure including interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances are proposed.

Section 5. Notice of the Project and public hearing was mailed on March 15, 2013 to all property owners and residential occupants within a 500-foot radius of the property. Additionally, notice was published in two newspapers of local circulation. On March 28, 2013 the Planning Commission considered the application at a duly noticed public meeting. Evidence, both written and oral, was presented at said meeting.

Section 6. In considering the request for a Conditional Use Permit, the Planning Commission may approve the Conditional Use Permit if the Commission finds as follows:

1. The proposed use is compatible with the area and surrounding uses;
2. The proposed use will have adequate buffering between the use and residential areas;
3. The proposed use will not create an adverse traffic impact or traffic safety hazard to pedestrians or to vehicles, including, but not limited to, an adverse impact on traffic circulation or parking; and
4. The proposed use will not create excessive noise, unpleasant odors, noxious fumes, excessive lighting, or substantial interference with neighboring properties or uses due to the activities associated with the proposed use or its hours of operation.

Section 7. Based on the foregoing, the Planning Commission hereby finds and determines as follows regarding the Conditional Use Permit (CUP):

1. The proposed vehicle service use is commercial in nature, has traditionally been located in this area of the City, and is generally consistent with the surrounding uses along Olympic Boulevard which are comprised of retail, restaurants, and offices. The

new use will be located within an existing commercial building on the property, which is part of the existing neighborhood fabric. To the north of the project site is a residential neighborhood which is separated from the site by alleys along the north and west sides of the project site. A traffic, parking, and circulation study that has been peer reviewed by the City's Transportation Division indicates that the proposed use will not result in any significant traffic or parking related impacts on the neighborhood. Although the study determined the impacts would not be significant, conditions have been imposed on the project that will further limit traffic impacts, specifically in the residential neighborhood to the north. An acoustical study of the use was prepared which concluded that certain steps could be taken to minimize noise impacts. As a result, conditions have been imposed to minimize noise impacts. Since the proposed use will be located within an existing commercial building in the neighborhood and conditions have been incorporated in the project that will minimize the traffic and noise impacts, it is anticipated that the proposed use will be compatible with the area and the surrounding uses.

2. The proposed vehicle service use will be located within the existing commercial building on the property that is part of the existing neighborhood fabric. The existing building is physically separated from the neighboring residential uses by alleys along the north and west sides of the property. The building contains small fixed windows along the north and west elevations directly facing the residential areas, one pedestrian door on the west elevation, and the two vehicular access openings on the east elevation. Pursuant to the recommendations of the acoustical study, the project is required to comply with certain conditions of approval intended to reduce noise

levels. The conditions include the requirement to install soundproofing materials in the building, regulating the hours during which the vehicle doors are open, and restricting the congregation of employees. A traffic study was also conducted for the project, and while it has been determined that the proposed project will not have a significant impact on traffic in the area, conditions have been imposed to regulate the operations of the use as they relate traffic. The conditions include regulating the circulation of traffic between the project site and the 9001 Olympic site, and establishing a vehicle test drive route. As a result of the existing site configuration and building design, as well as the incorporation of specific conditions of approval, the Project is anticipated to be compatible with the area and the surrounding uses.

3. A traffic, parking, and circulation study has been prepared for the proposed use. This study, which has been peer reviewed by the City's Transportation Engineer, indicates that the proposed use will not result in any significant traffic, parking, or circulation related impacts on the neighborhood. While the study determined that the impacts would not be significant, it is recognized that the project will result in additional traffic in the area and conditions have been imposed on the project to minimize the traffic impacts. Specific conditions regarding the operational traffic associated with the use, including vehicle service test drives and the circulation of the vehicles to and from the site have been included. These conditions will reduce the amount of traffic in the residential areas, thereby reducing the potential traffic safety hazards to pedestrians. Therefore, it is anticipated that the proposed project will not create an adverse traffic impact or traffic safety hazard to pedestrians or to vehicles, including but not limited to, an adverse impact on traffic circulation or parking.

4. The proposed vehicle service use is commercial in nature, has traditionally been located in this area of the City, and is generally consistent with the surrounding uses along Olympic Boulevard which are comprised of retail, restaurants, and offices. An acoustical study was prepared for the project which concluded that certain steps could be taken to minimize noise impacts. The recommended steps have been incorporated as conditions of approval on the project. The operational impacts of the project were also analyzed. For projects located in the general commercial-residential transition area of the City, such as the subject site, specific operational restrictions apply. These restrictions regulate operational elements such as the hours of operation, noxious fumes, and unpleasant odors. A condition of approval has been included on the project that requires full compliance with the operational standards for uses located in the commercial-residential transition area. Since the proposed use is generally consistent with the surrounding commercial uses and conditions have been imposed that would minimize noise and the other operation impacts, it is anticipated that the proposed use will not create excessive noise, unpleasant odors, noxious fumes, excessive lighting, or substantial interference with neighboring properties or uses due to activities association with the propose use or its hours of operation.

Section 8. Based on the foregoing, the Planning Commission hereby grants the requested CUP, subject to the following conditions:

1. The planning Commission expressly reserves jurisdiction relative to traffic and parking issues and the right to impose additional conditions as necessary to mitigate any other unanticipated impacts caused by the proposed Project as they arise. In the

event that the Project is found to result in any unanticipated impacts and a hearing is scheduled to review the Project, the full cost of the review hearing and implementation of any additional conditions or mitigations measures shall be paid for by the Applicant.

2. The conditions set forth in this resolution are specifically tailored to address the operations of Infiniti as presented and approved by the Planning Commission. To ensure that any subsequent automobile service uses operated at the subject site do not cause adverse impacts to the surrounding neighborhood, any transfer of ownership, management, or control of the dealership shall be reviewed by the Director of Community Development to determine whether the proposed change substantially conforms to the Project approved by the Planning Commission. If the Director determines that the proposed change does not substantially conform to the approved Project, the Director shall schedule a hearing before the Planning Commission in accordance with provisions of Section 10-3-3801 of the Beverly Hills Municipal Code. The Planning Commission expressly reserves jurisdiction at said hearing to revoke the CUP or to impose additional conditions as necessary to ensure that the operation of the subsequent dealership at the subject site is compatible with adjacent land uses. The full cost of any such review hearing and implementation of any additional conditions or mitigation measures shall be paid for the Applicant.

3. The project shall comply with all operational requirements for businesses located in the commercial-transition zone pursuant to Beverly Hills Municipal Code Section 10-3-1956.

4. The hours of operation for the vehicle service station shall be limited to 7:00 AM to 7:00 PM Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays. No service shall be performed on Sundays. The Project shall not exceed the maximum limit of operational hours permitted in this condition. This condition shall not prevent the dealership from assisting customers beyond operating hours outlined above, provided that said customer entered the dealership prior to the close of business.
5. A combination of thermal and acoustical insulation shall be applied to the underside of the roof structure between the joists and the entire service pay area.
6. Perforated metal acoustical wall panels shall be provided along the interior of the north building wall.
7. Dual glazed, fixed, non-operable windows with a minimum of 45 STC rating shall be provided in the existing window openings along the north building elevation.
8. Sound control doors with a minimum 50 STC rating shall be provided to all doors.
9. No public address system shall be utilized by the vehicle service center unless such system is inaudible beyond the property boundaries.
10. After the installation of the noise minimizing measures recommended by the Acoustical Study and further conditioned herein, the acoustical consultant shall inspect the installation and verify that recommended measures have been met. The acoustical consultant shall submit written documentation to the Director outlining the inspection and verifying proper installation of all materials.
11. The east-facing building openings that provide access to the service facility from South Wetherly Drive shall be permitted to remain open during the approved vehicle service hours outlined in this resolution, but shall remain closed at all other times.

12. At all times the vehicle service use shall operate in compliance with the City's noise ordinance and the noise study presented to the Planning Commission during the public hearing process.
13. All deliveries shall occur during the approved hours of operation outlined in this resolution.
14. Employees shall be provided free off-site parking. Employees shall be transported by company-funded shuttles from the off-site parking location to the project site. The shuttle vehicles shall be prohibited from driving on residential streets.
15. Except as expressly required by law, employees shall be prohibited from parking on City streets. The applicant shall actively discourage vendors and other vehicles associated with or doing business with the dealership or its employees from parking on City streets.
16. Vehicle test drives must follow the approved test drive route provided in Attachment E of the Traffic and Parking Analysis.
17. Vehicles shall be moved to and from the project site by a porter or mechanic only. Customers shall not come directly to or from the project site for the purpose of dropping-off/picking-up of vehicles.
18. When driving vehicles to the project site the porters and mechanics shall follow the amended circulation route approved by the Planning Commission on March 28, 2013. Vehicles shall enter the project building through the northern vehicular driveway and exit through the southern vehicular driveway along South Wetherly Drive.
19. All vehicle service shall be conducted within the service structure on the site. Vehicle service shall not occur within any public streets or public right-of-way.

20. Delivery vehicles shall be prohibited from parking along the public streets or alleys.
21. All deliveries shall occur on the adjacent site at 9001 Olympic Boulevard. No other streets or rights-of-way shall be used for such purposes. Goods may be transported to the project site as needed by company employees. When transporting goods via car or truck the employees must follow the same vehicular route approved for the porter operations. The transporting of goods shall occur during the approved hours of operation outlined in this resolution.
22. All customers of the vehicle service use shall be provided with free parking.
23. All trash storage and recycling areas shall be incorporated into the interior design of the project, and shall only be removed from the structure for the purpose of collection.
24. At the close of business each day, an employee(s) of the dealership shall walk the perimeter of the project site and collect and dispose of any trash or debris that may be present on adjacent sidewalks or the alleys, regardless of whether said trash or debris was generated by the service operations.
25. Employees shall be prohibited from congregating outside the dealership, and shall be prohibited from eating, drinking, or smoking in the alley and other public rights-of-way.
26. Lunch trucks/catering trucks shall be directed by the service operation to park only on the public streets directly adjacent to the site. Said trucks shall be prohibited from parking in the alleys or within the residential neighborhoods.

STANDARD CONDITIONS:

27. Decisions of the Planning Commission may be appealed to the City Council within fourteen (14) days of the Planning Commission action by filing a written appeal with the City Clerk. Appeal forms are available in the City Clerk's office. An appeal fee is required.

28. Prior to the issuance of building permits, the Project's exterior design and its associated signage shall be reviewed and approved by the Architectural Commission.

29. Project Plans are subject to compliance with all applicable zoning regulations, except as may be expressly modified herein. Project plans shall be subject to a complete Code Compliance review when building plans are submitted for plan check. Compliance with all applicable Municipal Code and General Plan Policies is required prior to the issuance of a building permit.

30. The Project shall operate at all times in a manner not detrimental to surrounding properties or residents by reason of lights, noise, activities, parking or other actions.

31. At all times the Project shall comply with the standards of the City's Municipal Code and all other applicable State and Federal regulations.

32. The resolution approving the 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 the resolution as an exhibit. The Applicant shall deliver the executed covenant to the Department of Community Development prior to the issuance of a building permit. At the time that the Applicant delivers the covenant to the City, the Applicant shall also provide the City with all fees necessary to record the document with the County Recorder.

33. 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.

34. A violation of any of these conditions of approval may result in the revocation of the entitlements granted herein. Any such revocation shall be conducted in accordance with the revocation proceedings set forth in §10-3-3803 of the Beverly Hills Municipal Code.

35. Prior to the issuance of a Building Permit, all applicable fees and taxes shall be paid to the City.

36. The exercise of rights granted in such approval shall be commenced within three (3) years after the adoption of such resolution.

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

Section 9. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his/her Certification to be entered in the Book of Resolutions of the Planning Commission of the City.

Adopted: March 28, 2013

_____
Craig Corman, Chair of the Planning Commission of the City of Beverly Hills, California

Attest:

_____
Secretary

Approved as to form:

_____
David M. Snow
Assistant City Attorney

Approved as to content:

_____
Jonathan Lait, AICP
City Planner

ATTACHMENT C

Empirical Traffic/Circulation Analysis

TRAFFIC AND PARKING ANALYSIS FOR INFINITI OF BEVERLY HILLS SERVICE CENTER 9031 OLYMPIC BOULEVARD, BEVERLY HILLS

Prepared By:

Crain & Associates
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(310) 473-6508
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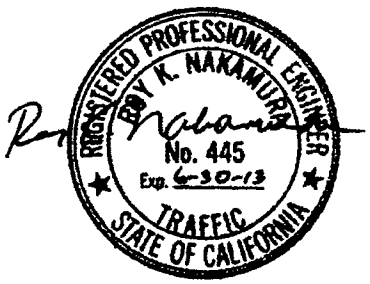

March 18, 2013

TRAFFIC AND PARKING ANALYSIS
INFINITI OF BEVERLY HILLS SERVICE CENTER
9031 OLYMPIC BOULEVARD, BEVERLY HILLS

INTRODUCTION

The Applicant, Roundtree Automotive Group LLC, is seeking approval of a Conditional Use Permit (CUP) for its proposed Infiniti of Beverly Hills Service Center project (the "Project") at 9031 Olympic Boulevard in the City of Beverly Hills. The Project site and vicinity are shown in Figure 1. As requested by City staff for the CUP, this focused traffic and parking analysis has been prepared to assess the potential traffic and parking impacts of the Project.

This analysis follows City study guidelines and also direction from City staff. Project traffic impacts were analyzed for weekday and Saturday conditions on two adjacent residential streets, Wetherly Drive and Almont Drive between Gregory Way and the east-west alley parallel to Olympic Boulevard on the north. These street segments are also indicated in Figure 1.

City staff requested that empirical trip generation and parking demand rates be developed and used to analyze the Project. Staff also requested evaluation of truck operations, including the types of trucks, their sizes and turning radii, clearance of the building canopy, and vehicular queuing on the 9001 Olympic Boulevard site. In addition, staff requested identification of the test drive route. Lastly, staff recommended that ingress for the service center building be from the north-south alley along the west side of the building or, alternatively, via a new driveway on Olympic Boulevard.

PROJECT SITE AND DESCRIPTION

The Project is a service center for Infiniti of Beverly Hill at 9031 Olympic Boulevard. No vehicle sales will be involved at this location. The service center will reoccupy an existing vacant building, approximately 15, 240 square feet, on the northwest corner of Olympic Boulevard and Wetherly Drive. It should be noted that at one time, this building had also been used by Hillcrest Cadillac as a service center. The building is bounded on the north and west by alleys. The service center will have 19 service stalls. The two existing driveways on the west side of Wetherly Drive are proposed to be retained, with the southern driveway proposed for ingress and the northern driveway proposed for egress. No new driveways are proposed for this building.

A service intake/parking facility for the Project is proposed on the block immediately to the east. This site has an address of 9001 Olympic Boulevard, and is bounded by Olympic Boulevard on the south, Wetherly Drive on the west, Almost Drive on the east, and an alley on the north. This

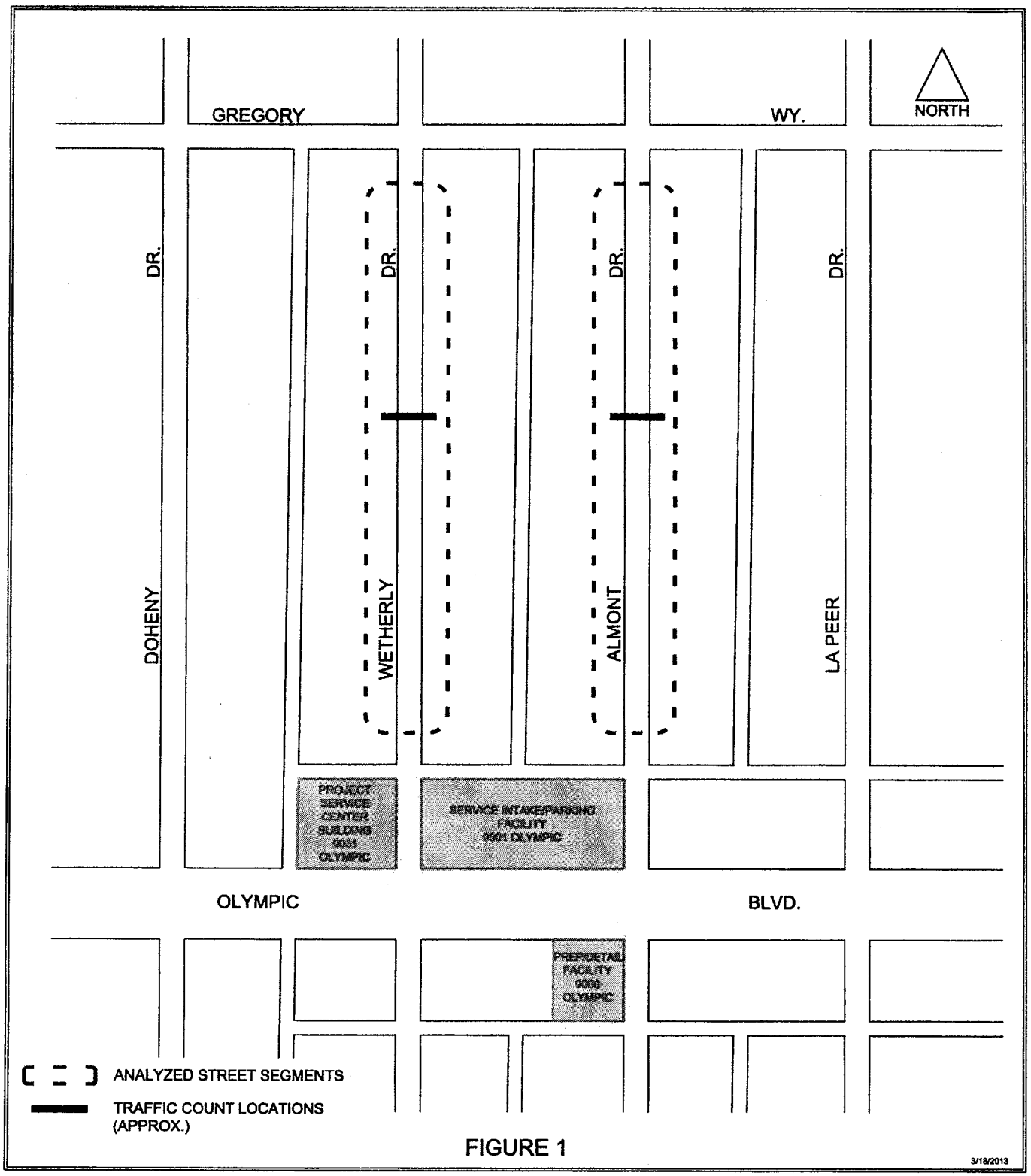

FIGURE 1

3/18/2013

FN: BEVERLY HILLS INFINITI SVC CTR\BASE_BEVERLY HILLS

PROJECT SITE VICINITY MAP

CRAIN & ASSOCIATES
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Traffic Engineering
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www.crainandassociates.com

facility is an adjunct to the service center, and will be where customers drop off and pick up their vehicles. The existing vacant building on the site, approximately 5,525 square feet, will be used for customer service reception. Porters will drive customer vehicles to and from the adjacent service center. Customers will not directly interface with the service center. Delivery vehicles trucks with disabled vehicles will also access this facility. The circulation pattern between the service center and the service intake/parking facility is illustrated in Attachment A.

A total of approximately 64 on-site parking spaces, including six spaces for loaner vehicles, are proposed on the service intake/parking site. These spaces will be for service center parking, loaner/rental vehicle parking, and customer parking. The existing driveway on the east side of Wetherly Drive will be retained and used for ingress, while the existing driveway on Almont Drive will be retained and used for egress. No other driveways are proposed for this facility.

Across the street from the service intake/parking facility is the proposed prep/detail facility, located at 9000 Olympic Boulevard and on the southwest corner of Olympic Boulevard and Almont Drive. The site is bounded on the south by an alley. Two prep and two car wash stalls are proposed for this facility. This facility will be accessed by the existing two-way driveway on the west side of Almont Drive. Porters will drive customer vehicles between this facility and the service center and service intake/parking facilities.

The Project will be open 7:00 AM - 7:00 PM, Monday through Friday, and 9:00 AM - 4:00 PM, Saturday. With minor exceptions, vehicles will be serviced on an appointment basis only. It is estimated that the Project will have a total of approximately 50 employees when it is operating at full capacity.

Parking for Project employees will be off-site at the City's public parking facility at 321 S. La Cienega Boulevard. Approximately 50 spaces for these employees will be leased at this facility. It should be noted that the Applicant proposes to provide incentives to employees to encourage them to carpool and use public transit. Shuttle vans will transport employees to and from the Project site. These vehicles will travel south on La Cienega Boulevard to Olympic Boulevard, west on Olympic Boulevard to Wetherly Drive, and north on Wetherly Drive for approximately 100 feet to enter the driveway of the service intake/parking facility, where employees will be dropped off and picked up. The shuttle vans will exit onto Almont Driver and travel south approximately 100 feet to Olympic Boulevard, west on Olympic Boulevard to Doheny Drive, north on Doheny Drive to Wilshire Boulevard, and east on Wilshire Boulevard to return to the off-site parking facility. It is estimated that during the weekday AM and PM peak hours, four to five inbound and four to five outbound shuttle van trips will be generated between the Project site and the off-site parking facility. During off-peak hours, depending on the hour, fewer, if any, shuttle trips will be generated. On Saturday, it is estimated that there will be approximately half the number of shuttle trips due to much fewer employees working that day.

EXISTING TRAFFIC VOLUMES

City staff recommended that Project traffic impacts be analyzed for weekday and Saturday conditions on Wetherly Drive and Almont Drive between Gregory Way and the east-west alley north of and parallel to Olympic Boulevard. Machine traffic counters were used to collect daily traffic count data on both streets approximately at the approximate locations indicated in Figure 1. The counts were conducted on Tuesday and Wednesday, February 12 and 13, 2013, and Saturday, February 16, 2013. An average of the February 12 and 13 count volumes was used to obtain the weekday traffic volumes used for the traffic impact analysis. The traffic count data sheets are provided in Attachment B.

PROJECT TRAFFIC

The trip generation characteristics of "stand alone" automobile servicing facilities like that proposed are not documented in the current standard trip generation sources, such as the Institute of Transportation (ITE) *Trip Generation* manual or the San Diego Association of Governments *San Diego Traffic Generators* manual. Absent such information, City staff requested that empirical trip generation rates be developed for the Project use, based on vehicular traffic counts conducted at a comparable Infiniti service facility in the area. Staff suggested the Infiniti facility in Santa Monica, with the Infiniti facility in Van Nuys as an alternate.

Both facilities were investigated and found to be inappropriate. Each has sales and service operations on the same site. The access driveways and parking for the sales and service components are comingled, making it difficult to separate service-related trips from sales-related trips, as well as service-related parking from sales-related parking. Other Infiniti facilities in the Los Angeles region were investigated, but they also had sales and service operations combined on the same site.

These logistical difficulties were discussed with City staff. Staff agreed that the traffic counts could be conducted at an alternative service facility, the Audi service center (the "Audi site") at 8833 Wilshire Boulevard, Beverly Hills, provided that it could be shown that it is a suitable alternative. The Audi site is on the north side of Wilshire Boulevard, bounded by Clark Drive on the east, Swall Drive on the west and an alley on the north. A location map of the Audi site and its relationship to the Project site is provided in Attachment C.

The following points are made in support of the Audi site being a suitable alternative:

- Both Infiniti and Audi are luxury-brand marques with a similar range of vehicles and prices.
- National sales of Infiniti and Audi have been comparable, with 119,877 new Infiniti and 139,310 new Audi vehicles sold in 2012. (Regional or state-by-state sales information could not be obtained.)

- Like the Project, the Audi site is a "stand alone" facility along a major arterial in the City.
- The Project and the Audi site are of comparable size, with 19 service stalls for the Project and 16 service stalls for the Audi site.
- Like the Project employees, the Audi site center employees all park at an off-site location.
- Like the Project, the Audi site hours of operation are 7:00 AM - 7:00 PM, Monday through Friday and servicing is almost entirely on an appointment basis only. (Unlike the Project, it is not open for servicing on Saturday.)

Audi Site Trip Generation

Crain & Associates retained The Traffic Solution, an experienced traffic data collection firm, to conduct continuous traffic counts of the vehicles accessing the Audi site. The counts were performed on Tuesday, February 12 and Thursday, February 14, 2013, both of which were typical days of service operation. All service bays were in use both days. No count was conducted for Saturday, as the Audi site is not open for servicing on that day.

The traffic counts began one-half hour before and ended one-half hour after the hours of operation, in order to capture early arrivals and late departures. The counts included trips attributable to customer vehicles, loaner vehicles, visitor vehicles, test-driven vehicles, pre-owned/used vehicles, and delivery vehicles entering and exiting the Audi site driveways. The counts also included "curbside trips;" i.e., counts made of site-related vehicles stopping or parking along the adjacent curbs on Wilshire Boulevard, Clark Drive and Swall Drive, rather driving onto the site. The Audi site traffic count summary sheets are provided in Attachment D.

It should be noted that due to limited on-site parking, the Audi site leases parking on the block immediately to the west between Swall Drive and La Peer Drive. Customer vehicles that are waiting to be serviced or have been serviced but cannot be accommodated on-site are temporarily parked at the off-site location. Vehicles driven between the two sites are considered internal trips, given the one-block distance between them, and that the situation is comparable to that occurring on a unified site on which vehicles go to and from various areas internally. These internal trips are not included in the traffic count summary sheets.

The Audi site also has pre-owned/used vehicles for sale, which are on-site in the surface lot along Wilshire Boulevard. This lot is accessed by the driveway on Wilshire Boulevard and the southern driveway on the east side of Swall Drive, both of which are also used by other site traffic. In addition, some of the "curbside traffic" is attributable to the pre-owned/used vehicles component. Due to the comingling of trips, it was difficult to accurately separate the trips related

to the pre-owned/used vehicles component from the trips related to the service center use. Therefore, the trips generated by the pre-owned/used vehicles component, although likely not a large amount, are also included in the traffic counts summary sheets.

Based on the collected traffic count data, the daily, AM peak hour and PM peak-hour trips generated by the Audi site are provided in Table 1.

Table 1
Audi Site Trip Generation

		AM Peak Hour		PM Peak Hour	
	Daily	Inbound	Outbound	Inbound	Outbound
February 12, 2013	405	16	14	19	24
		[30]		[43]	
February 14, 2013	364	20	17	13	19
		[37]		[32]	
Average	***385***	***18***	***16***	***16***	***22***
		[34]		***[38]***	

Empirical Trip Generation Rates

For the determination of the empirical trip generation rates for the Audi site, the independent variable selected was the number of service stalls. The number of service stalls was considered to be a better and more accurate indicator of how busy the Audi site likely is than the amount of square feet it has. For example, a service facility might have 10 service stalls within a 10,000 square feet building, while a similar facility might have 13 service stalls within the same size building. Generally speaking, the latter would likely service more vehicles than the former, even though both have the same square footage.

As previously noted, the Audi site has 16 service stalls. Based on this number of service stalls and the average trip generations in Table 1, weekday empirical trip generation rates were calculated for the Audi site and are presented in Table 2(a) below.

Table 2(a)
Audi Site Weekday Trip Generation Rates

Daily	24.06 per service stall
AM Peak Hour	2.13 per service stall (1.13 inbound; 1.00 outbound)
PM Peak Hour	2.38 per service stall (1.00 inbound; 1.38 outbound)

These trip generation rates are conservatively high, as they are based on trips generated not only by the service center use of the Audi site, but also the pre-owned/used vehicle component on the site, which were comingled, as previously explained.

As no traffic count data for Saturday could be collected due to the Audi site not being open for servicing that day, no Saturday empirical trip generation rates could be developed. Absent such data, City staff suggested that some type of factoring methodology might reasonably be used to estimate Saturday trip rates from the empirical weekday trip rates. Accordingly, the current trip generation literature was reviewed for factoring possibilities. The ITE trip generation rates for "Automobile Sales" land use appeared to offer the closest possibility for factoring. Assuming this land use, its Saturday daily rate of 29.74 trips per 1,000 square feet was divided by its weekday daily rate of 32.30 trips per 1,000 square feet, which yielded a factor of 0.92. This factor was then applied to the weekday empirical daily and PM peak-hour trips rates to estimate the daily and midday peak-hour rates for Saturday, which are presented in Table 2(b). While these Saturday rates result in eight percent fewer trips than the number of weekday trips, it is expected that the Saturday trip generation would be even lower, given that the operational hours will be approximately 40 percent less and the number of employees will be substantially less, and, therefore, the number of appointments accepted for Saturday will be less. Nevertheless, for purposes of a conservative analysis, the "factored" Saturday trip rates below were used.

Table 2(b)
Estimated Saturday Trip Generation Rates

Daily	22.14 per service stall
Midday Peak Hour	2.19 per service stall (0.92 inbound; 1.27 outbound)

Project Trip Generation

Applying the above trip generation rates to the Project and its 19 service stalls, it is estimated that the Project would generate the following number of trips:

Table 3(a)
Weekday Project Trip Generation

		AM Peak Hour		PM Peak Hour	
	Daily	Inbound	Outbound	Inbound	Outbound
Project, 19 Service Stalls	457	21	19	19	26
		[40]		[45]	

Table 3(b)
Saturday Project Trip Generation

		Midday Peak Hour	
	Daily	Inbound	Outbound
Project, 19 Service Stalls	421	18	24
		[42]	

It should be noted that the above Project trip generations do not include trips generated by Project employees, as the empirical trip generation rates did not include trips generated by Audi site employees, who parked off-site beyond the traffic count area. However, this is the same situation as for the Project, which will also have its employees parking off-site, and who will be shuttled to and from the site. As previously discussed, the number of shuttle trips will be low, approximately four to five such trips at most during the weekday AM and PM peak hours. Considering that none of the shuttle trips will use the analyzed streets, they were not included in the analysis.

It is estimated that the prep/detail facility at the southwest corner of Olympic Boulevard and Almont Drive (9000 Olympic Boulevard) will generate approximately 25 inbound and 25 outbound trips on a typical weekday operating at full capacity. This amounts to approximately two to three inbound and two to three outbound trips per hour. These prep/detail trips will be made by porters driving customer vehicles to and from the 9031 and 9001 Olympic Boulevard facilities. The prepping and detailing of these vehicles is a complimentary service for service center customers. As customer vehicles are already there at the Project site, the prep/detail trips are incidental, rather than new trips. Also, it is anticipated that only about half of the customers will choose to use this complimentary service.

In addition, approximately once or twice a week, up to eight new Infiniti vehicles will be transported to the Project site from the future Infiniti sales site at 8825 Wilshire Boulevard and prepped/detailed at the 9000 Olympic Boulevard facility. This would add approximately one inbound and one outbound trip per hour to the trips accessing the prep/detail facility. As the number of prep/detail facility trips will be low, with most of them incidental to the Project, and the fact that none them will be traversing any of the analyzed streets, they also were not included in the analysis.

Project Trip Distribution

The estimated inbound and outbound trip distribution percentages for the Project proximate to the site are depicted in Figures 2(a) and 2(b), respectively. This distribution takes into account the proposed clockwise circulation of the service intake/parking facility driveways, which is inbound via the Wetherly driveway and outbound via the Almont driveway.

Project Trip Assignment

Applying the Project trip percentages in Figures 2(a) and 2(b) to the Project trip generation estimates in Tables 3(a) and 3(b), the Project traffic volumes assigned to Wetherly Drive and Almont Drive between Gregory Way and the east-west alley to the south were calculated. These Project volumes are presented in Figures 3(a) and 3(b).

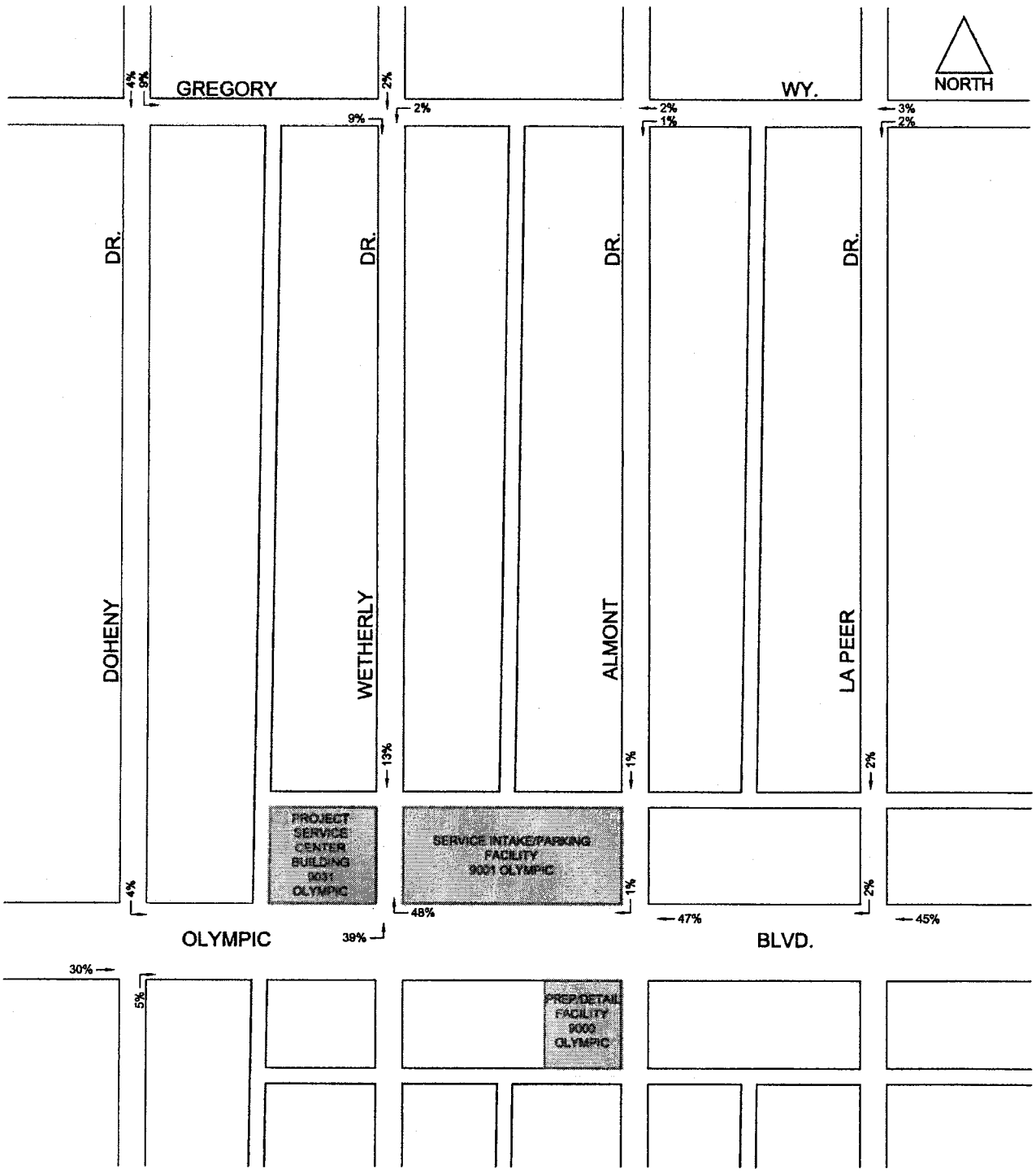

FIGURE 2(a)

3/18/2013

FN: BEVERLY HILLS INFINITI SVC CTR\PROJ-DIST-IN

PROJECT TRIP DISTRIBUTION
INBOUND PERCENTAGES

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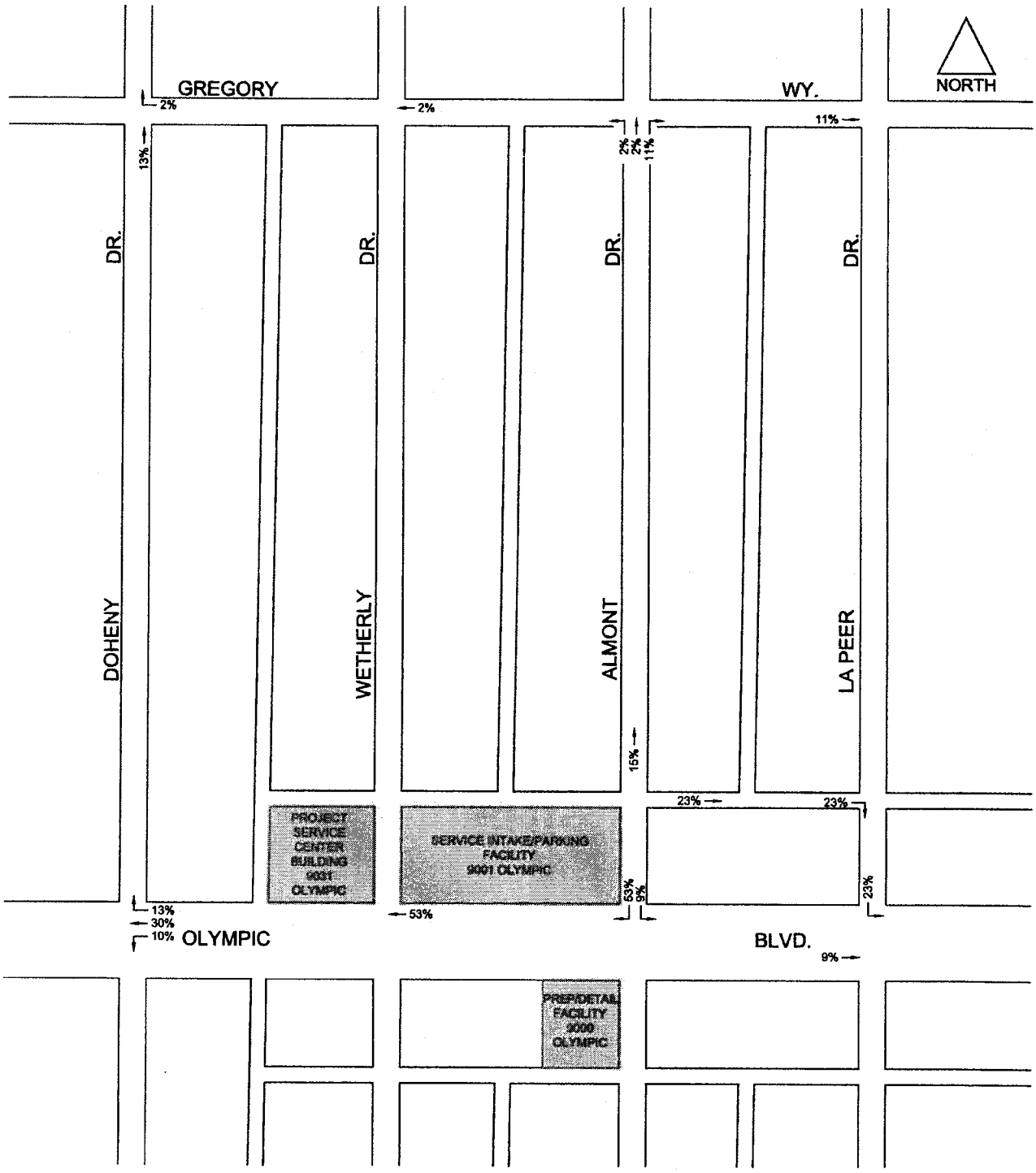

FIGURE 2(b)

3/18/2013

FN: BEVERLY HILLS INFINITI SVC CTR\PROJ-DIST-OUT

PROJECT TRIP DISTRIBUTION
OUTBOUND PERCENTAGES

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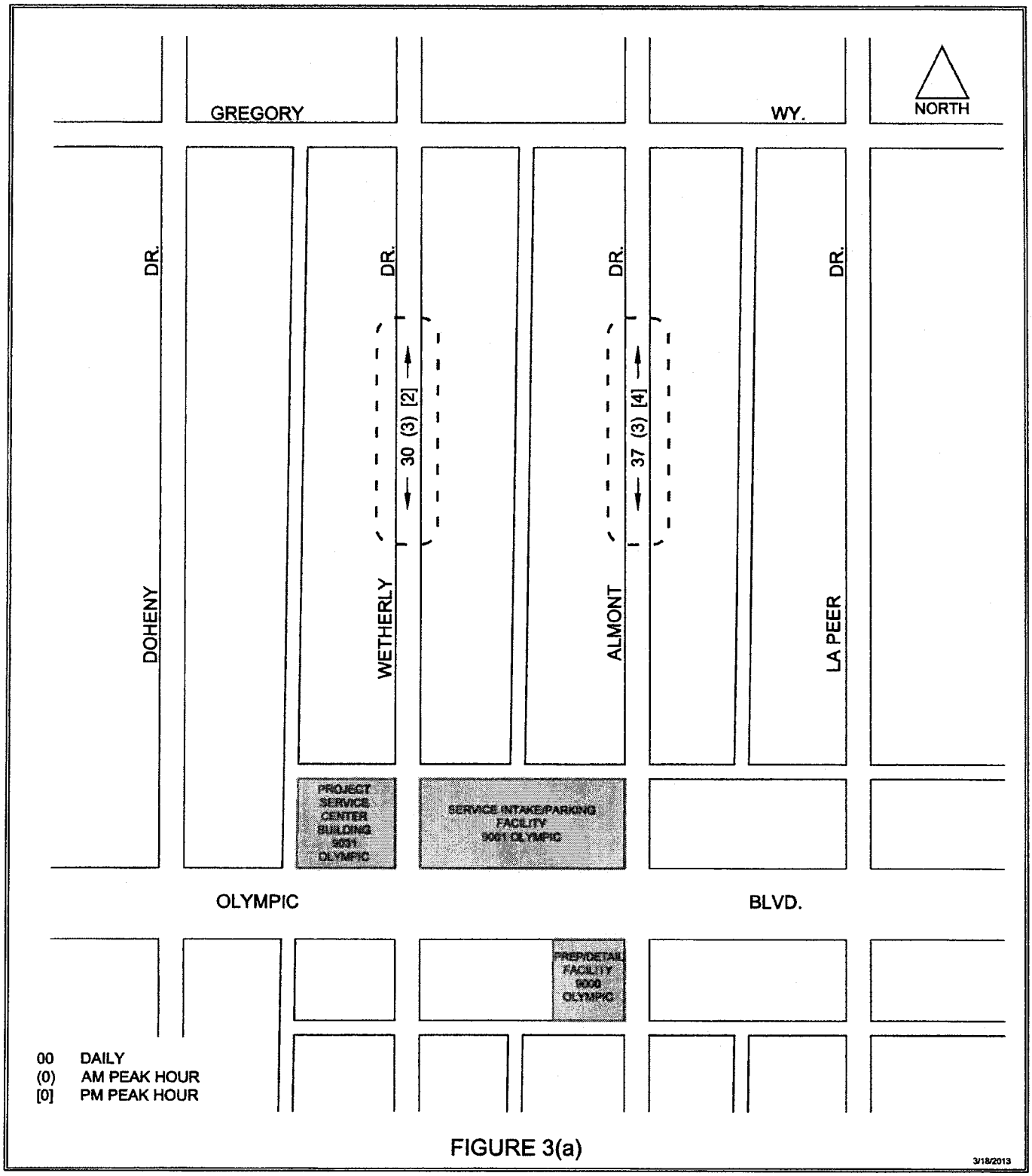

FIGURE 3(a)

3/18/2013

FN: BEVERLY HILLS INFINITI SVC CTR\PROJTRIP_WEEKDAY

PROJECT TRIP ASSIGNMENT VOLUMES
WEEKDAY

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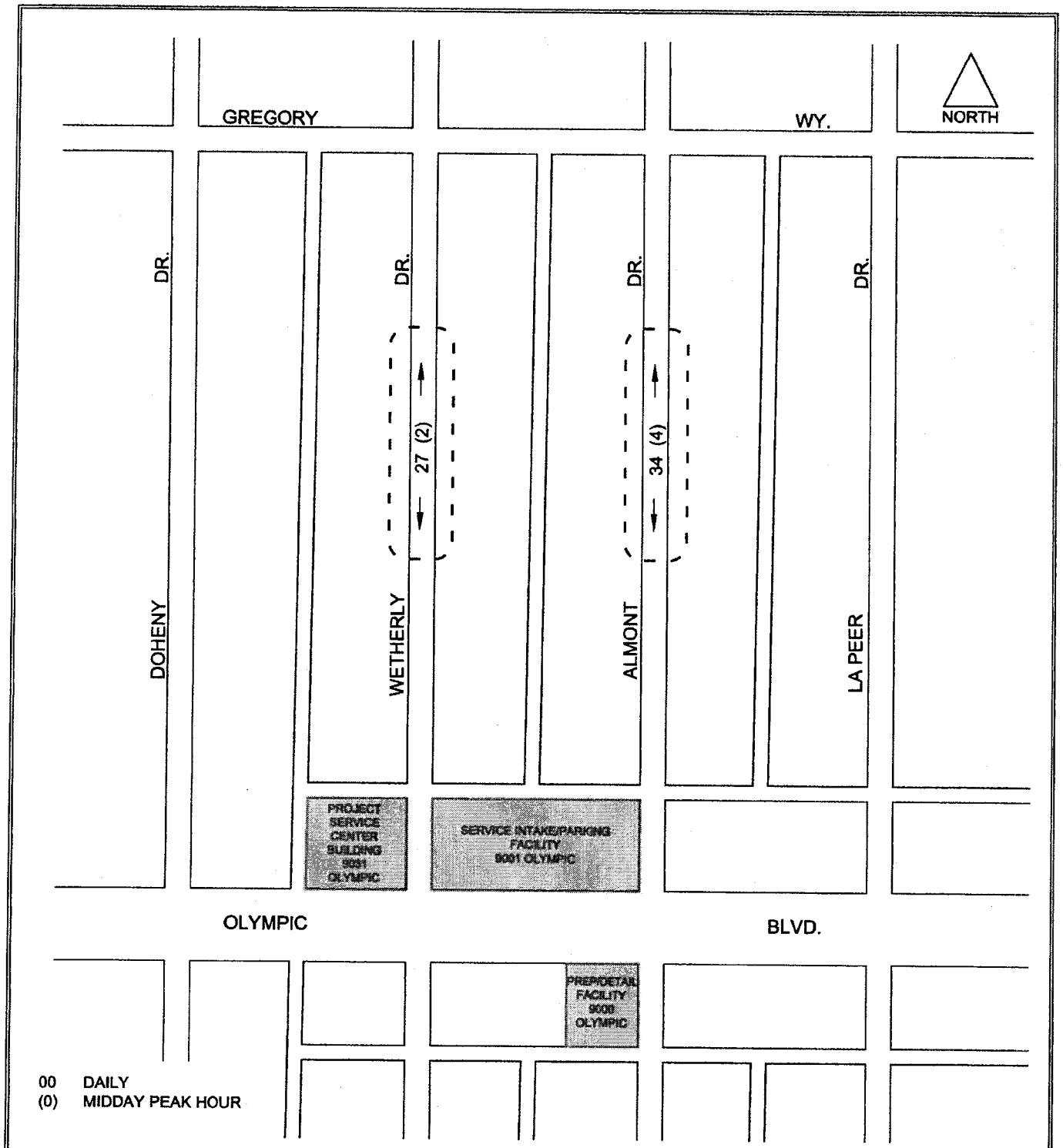

FIGURE 3(b)

3/18/2013

FN: BEVERLY HILLS INFINITI SVC CTR\PROJTRIP_SATURDAY

PROJECT TRIP ASSIGNMENT VOLUMES
SATURDAY

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TRAFFIC IMPACT ANALYSIS

City staff recommended that an "Existing-Plus-Project" analysis would be adequate to assess the potential Project traffic impacts. As previously described, the existing traffic volumes for Wetherly Drive and Almont Drive were obtained from traffic counts conducted in February 2013, with the weekday volumes based on a two-day average. Tables 4(a) and 4(b) show the existing daily and peak-hour volumes on both streets, along with the additive Project volumes, for weekday and Saturday conditions. The percent increases in traffic volumes attributable to the Project are also provided in these tables.

Table 4(a)
Weekday Residential Street Segment Analysis

Location	Time of Day	Existing Weekday Volume	Added Project Volume	Total Volume	Percent Increase Due to Project
Wetherly Dr bet	Daily	1,083	30	1,113	2.7%
Gregory Wy	AM Pk Hr	70	3	73	4.1%
& E-W Alley	PM Pk Hr	91	2	93	2.2%
Almont Dr bet	Daily	954	37	991	3.7%
Gregory Wy	AM Pk Hr	76	3	79	3.8%
& E-W Alley	PM Pk Hr	86	4	90	4.4%

Table 4(b)
Saturday Residential Street Segment Analysis

Location	Time of Day	Existing Saturday Volume	Added Project Volume	Total Volume	Percent Increase Due to Project
Wetherly Dr bet	Daily	642	27	669	4.0%
Gregory Wy	Midday Pk Hr	73	2	75	2.7%
& E-W Alley					
Almont Dr bet	Daily	523	34	557	6.1%
Gregory Wy	Midday Pk Hr	46	4	50	8.0%
& E-W Alley					

The City's traffic impact thresholds for residential street segments are summarized below. A percentage increase exceeding that allowed corresponds to a significant impact.

Daily Volume	Allowable Percent Increase
≤ 2,000	< 16% of Daily or Peak-Hour Volume
2,001 to 4,000	< 12% of Daily or Peak-Hour Volume
4,001 to 6,750	< 8% of Daily or Peak-Hour Volume
> 6,750	< 6.25% of Daily or Peak-Hour Volume

None of the percentage increases due to the addition of Project trips exceed the allowable percentages. Therefore, Project traffic would not have a significant traffic impact on either Wetherly Drive or Almont Drive between Gregory Way and the east-west alley to the south.

PARKING DEMAND ANALYSIS

As permission could not be obtained to be on the Audi site or within the immediately adjacent off-site parking facility used by Audi for temporary parking, no direct parking utilization counts could be conducted. Accordingly, a substitute procedure was developed to estimate the peak parking demand of the Audi site utilizing the collected traffic count volumes. The premise of this procedure is that an arriving vehicle (inbound) needs to be parked or stored, whether for a short or long period of time, and that a departing vehicle (outbound) is vacating a parking or storage space or area. This procedure also assumes that the average duration for the drop-off, servicing and pick-up of customer vehicles is approximately three hours.

Under this procedure, the Audi site traffic count summary sheets in Appendix D were analyzed to seek out the largest differential of "plus" vehicles, i.e., inbound vehicles ("positive" value) minus outbound vehicles ("negative" value), over any period of three consecutive hours on February 12 and 14. This differential would be indicative of the Audi site's peak parking demand, unless at the close of the business day, the "plus" differential between the total daily inbound and outbound vehicles is larger. If it were the latter, that would be indicative of more vehicles being parked or stored overnight than during the business day, in which the daily "plus" differential would be the more appropriate measure of the peak parking demand for the site. (Note: If a period longer than three consecutive hours were used, the "plus" differential would have diminished, resulting in a less conservative analysis.)

This analysis revealed that the largest "plus" differential over a three-hour period was 27 vehicles, which occurred 8:00 - 11:00 AM on February 12. This exceeded the highest "plus" differential of 20 vehicles, also 8:00 - 11:00 AM, on February 14. The daily "plus" differentials were 5 vehicles on February 12 and 4 vehicles on February 14. As the three-hour "plus" differential of 27 vehicles on February 12 was the largest, it was selected as the peak parking demand for the Audi site.

Below is the empirical peak parking demand ratio for the Audi site, calculated on a "per service stall" basis. (Note: This parking ratio also inherently includes parking related to loaner vehicles, "curbside" vehicles and pre-owned/used vehicles. It does not include employee parking, as the Audi site employees park at a location beyond the empirical data collection area.)

Table 5
Audi Site Peak Parking Demand Ratio

27 spaces ÷ 16 service stalls = 1.69 spaces per service stall

Applying this parking ratio to the Project, it is estimated that the peak parking demand for the Project would be as follows:

Table 6
Project Peak Parking Demand

19 service stalls x 1.69 spaces per service stall = 32 spaces

The Project's proposed parking supply of 64 spaces would be more than adequate to satisfy the estimated peak parking demand.

PROJECT SITE CONDITIONS ANALYSIS

Truck Access and Circulation

Most of the larger vehicles accessing the Project will be to deliver parts and supplies. The delivery vehicles will be accessing the service intake/parking facility at 9001 Olympic Boulevard. These vehicles are similar to the type of single-unit vehicles used by Federal Express and UPS. They are typically up to 30 feet in length and have turning radius of up to approximately 43 feet. Figure 4(a) depicts the turning maneuvers of this type of vehicle. As shown, this vehicle can adequately enter from Wetherly Drive, circulate through the site, and exit onto Almont Drive.

The other types of larger vehicles accessing this facility will be tow trucks and flatbed trucks bringing in disabled vehicles. A turning maneuvers analysis was run for the flatbed truck, as it has less flexibility and requires more turning area than a typical tow truck. Flatbed trucks vary in size. Measurements were made of an Isuzu flatbed truck, which has an overall length of 27.25 feet and a turning radius of approximately 33.5 feet. A towing operator said that this truck is representative of the most common size of flatbed truck used for this purpose. Based on this size of flatbed truck, a turning maneuvers analysis was run, as illustrated in Figure 4(b). This analysis shows that the flatbed truck can also adequately enter from Wetherly Drive, circulate through the site, and exit onto Almont Drive.

The facility's building canopy is proposed to be reconstructed, providing the City's required vertical clearance height of 14 feet. As this height exceeds the height of the trucks likely to pass underneath, no canopy clearance conflicts are anticipated.

The customer vehicle drop-off lane will have a storage capacity for seven vehicles. According to the Project operations manager, it is estimated that it would take approximately 10 minutes to prepare work orders and move out each group of seven vehicles. This rate corresponds to

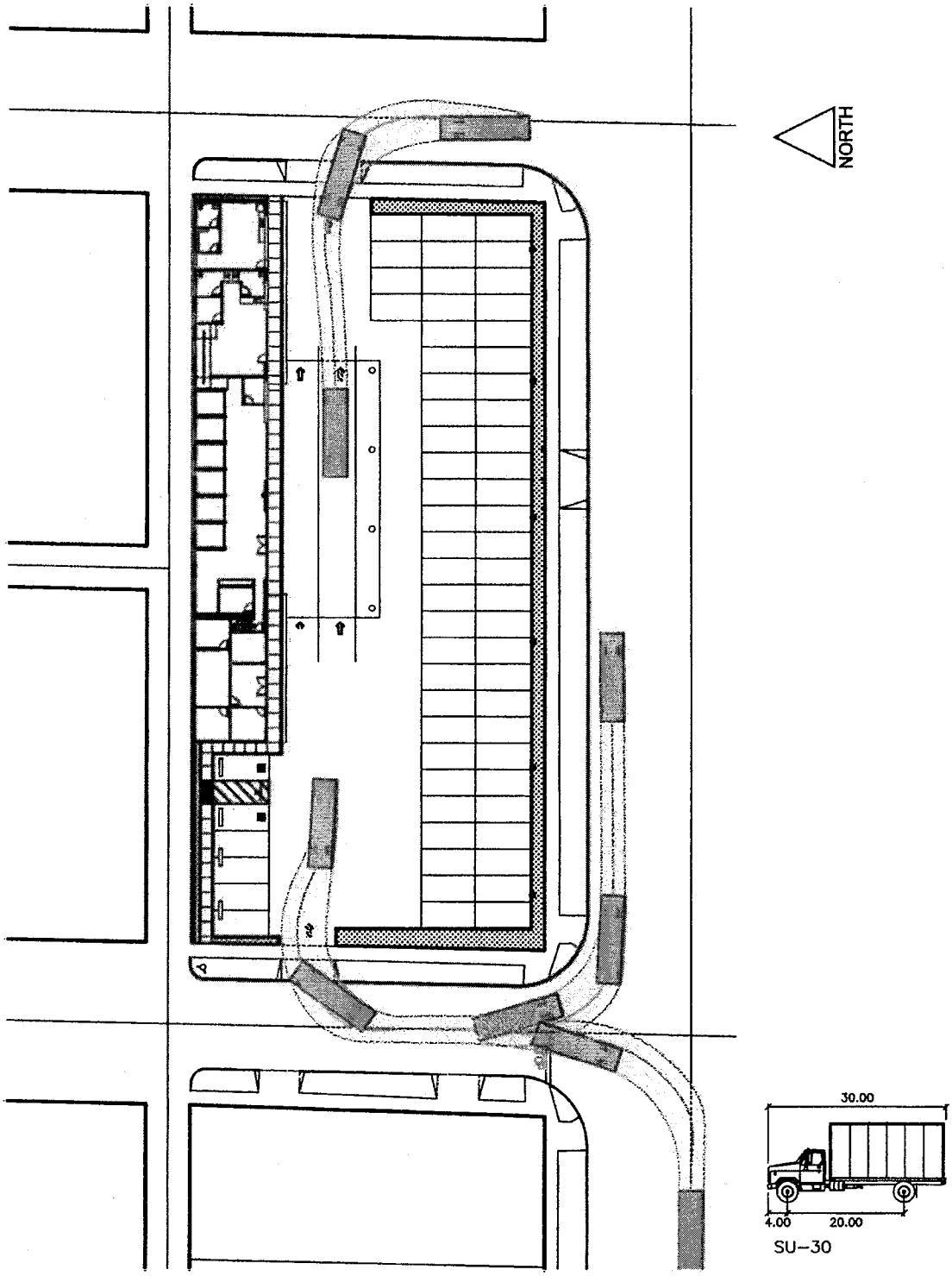

FIGURE 4(a)

3/18/2013

FN: BEVERLY HILLS INFINITI SVC CTR\TRUCK TURNING9001 BP

TURNING MANEUVERS ANALYSIS
30-FOOT SINGLE-UNIT VEHCILE

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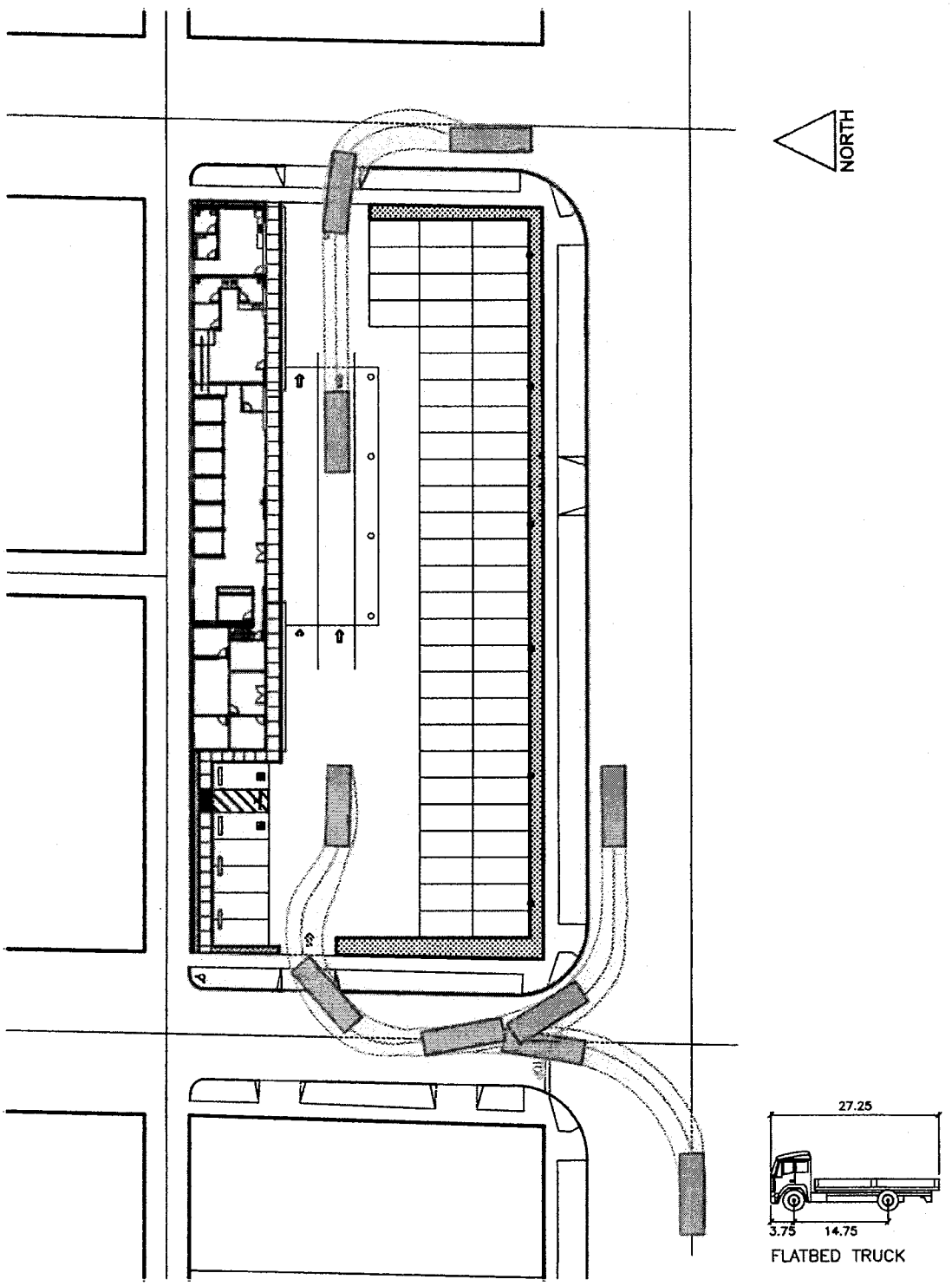

FIGURE 4(b)

3/18/2013

FN: BEVERLY HILLS INFINITI SVC CTR\TRUCK TURNING9001 BP

TURNING MANEUVERS ANALYSIS
FLATBED TRUCK

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approximately 42 vehicles per hour being accommodated by the drop-off lane. The Project trip generation estimates in Tables 3(a) and 3(b) show that the highest number of inbound vehicles would be 21 vehicles during the weekday AM peak hour. This peak number of inbound vehicles would be well within the capacity of the drop-off lane, and would not be expected to result in queuing beyond the drop-off lane. Therefore, the installation of an additional drop-off lane is not considered warranted.

Test Drive Route

The proposed test drive route proceeds north on Doheny Drive, east on Wilshire Boulevard, south on Robertson Boulevard, and west on Olympic Boulevard to return to the Project site. The route will avoid using residential local streets. The proposed route is illustrated in Attachment E. As part of the CUP approval process, the posting of signs identifying the test drive route will be a condition of approval.

Project Building Access

Although customer vehicle will be driven to the Project building with a wide time separation between each vehicle in order to minimize the potential for queuing on northbound Wetherly Drive, City staff has still expressed concerns about queuing. Primarily, staff is concerned that regular southbound traffic on Wetherly Drive, waiting to enter the intersection at Olympic Boulevard, would obstruct the northbound left-turn movement of vehicles attempting to enter the southern Project building driveway. Staff believes that as a result, queues would develop on northbound Wetherly Drive that could extend back onto Olympic Boulevard. Therefore, staff has proposed that ingress for vehicles accessing the Project building be from the north-south alley that is along the west side of the building and intersects Olympic Boulevard. Staff has also proposed that "a small building inset for proper turning movements" be constructed, which is taken to mean a vehicular opening in the west wall of the building. Additionally, staff has indicated that "a small vehicle ramp due to grade changes" may need to be constructed at this location. As an alternative to the use of the north-south alley, staff has proposed construction of an entry-only driveway off of Olympic Boulevard into the south side of the building.

The proposals by City staff to address were evaluated and found to be problematic, as described below.

- Construction of a new opening in the west wall of the building would require major structural changes. The building is an unreinforced masonry building constructed in the 1940s. According to the structural engineer, such an opening would reduce the shear capacity of the wall by more than 10 percent, requiring a complete seismic upgrade. This means that a new lateral system, such as a brace frame or a masonry wall with a new footing, would have to be provided along the alley, all at high cost.

- In addition to the structural issues, the wall opening would result in the loss of service stalls. The tire stall along the west wall is wide and its relocation due to the opening would displace at least two service stalls. As the number of service stalls is already below Infiniti's standard requirements, any decrease in the number of service stalls would have a significant effect on the Project.

- Furthermore, the installation of a vehicle ramp to compensate for the grade change between the alley and the finished floor of the building could have a significant impact on Project operations. As the alley is at a higher elevation than the finished floor, a difference in elevation of more than 18 inches would result in the ramp protruding into an interior drive aisle, which would be an impediment to internal circulation.

- Lastly, the construction of a new driveway for ingress directly off of Olympic Boulevard would be contrary to the goal of minimizing direct driveway access on arterial streets, so as to lessen disruption to heavily trafficked streets. As with the proposed opening in the west wall, a new driveway on Olympic Boulevard at this location would result in service stalls being removed, which, again, are already less than the standard number required by Infiniti. Similarly, the grade differential between Olympic Boulevard and the building floor, like that at the alley location, would be substantial. In addition, there is a large tree in the Olympic Boulevard parkway that could be a substantial impediment.

It is estimated that the service center would typically experience its heaviest amount of incoming vehicles during the hours of 7:00 AM to 12:00 PM. The traffic count data sheets for Wetherly Drive in Appendix B show that during that five-hour period, the traffic volumes in the southbound direction range from 20 to 33 vehicles per hour. Assuming that those volumes carry through to Olympic Boulevard, they average to less than one southbound vehicle per minute approaching Olympic Boulevard, which would not be expected to be a driveway blockage issue. If two to three times the average were assumed due to "spikes' in traffic flow, then up to three vehicles could be approaching Olympic Boulevard concurrently. This length of vehicles would obstruct the southern driveway, but it would not be expected to obstruct the northern driveway. Furthermore, it should be noted that traffic southbound on Wetherly Drive is currently restricted to right turns- only at Olympic Boulevard during the peak periods of 7:00 - 9:00 AM and 4:00 - 7:00 PM. This restriction lessens delay and the duration of queuing on southbound Wetherly Drive, which then lessens the time needed by vehicles turning left into the service center building.

As an alternative access solution, it is proposed that the operation of the Project building's northern driveway be changed to entry only, and that the operation of the southern driveway be changed to exit only. This revision would allow three-plus vehicle lengths of storage to be provided on Wetherly Drive in the northbound direction, north of Olympic Boulevard, which would further reduce the potential for queuing southward onto Olympic Boulevard.

CONCLUSIONS

Based on the empirical and estimated trip generation rates, the Project would generate an estimated 457 trips per day, including 40 AM and 45 PM peak-hour trips, on a typical weekday, and 421 trips per day, including 42 midday peak-hour trips, on a typical Saturday. These trips would not result in a significant traffic impact on a weekday or Saturday at any of the analyzed locations. Also, based on an empirical analysis, it is estimated that the peak parking demand for the Project would be 32 spaces. As 64 spaces are proposed to be provided, no Project parking deficiency is anticipated.

The driveway access and circulation pattern for the 9001 Olympic Boulevard facility would function adequately for customer and delivery vehicles, and trucks towing or loaded with disabled vehicles. The height of the building canopy on this site is proposed to be increased to 14 feet, which would provide sufficient clearance for the vehicles expected to be accessing this site. The customer vehicle drop-off lane, with a storage capacity for seven vehicles, would be sufficient to handle peak demands under typical conditions, without warranting another drop-off lane.

The proposed test drive route along Doheny Drive, Wilshire Boulevard, Robertson Boulevard and Olympic Boulevard is appropriate, as it avoids using residential local streets.

The means of access for the Project building, as proposed by City staff, would be problematic for several reasons. Constructing an opening in the west wall of the building for vehicular entry would require substantial structural changes, as well as a complete seismic upgrade of the building, a very costly undertaking. This would also result in the loss at least two service stalls, which the Project can ill-afford to lose, as it already is providing less than Infiniti's standard requirements. Constructing an ingress-only driveway off of Olympic Boulevard would basically have the same problems and issues associated with constructing an opening in the west wall of the building, along with a vehicle ramp.

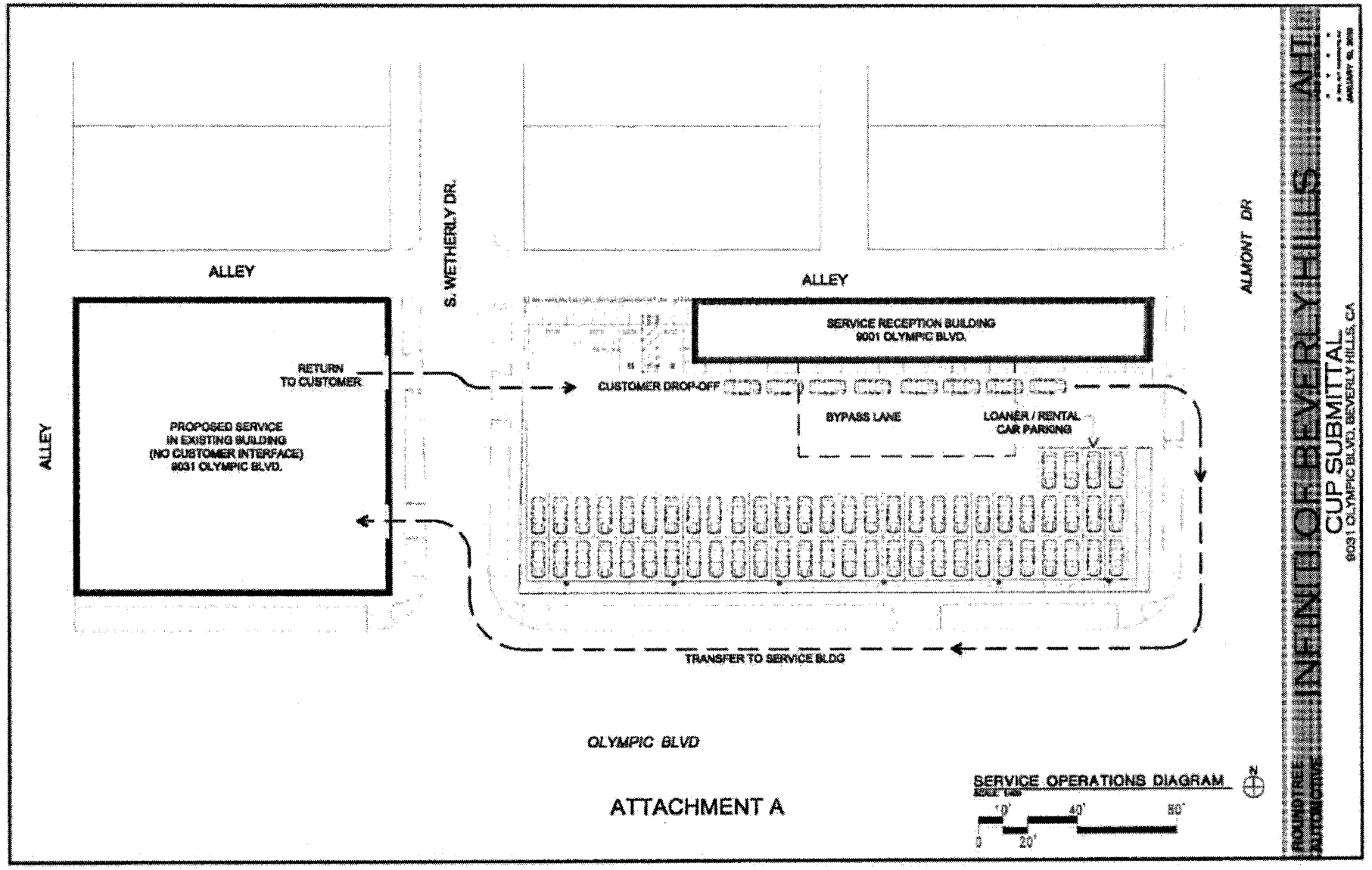
RECOMMENDATION

It is recommended that the operation of the Project building driveways on Wetherly Drive be reversed, with the northern driveway being entry only and the southern driveway being exit only. This change would allow for additional storage length to be provided for northbound vehicles on Wetherly Drive making left turns into the building, thereby reducing the potential for queuing southward onto Olympic Boulevard.

ATTACHMENT A

SERVICE CENTER - SERVICE INTAKE/PARKING FACILITY

CIRCULATION PATTERN



ATTACHMENT A

ATTACHMENT B

WETHERLY DRIVE & ALMONT DRIVE

TRAFFIC COUNT DATA SHEETS

ATTACHMENT B - 24-HOUR TRAFFIC COUNT

PROJECT: INFINITI BEVERLY HILLS, 9031 OLYMPIC BLVD

LOCATION: WETHERLY DRIVE BTWN GREGORY WAY AND E/W ALLEY

DATE: TUESDAY, 2/12/13

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	4	1	1	0	6
01:00	1	0	0	0	1
02:00	0	0	2	0	2
03:00	0	0	0	1	1
04:00	0	1	0	1	2
05:00	0	1	1	0	2
06:00	2	1	1	7	11
07:00	8	3	7	8	26
08:00	10	8	4	9	31
09:00	8	14	6	7	35
10:00	8	7	5	9	29
11:00	4	4	7	14	29
12:00	10	11	6	11	38
13:00	11	12	8	16	47
14:00	15	15	16	11	57
15:00	17	5	13	5	40
16:00	15	11	11	14	51
17:00	15	14	13	18	60
18:00	14	13	12	11	50
19:00	19	11	10	7	47
20:00	6	4	8	3	21
21:00	6	1	3	1	11
22:00	2	3	0	2	7
23:00	2	0	4	1	7
				TOTAL	611

AM PEAK HOUR	08:45-09:45
VOLUME	37
PM PEAK HOUR	17:00-18:00
VOLUME	60

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	2	1	0	0	3
01:00	0	0	0	0	0
02:00	1	0	1	0	2
03:00	0	0	0	0	0
04:00	0	1	1	0	2
05:00	1	0	1	3	5
06:00	3	2	3	2	10
07:00	3	4	6	7	20
08:00	4	5	6	9	24
09:00	7	8	8	6	29
10:00	9	7	2	3	21
11:00	9	6	4	4	23
12:00	6	4	9	6	25
13:00	6	11	3	7	27
14:00	5	11	10	6	32
15:00	15	10	12	10	47
16:00	7	7	6	14	34
17:00	10	5	8	9	32
18:00	12	8	15	3	38
19:00	3	6	3	4	16
20:00	6	8	8	4	26
21:00	1	5	1	4	11
22:00	2	5	2	1	10
23:00	4	0	2	1	7
				TOTAL	444

AM PEAK HOUR	08:45-09:45
VOLUME	32
PM PEAK HOUR	15:00-16:00
VOLUME	47

TOTAL BI-DIRECTIONAL VOLUME	1055

ATTACHMENT B - 24-HOUR TRAFFIC COUNT

PROJECT: INFINITI BEVERLY HILLS, 9031 OLYMPIC BLVD

LOCATION: WETHERLY DRIVE BTWN GREGORY WAY AND E/W ALLEY

DATE: WEDNESDAY, 2/13/13

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	0	2	0	3
01:00	0	1	0	1	2
02:00	0	0	0	1	1
03:00	0	1	0	0	1
04:00	0	0	0	3	3
05:00	1	1	0	4	6
06:00	1	1	2	7	11
07:00	7	10	3	10	30
08:00	13	7	5	13	38
09:00	15	11	18	9	53
10:00	8	7	12	6	33
11:00	5	9	8	10	32
12:00	10	11	13	17	51
13:00	14	7	15	11	47
14:00	14	6	8	8	36
15:00	12	5	10	11	38
16:00	11	6	6	11	34
17:00	13	18	14	15	60
18:00	17	11	17	11	56
19:00	13	14	4	3	34
20:00	7	6	1	6	20
21:00	2	5	7	3	17
22:00	2	3	2	1	8
23:00	3	3	1	3	10
				TOTAL	624

AM PEAK HOUR	08:45-09:45
VOLUME	57
PM PEAK HOUR	17:15-18:15
VOLUME	64

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	1	4	0	5
01:00	0	0	0	0	0
02:00	0	0	1	0	1
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	1	1	2	6
06:00	4	5	4	3	16
07:00	5	4	9	6	24
08:00	6	10	6	11	33
09:00	10	5	5	3	23
10:00	4	7	4	10	25
11:00	4	3	8	13	28
12:00	7	10	7	5	29
13:00	5	5	5	7	22
14:00	7	9	6	11	33
15:00	5	10	10	13	38
16:00	10	12	16	17	55
17:00	15	11	7	10	43
18:00	6	9	9	9	33
19:00	11	7	2	7	27
20:00	4	3	6	4	17
21:00	3	1	2	5	11
22:00	5	5	2	0	12
23:00	2	1	1	1	5
				TOTAL	486

AM PEAK HOUR	08:15-09:15
VOLUME	37
PM PEAK HOUR	16:15-17:15
VOLUME	60

TOTAL BI-DIRECTIONAL VOLUME	1110

ATTACHMENT B - 24-HOUR TRAFFIC COUNT

PROJECT: INFINITI BEVERLY HILLS, 9031 OLYMPIC BLVD

LOCATION: WETHERLY DRIVE BTWN GREGORY WAY AND E/W ALLEY

DATE: SATURDAY, 2/16/13

DIRECTION	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	1	0	0	1
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	2	0	0	2
04:00	1	0	0	2	3
05:00	1	1	0	0	2
06:00	0	0	0	4	4
07:00	2	0	2	3	7
08:00	2	1	4	2	9
09:00	5	3	3	4	15
10:00	12	8	5	6	31
11:00	6	7	5	7	25
12:00	12	8	11	9	40
13:00	6	11	4	4	25
14:00	3	11	4	8	26
15:00	3	11	4	10	28
16:00	9	9	5	9	32
17:00	9	5	6	9	29
18:00	5	8	10	6	27
19:00	7	4	3	2	16
20:00	4	7	5	3	19
21:00	1	4	6	2	13
22:00	2	6	1	3	12
23:00	3	0	2	2	7
				TOTAL	373

AM PEAK HOUR	10:00-11:00
VOLUME	31
PM PEAK HOUR	12:00-13:00
VOLUME	40

DIRECTION	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	2	1	0	0	3
01:00	1	2	0	0	3
02:00	0	1	1	0	2
03:00	2	0	0	1	3
04:00	0	0	0	0	0
05:00	1	0	0	0	1
06:00	1	0	1	1	3
07:00	2	2	0	2	6
08:00	1	2	2	3	8
09:00	4	3	5	3	15
10:00	8	9	4	5	26
11:00	6	3	7	6	22
12:00	6	9	13	5	33
13:00	4	5	4	2	15
14:00	7	4	3	4	18
15:00	7	5	4	2	18
16:00	6	3	4	3	16
17:00	3	8	2	2	15
18:00	4	6	4	4	18
19:00	5	2	2	5	14
20:00	1	2	2	2	7
21:00	2	3	1	4	10
22:00	0	2	2	1	5
23:00	3	0	2	3	8
				TOTAL	269

AM PEAK HOUR	10:00-11:00
VOLUME	26
PM PEAK HOUR	12:00-13:00
VOLUME	33

TOTAL BI-DIRECTIONAL VOLUME	642

ATTACHMENT B - 24-HOUR TRAFFIC COUNT

PROJECT: INFINITI BEVERLY HILLS, 9031 OLYMPIC BLVD

LOCATION: ALMONT DRIVE BTWN GREGORY WAY AND E/W ALLEY

DATE: TUESDAY, 2/12/13

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	1	1	0	2
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	1	1	2
05:00	1	1	0	1	3
06:00	1	2	5	4	12
07:00	6	3	6	14	29
08:00	15	9	12	19	55
09:00	12	16	11	11	50
10:00	9	7	5	5	26
11:00	3	5	10	12	30
12:00	9	8	4	6	27
13:00	8	5	4	7	24
14:00	9	4	8	7	28
15:00	3	9	8	11	31
16:00	14	6	12	12	44
17:00	11	11	12	13	47
18:00	12	12	10	16	50
19:00	14	16	11	8	49
20:00	4	3	3	0	10
21:00	3	3	3	5	14
22:00	3	0	1	1	5
23:00	1	1	1	0	3
				TOTAL	541

AM PEAK HOUR	08:30-09:30
VOLUME	59
PM PEAK HOUR	18:45-19:45
VOLUME	57

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	1	1	2
01:00	0	0	0	1	1
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	1	1	1	3
05:00	0	1	1	1	3
06:00	2	0	2	5	9
07:00	4	2	6	6	18
08:00	2	4	9	3	18
09:00	8	6	4	7	25
10:00	4	5	7	7	23
11:00	6	5	6	9	26
12:00	8	4	7	8	27
13:00	2	6	2	5	15
14:00	6	7	3	4	20
15:00	7	12	13	9	41
16:00	9	9	10	10	38
17:00	12	5	8	5	30
18:00	11	3	7	5	26
19:00	3	3	4	5	15
20:00	4	4	2	1	11
21:00	5	2	6	2	15
22:00	3	2	1	1	7
23:00	2	0	0	0	2
				TOTAL	375

AM PEAK HOUR	08:30-09:30
VOLUME	26
PM PEAK HOUR	15:15-16:15
VOLUME	43

TOTAL BI-DIRECTIONAL VOLUME	916

ATTACHMENT B - 24-HOUR TRAFFIC COUNT

PROJECT: INFINITI BEVERLY HILLS, 9031 OLYMPIC BLVD

LOCATION: ALMONT DRIVE BTWN GREGORY WAY AND E/W ALLEY

DATE: WEDNESDAY, 2/13/13

DIRECTION	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	1	0	1
02:00	0	0	1	0	1
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	0	0	1	2
06:00	0	5	5	5	15
07:00	5	2	15	13	35
08:00	11	7	15	12	45
09:00	12	14	12	9	47
10:00	6	8	10	7	31
11:00	5	8	7	8	28
12:00	4	6	11	7	28
13:00	6	12	8	7	33
14:00	2	6	6	8	22
15:00	15	12	8	9	44
16:00	12	7	11	15	45
17:00	17	15	12	18	62
18:00	11	15	17	15	58
19:00	11	9	4	4	28
20:00	7	6	6	2	21
21:00	5	9	3	2	19
22:00	2	4	2	1	9
23:00	1	0	0	0	1
				TOTAL	575

AM PEAK HOUR	08:30-09:30
VOLUME	53
PM PEAK HOUR	17:00-18:00
VOLUME	62

DIRECTION	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	1	0	0	0	1
02:00	0	0	2	0	2
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	0	1	2	5
06:00	0	2	0	7	9
07:00	4	2	6	6	18
08:00	7	8	5	7	27
09:00	6	9	9	5	29
10:00	4	3	4	8	19
11:00	7	7	8	7	29
12:00	5	8	7	4	24
13:00	11	6	8	7	32
14:00	10	9	2	7	28
15:00	10	6	8	7	31
16:00	14	10	8	13	45
17:00	14	8	6	4	32
18:00	11	6	7	5	29
19:00	6	4	2	7	19
20:00	3	4	4	3	14
21:00	5	3	2	4	14
22:00	1	1	1	2	5
23:00	0	0	4	0	4
				TOTAL	416

AM PEAK HOUR	08:45-09:45
VOLUME	31
PM PEAK HOUR	16:00-17:00
VOLUME	45

TOTAL BI-DIRECTIONAL VOLUME	991

ATTACHMENT B - 24-HOUR TRAFFIC COUNT

PROJECT: INFINITI BEVERLY HILLS, 9031 OLYMPIC BLVD

LOCATION: ALMONT DRIVE BTWN GREGORY WAY AND E/W ALLEY

DATE: SATURDAY, 2/16/13

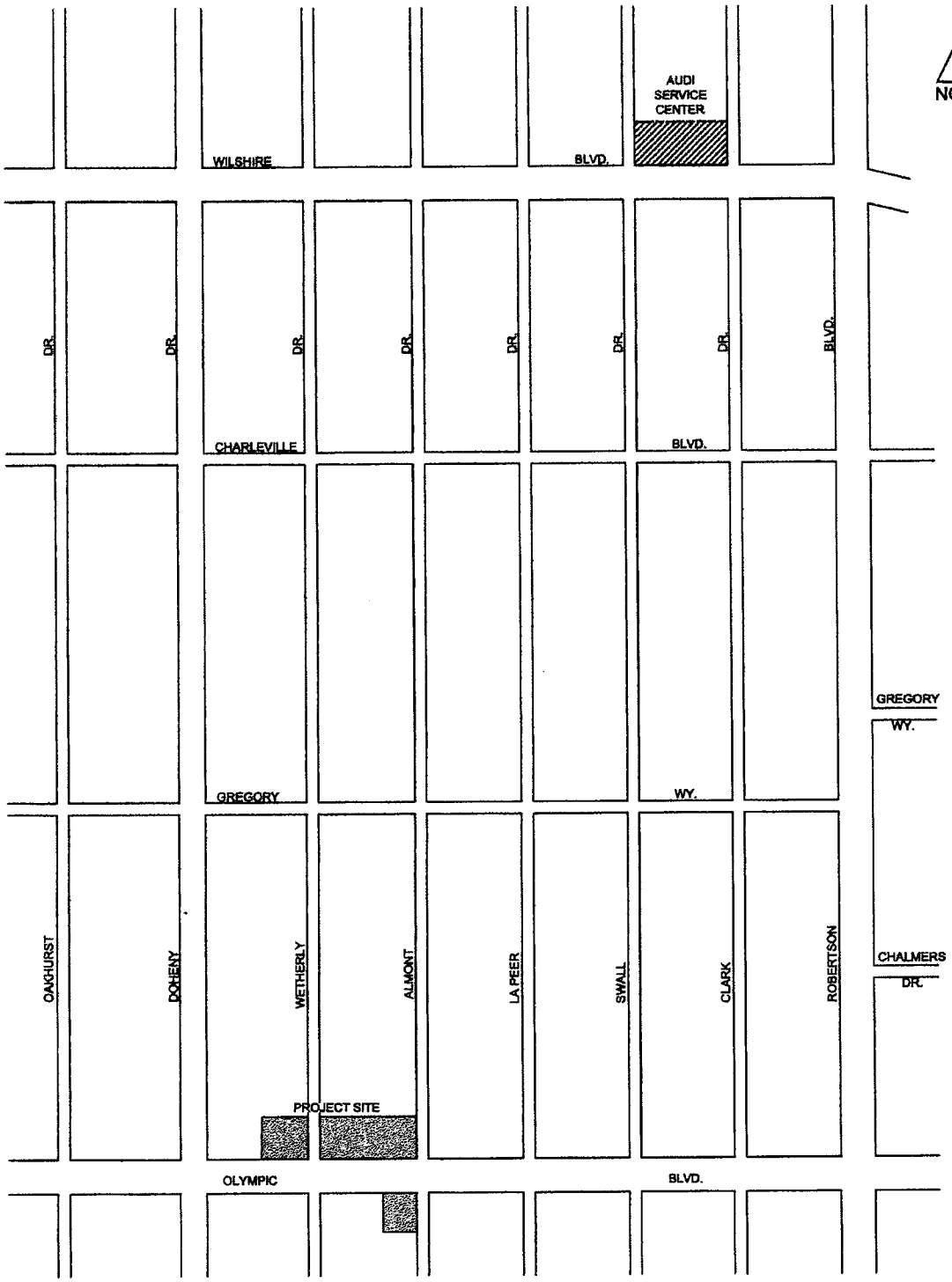
DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	1	0	0	1
01:00	1	1	0	0	2
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	1	0	1	2
06:00	0	0	1	1	2
07:00	1	0	0	1	2
08:00	3	4	9	4	20
09:00	2	4	7	3	16
10:00	13	5	3	4	25
11:00	5	7	6	7	25
12:00	7	6	8	5	26
13:00	6	4	10	7	27
14:00	4	2	8	8	22
15:00	3	3	1	4	11
16:00	1	7	1	6	15
17:00	4	8	1	6	19
18:00	5	3	5	3	16
19:00	7	7	6	4	24
20:00	4	7	7	1	19
21:00	5	2	2	4	13
22:00	2	7	4	0	13
23:00	1	0	0	0	1
				TOTAL	301
AM PEAK HOUR	10:00-11:00				
VOLUME	25				
PM PEAK HOUR	13:00-14:00				
VOLUME	27				

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	3	0	1	5
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	1	1	2
05:00	1	0	0	0	1
06:00	1	0	2	1	4
07:00	0	1	2	1	4
08:00	0	2	4	8	14
09:00	3	2	7	4	16
10:00	2	6	4	1	13
11:00	3	6	6	3	18
12:00	5	3	3	9	20
13:00	2	3	3	3	11
14:00	4	5	3	4	16
15:00	4	6	1	2	13
16:00	4	4	3	1	12
17:00	6	2	1	2	11
18:00	4	5	1	4	14
19:00	2	4	4	2	12
20:00	5	3	5	3	16
21:00	2	3	2	3	10
22:00	4	1	0	0	5
23:00	3	1	0	1	5
				TOTAL	222
AM PEAK HOUR	11:00-12:00				
VOLUME	18				
PM PEAK HOUR	12:00-13:00				
VOLUME	20				

TOTAL BI-DIRECTIONAL VOLUME	523

ATTACHMENT C

AUDI SITE LOCATION MAP



ATTACHMENT C

3/18/2013

FN: BEVERLY HILLS INFINITI SVC CTR\SITEVICN

AUDI SITE LOCATION MAP

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

ATTACHMENT D

AUDI SITE TRAFFIC COUNT SUMMARY SHEETS

ATTACHMENT D - AUDI TRAFFIC COUNT

LOCATION: AUDI SERVICE CENTER, 8832 WILSHIRE BLVD
DATE: TUESDAY, 2/12/13
PERIOD: 06:30 AM TO 07:30 PM

HOURLY PERIOD	SERVICE CENTER DRIVEWAYS						ADJACENT CURBSIDE TRIPS						HOURLY TOTALS	
	CLARK DRIVE		WILSHIRE BOULEVARD		SMALL DRIVE		CLARK DRIVE		WILSHIRE BOULEVARD		SMALL DRIVE			
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
0630-0700	0	0	0	0	0	0	0	0	1	1	0	0	1	1
0700-0800	6	3	2	3	0	0	2	1	0	0	0	0	10	7
0800-0900	7	0	1	3	0	0	2	1	0	0	1	1	13	5
0900-1000	13	0	1	11	0	0	2	2	0	0	0	1	16	14
1000-1100	28	3	0	10	0	0	2	2	2	0	2	2	34	17
1100-1200	19	6	1	21	0	0	3	4	1	3	2	0	25	38
1200-0100	13	3	0	11	0	2	0	1	3	1	1	2	16	21
0100-0200	12	6	1	8	0	2	1	1	1	2	1	1	16	20
0200-0300	18	4	0	6	0	2	1	0	1	1	1	1	21	14
0300-0400	15	4	0	16	0	1	0	1	0	0	0	0	19	14
0400-0500	9	2	0	9	1	1	2	2	0	0	0	0	12	14
0500-0600	2	1	0	4	1	1	1	1	0	0	1	1	7	10
0600-0700	10	0	0	12	1	1	0	0	0	0	1	1	14	15
0700-0730	0	0	0	1	1	0	0	0	0	0	0	0	1	1
TOTAL DAILY TRIPS	157	32	5	117	3	16	15	16	9	8	10	11	205	200

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE

ATTACHMENT D - AUDI TRAFFIC COUNT

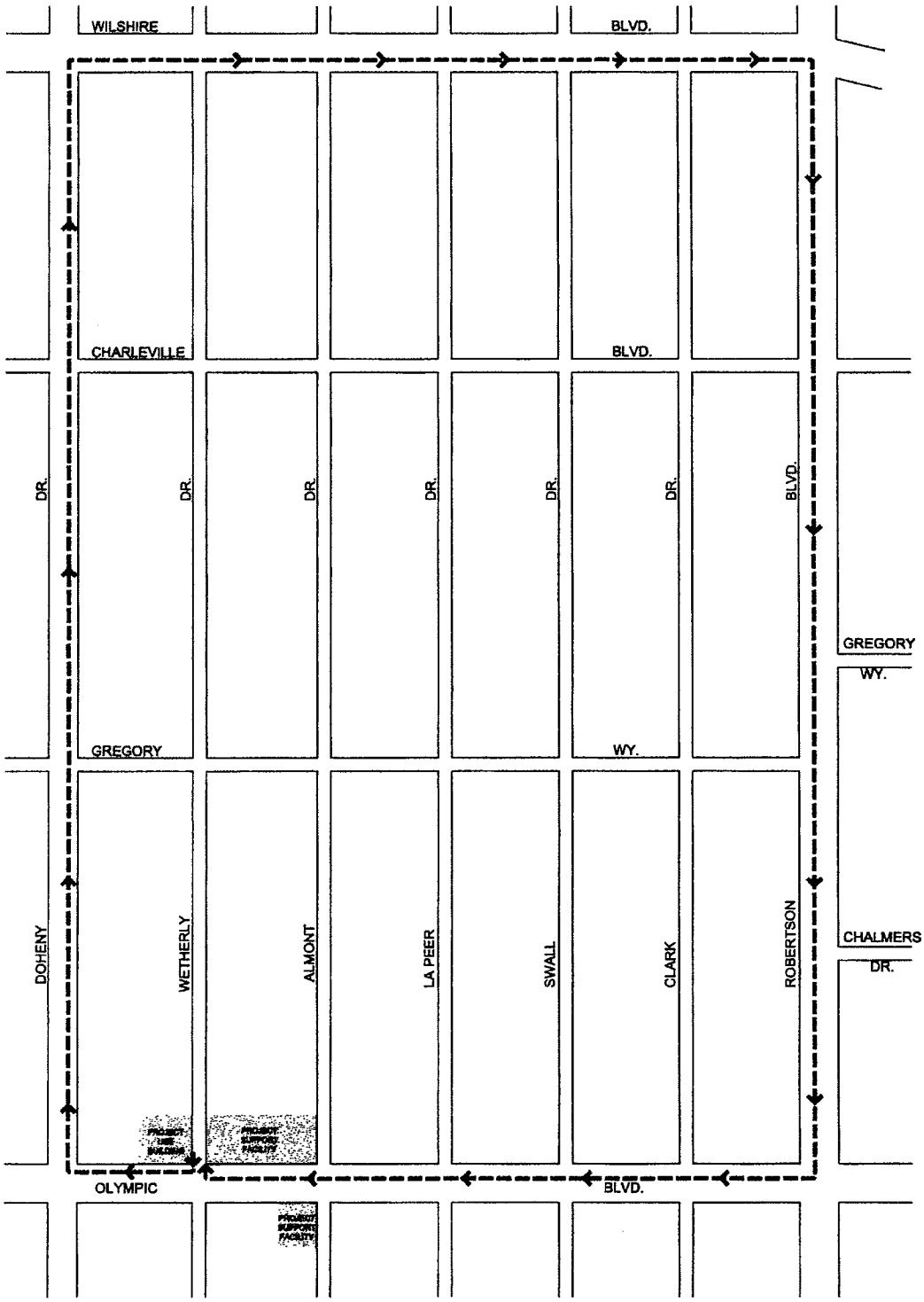
LOCATION: AUDI SERVICE CENTER, 8832 WILSHIRE BLVD
DATE: THURSDAY, 2/14/13
PERIOD: 06:30 AM TO 07:30 PM

HOURLY PERIOD	SERVICE CENTER DRIVEWAYS						ADJACENT CURBSIDE TRIPS						HOURLY TOTALS	
	CLARK DRIVE		WILSHIRE BOULEVARD		SIMALL DRIVE		CLARK DRIVE		WILSHIRE BOULEVARD		SIMALL DRIVE			
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
0630-0700	0	0	0	0	0	0	2	1	0	1	0	0	2	2
0700-0800	7	2	0	1	0	0	1	2	0	0	0	0	8	3
0800-0900	13	2	2	6	0	1	1	0	0	0	1	0	17	9
0900-1000	14	4	1	6	1	1	1	3	0	0	1	1	20	17
1000-1100	17	7	2	6	1	1	0	1	2	2	2	5	24	15
1100-1200	18	3	4	18	1	2	2	2	3	0	1	1	29	26
1200-0100	10	5	0	8	1	3	1	1	1	4	1	0	14	21
0100-0200	12	3	0	8	0	4	1	1	2	2	0	1	15	19
0200-0300	5	4	1	5	1	4	1	1	0	0	0	0	11	14
0300-0400	7	1	2	7	1	3	3	2	0	0	0	0	13	13
0400-0500	11	5	0	10	1	2	1	2	0	0	0	0	13	19
0500-0600	5	2	0	4	2	1	0	0	0	0	0	0	6	7
0600-0700	6	2	0	3	1	2	3	2	0	0	0	0	10	9
0700-0730	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL DAILY TRIPS	128	35	14	88	9	24	19	18	8	9	6	6	184	180

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE

ATTACHMENT E

TEST DRIVE ROUTE



ATTACHMENT E

3/18/2013

FN: BEVERLY HILLS INFINITI SVC CTR\TEST DRIVE ROUTE

TEST DRIVE ROUTE

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

ATTACHMENT D

Acoustical Analysis

Veneklasen Associates
Consultants in Acoustics | AV | IT | Environmental Noise

Beverly Hills Infiniti Service Center

9031 W. Olympic Boulevard, Beverly Hills

Acoustical Analysis

March 18, 2013

Prepared by:

Jerry P. Christoff, Principal

1711 Sixteenth Street • Santa Monica California 90404 • tel: 310.450.1733 • fax: 310.396.3424 • www.veneklasen.com

I. INTRODUCTION

An analysis has been performed to determine the potential acoustical impact of the proposed new Infiniti of Beverly Hills Automotive Service Center located at 9031 Olympic Boulevard to the neighboring residential areas. The principal concern is the residences directly north of the project site, on both sides of Wetherly Drive. The property to the east, 9001 Olympic is the Infiniti of Beverly Hills Service Reception Building. The occupancy across the alley to the west and across Olympic Boulevard to the South are all commercial in nature.

The following noise sources were considered:

- Noise produced by automobiles, repair equipment within the service center building, paging systems, and other noises associated with a automobile repair facility.

II. PROJECT DESCRIPTION

The Project is located at 9301 Olympic Blvd. between Wetherly Drive and the alley to the west. A site plan is provided in Figure 1.

The Project is fully described in the Conceptual Design drawings prepared by AHT Architects Inc. It consists of a ground floor and second floors as shown in Figures 2 and 3 and the elevations in Figure 4. The Infiniti Service Facility will be housed in an existing concrete masonry and brick building.

Referring to Figure 2, there are a total of 17 service bays plus one for wheel alignment and one for tires. Note that the wheel alignment and tire bays are on the west side of the facility, approximately 80 and 100 feet respectively from the entrance and exit doors to the east.

Potential noise transmission from service operations may occur from the windows and doors to the alley on the north and through the two rollup doors to the east on Wetherly Drive.

The Service Center will be open from 7 am to 7 pm, Monday through Friday and 9 am to 4 pm on Saturday. It will be closed on Sunday.

III. AREA SURROUNDING THE PROPOSED SERVICE FACILITY

Figure 1 indicates the residential occupancy to the north of the proposed Service Facility. The nearest residential properties are 361 S. Wetherly Drive, directly north across the alley from 9031 W. Olympic Boulevard, and 360 S. Wetherly Drive, diagonally north-east at a distance of approximately 80-feet from the "Return to Customer" rollup door and directly north of 9301 W. Olympic Boulevard.

IV. CITY OF BEVERLY HILLS NOISE REGULATIONS

There are several sections of the City of Beverly Hills Noise Regulations that are particularly applicable to the Project:

<u>Sec. 5-1.202. Machinery, equipment, fans and air-conditioning</u>

This section limits the noise at the property line so that it does not exceed the ambient noise by more than five (5) decibels in the 8 octave bands from 63 to 8000 Hertz.

Sec. 5-1.203. Motor vehicle alarms

This section limits the time that an alarm can be on, generally a maximum of ten (10) minutes.

Sec. 5-1.204. Motor vehicle operation and repair

This section states *"It shall be unlawful for any person within any residential area of the City to repair, rebuild or test a motor vehicle in such a manner that a reasonable person of normal sensitiveness residing in that area is caused discomfort or annoyance."*

The regulations are silent on motor vehicle repair within a commercial area or zone. The proposed Beverly Hills Infiniti Service Facility is in a commercial zone bordering a residential area. Hence, we are suggesting the following approach:

If the noise from vehicle repair emitted from the Beverly Hills BMW service facility, measured at the closest residential property lines is less than the ambient noise, it will be acceptable to a "reasonable person of normal sensitiveness."

V. EXISTING AMBIENT NOISE LEVELS

Time constraints did not permit a detailed study of the current ambient noise to the north of the proposed Service Facility. However, extensive noise measurements were made previously for a proposed automotive service facility at 9001 W. Olympic Boulevard that was not constructed.

These measurements indicate that the ambient noise levels on Monday through Friday between the hours of 7 am and 7 pm ranged from Leq 61 to 63 dBA Leq and on Saturday, between 8 am and 4 pm ranged from Leq 60 to 62 dBA.

Please consult the Glossary at the end of this report for the definition of the various acoustical descriptors employed – dBA, Leq, etc.

VI. NOISE FROM CAR REPAIR AND MAINTENANCE OPERATIONS

Noise measurements were made of typical maintenance operations in several comparable automotive Service Centers including Infiniti.

Based upon our noise measurements at a Infiniti Service Center, we found that during times when technicians were servicing cars using air guns and other impact tools, the maximum reverberant noise level, Lmax = 80.0 dBA.

VI. PREDICTED NOISE AT THE NEAREST RESIDENCES DUE TO SERVICE CENTER REPAIR AND MAINTENANCE OPERATIONS

Sound transmission through the two open service doors to 360 South Wetherly Drive

Based upon the actual noise measurements performed in comparable service facilities, the predicted sound level at the nearest residential property located at 360 South Wetherly Drive, assuming that both service doors on the east side of the Service Facility are fully open:

(1) With an acoustical/thermal insulation finish on the underside of the roof between the joists over the service bays: Lmax = 59 dBA

(2) With the combination of an acoustical/thermal insulation finish on the underside of the roof between the joists over the service bays + partial acoustical wall treatment near the alignment and tire areas, where impact tools are used most often, the sound level is reduced to: Lmax = 56 dBA

Note that the predicted noise levels 361 South Wetherly Drive on the west side of Weatherly Drive will actually be comparable or less than to residences across the street on the east side. The reason is that the west residences are acoustically shielded from the Service Facility service doors whereas the homes on the east side of Wetherly have a diagonal, direct-line of sight to these openings.

The significance of the predicted noise levels is as follows:

The average Leq for the residences closest to the proposed Service Center during the weekday hours from 7 am to 7 pm is 62 dBA and 61 dBA between 8 am and 4 pm on Saturday. The predicted *maximum* noise levels at 360 South Beverly Drive will be Lmax = 59 dBA with ceiling acoustical treatment and Lmax = 56 dBA if acoustical wall panels are installed adjacent to the Alignment and Tire areas.

The predicted maximum noise values are somewhat less than the ambient noise levels during the Service Center's hours of operation. In our professional the predicted maximum sound level of 56 dBA satisfies the requirement for a motor vehicle repair facility so that its noise does not cause discomfort or annoyance to a person of normal sensitiveness.

Noise Transmission through windows and doors across the alley to 361 South Wetherly Drive

The north elevation of the proposed Service Center in Figure 4 indicates the following:

- Painted Brick Wall – Approximately 2500 square feet; this construction has a STC rating of 50
- Windows – approximately 133 square feet
- Door – approximately 21 square feet

Because the residence at 361 South Wetherly Drive is directly across the alley we have selected to following components for the windows and door:

- Windows: 1/2" laminated acoustical glass – 2" airspace – 3/8" monolithic glass: STC 46
- Door: Hollow metal sound door with compression seals at jambs and head and automatic door bottom with cam lift hinges: STC 50

We predict that sound level at the south property line of 361 South Wetherly Drive with the north wall of the Service Facility described above will be less than 30 dBA, well below the ambient noise due to traffic on Olympic Boulevard. A more detailed acoustical analysis may allow the STC requirements for both the windows and doors to be reduced somewhat. This can be accomplished during the project design phases.

VIII. MECHANICAL NOISE SOURCES

The noise from HVAC equipment and other noise-producing equipment located outside the Service Center will be reduced to satisfy the requirements of the Beverly Hills Noise Ordinance. Mechanical equipment should be selected for minimum noise and where feasible, utilize variable frequency drive, so that the required speed is based upon actual demand, rather than operate continuously at maximum speed. Where possible, exterior mechanical equipment should operate only during the hours when the Service Center is in operation.

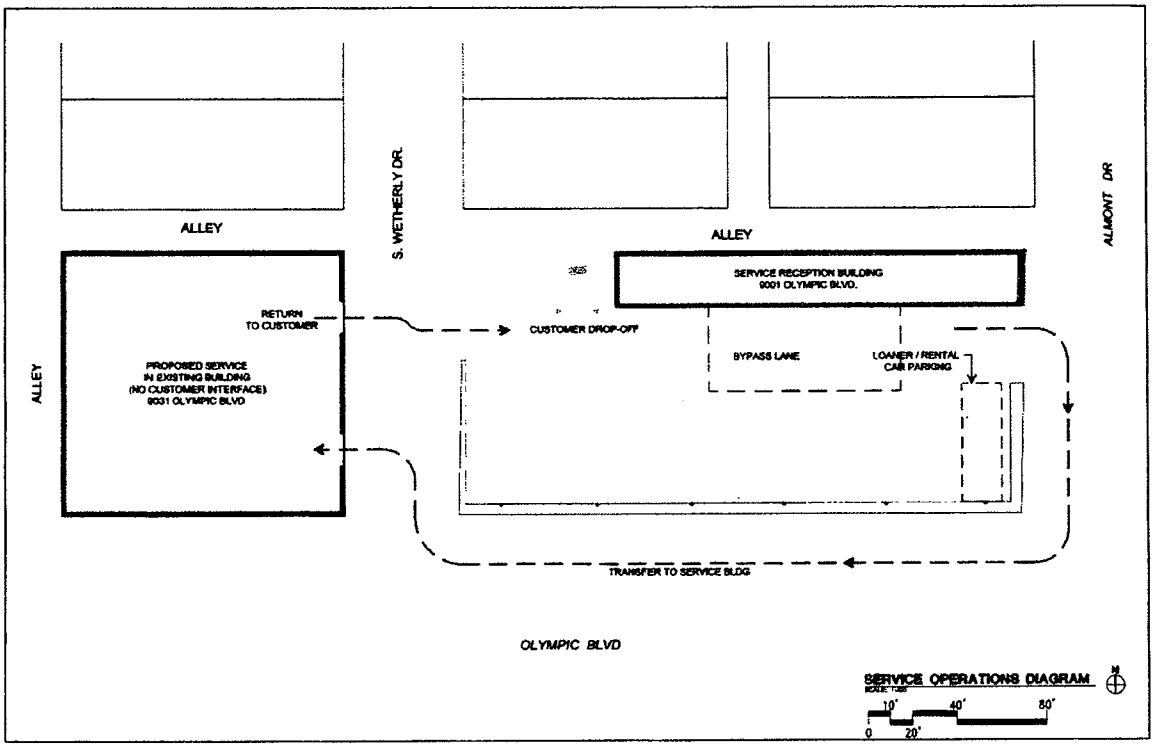
IX. NOISE MITIGATION RECOMMENDATIONS

The following steps can be taken to minimize the impact of the Beverly Hills Infiniti Service Center on the residential community to the north:

- Provide sound control doors with a minimum STC 50 rating for all doors to the alley on the north face of the building adjacent to the residential neighbors to the north.
- Provide dual glazed, fixed, non-operable windows with a minimum 46 STC rating for the windows of the Service Center facing north.
- Provide combination thermal and acoustical insulation on the underside of the roof structure between the joists over the entire Service Bay Area.
- Provide perforated metal acoustical wall panels adjacent to the Alignment Stall and the Tire areas

X. CONCLUSION

If the acoustical mitigation measures described above are taken, operation of Service Center should satisfy the requirements of the Conditional Use Permit and the City of Beverly Hills Noise Ordinance.



(Note that the residential property at 361 South Wetherly Drive is direct across the alley from 9031 W. Olympic and the residential property at 360 South Wetherly Drive is located across the alley from 9001 Olympic Blvd.)

Figure 1 – Service Center Site Plan

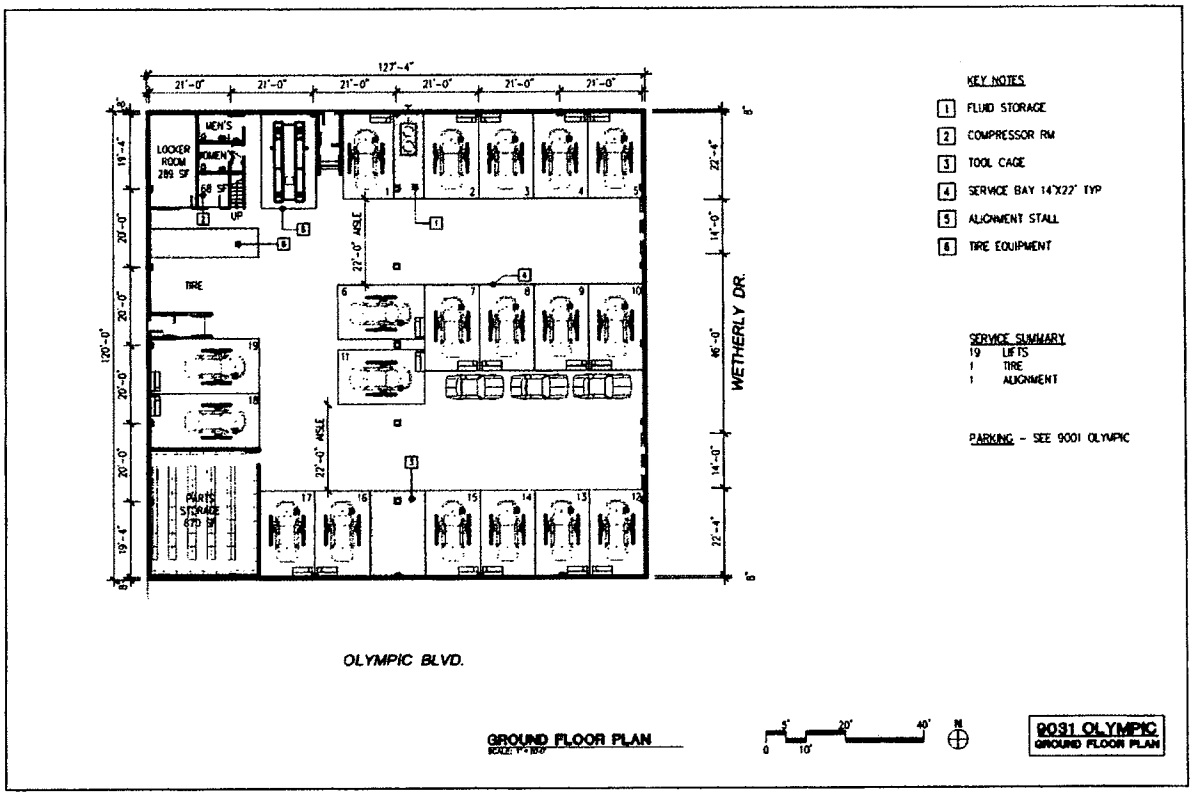


Figure 2 – Service Center Ground Floor Plan

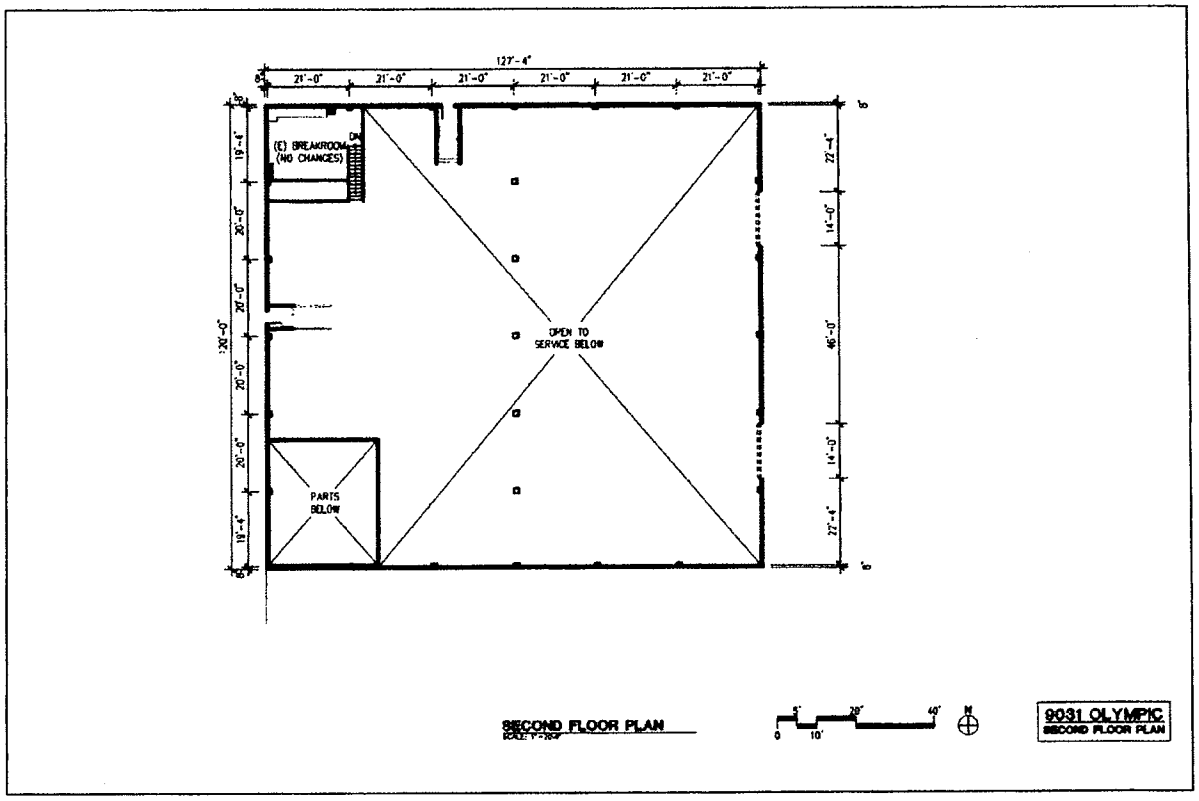


Figure 3 – Service Center Second Floor Plan

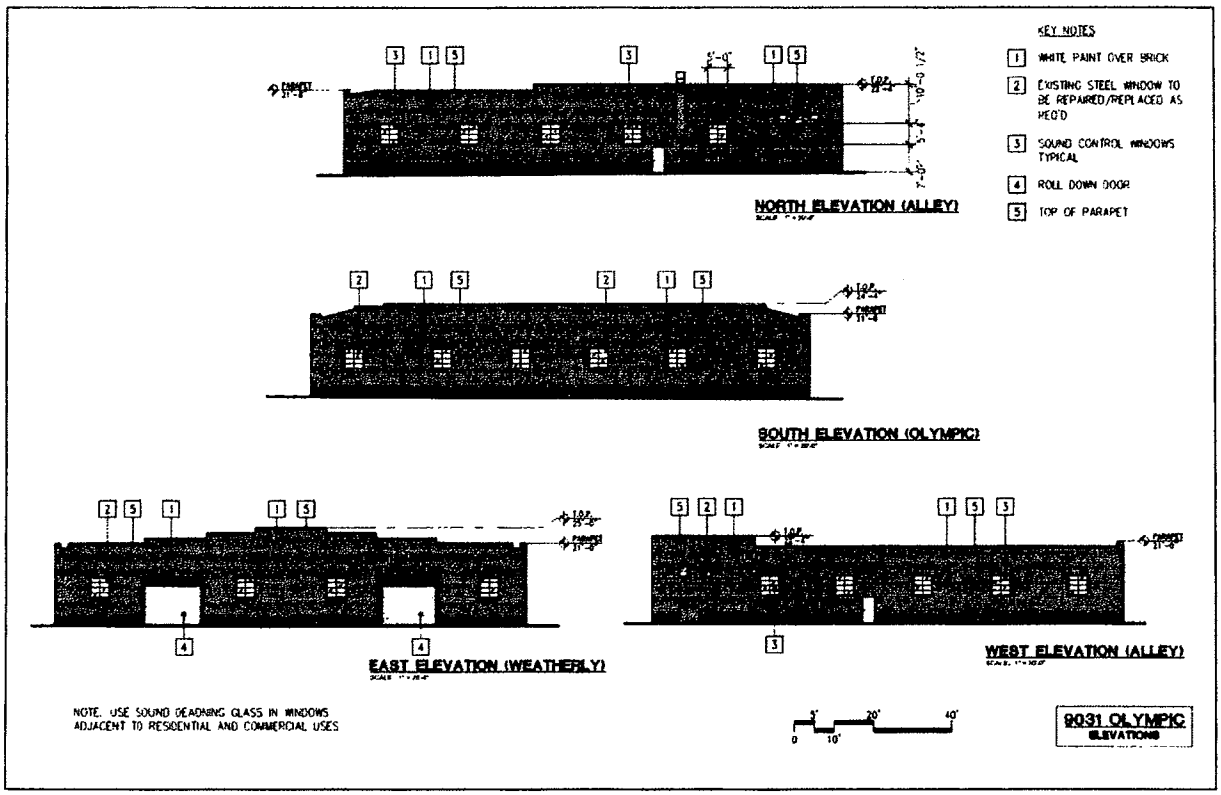


Figure 4 – Service Center Exterior Elevations

GLOSSARY

Ambient Noise Level - The ambient noise level is the level of noise that is all-encompassing within a given environment, being usually composite of sounds from many and varied sources near to and far from the receiver.

A-Weighted Sound Pressure Level (dBA) - The A-weighted sound level is a quantity, in decibels, read from a standard sound level meter with A-weighting circuitry. The A-scale weighting discriminates against the lower frequencies according to a relationship approximating the auditory sensitivity of the human ear. The A-scale sound level measures approximately the relative "noisiness" or "annoyance" of many common sounds.

Equivalent Sound Level (L_{eq}) - The equivalent sound level, L_{eq}, is the level of a constant sound which, in the given situation and time period, has the same sound energy as does a time-varying sound. Technically, equivalent sound level is the level of the time-weighted, mean, square, A-weighted sound pressure. The time interval over which the measurement is taken should always be specified.

Frequency - The number of oscillations per second (a) of a sound wave or (b) of a vibrating object. Frequency is expressed in Hertz (Hz), formerly cycles per second (cps). The concept of frequency implies a more or less steady, repeating oscillation, thus excluding clicks, impacts and random oscillations. Normal human hearing responds to sound between 20 Hz and 20,000 Hz.

L_{max} - Letter symbol for the maximum fast A-weighted sound pressure level measured over a defined time interval.

Octave - The interval between two frequencies having a ratio of two.

Octave Band - A frequency range which is one octave wide. Standard octave bands are designated by their center frequency.

Octave Band Center Frequency - The octave band center frequency is the geometric mean of the upper and lower frequencies of the octave.

Sound Pressure Level (SPL) - Sound Pressure Level is a measure in decibels of the magnitude of the sound. Technically the SPL of a sound, in decibels, is 20 times the logarithm to the base ten of the ratio of the pressure of this sound to the reference pressure $\{20 \log_{10} (p/p_{ref})\}$. The common reference pressure for acoustics in air is 20 micro-pascals.

Sound Transmission Loss (TL) – Measured in decibels and reported at frequencies from 100 Hertz to 5000 Hertz. The TL is a measure of the fraction of incident sound energy that is transmitted through a building structure, such as a wall, window or door. The TL is usually measured in an acoustical laboratory according to ASTM E90.

STC (Sound Transmission Class) – A single number rating for Transmission Loss. As the STC increases, the sound isolation of the structure improves.

ATTACHMENT E

Southeast Task Force Recommendations

Parking

1. Designate investment funds for the revitalization of the Southeast, including the development of parking facilities.
2. Develop a Southeast In-Lieu Parking District.

Business Attraction and Retention

3. Target the remaining vacancies, including the former BMW, International House of Pancakes (IHOP), Blockbuster, Collateral Lender and other sites.
4. Coordinate with the Chamber of Commerce and the Conference & Visitors Bureau (CVB) to brand and market the area as an Arts and Entertainment District including theaters, galleries, museums, and related businesses.
5. Convene property owners and brokers to share recommendations on types of businesses recommended by the Task Force.
6. Reinvigorate restaurant tow with art galleries and a marketing program.
7. Attract a neighborhood "Trader Joe's type" market.
8. Attract a destination indoor farmers market to one of the available sites on Olympic. This concept has been successful on a larger scale at the Ferry Building in San Francisco and Oxbow in Napa.
9. Attract local-serving, family-friendly, neighborhood restaurants.
10. Conduct business retention efforts both for strong existing businesses such as O'Gara coach on Olympic and Restaurant Row and for unique neighborhood destinations such as Toppings and Cocina Primavera.

Programming

11. Coordinate with the School District to incorporate school site events into the neighborhood.
12. Encourage outdoor dining and make sure all blocks have enough trash cans.
13. Introduce events such as a film festival, an art fair or food event for greater business exposure.
14. Introduce seasonal banners to identify the Southeast and its sub-districts.

Mobility

15. Create bike routes that connect the Southeast to other areas and install bike racks in strategic locations.
16. Introduce a trolley route between the City's hotel and the Southeast.
17. Designate Robertson tree type and expedite ficus replacement along with other initiatives to make the area more pedestrian friendly.

18. Study the potential for diagonal parking on the west side of Robertson, between Charleville and Olympic. The concept to be evaluated would provide for: parallel parking on the east side; one northbound travel lane, two southbound travel lanes; diagonal parking on the west side. The study should also evaluate "back-in" diagonal parking.

Additional Capital Improvements

19. Improved the La Cienega median at the park and consider a pedestrian bridge.
20. Acquire the Los Angeles property adjacent to La Cienega Park at the northeast corner of La Cienega and Olympic for additional park space and creation of a City gateway.
21. Create a minor league baseball field at La Cienega Park, with stands for 1,200-3,000 spectators, to attract a Dodger farm team.

ATTACHMENT F

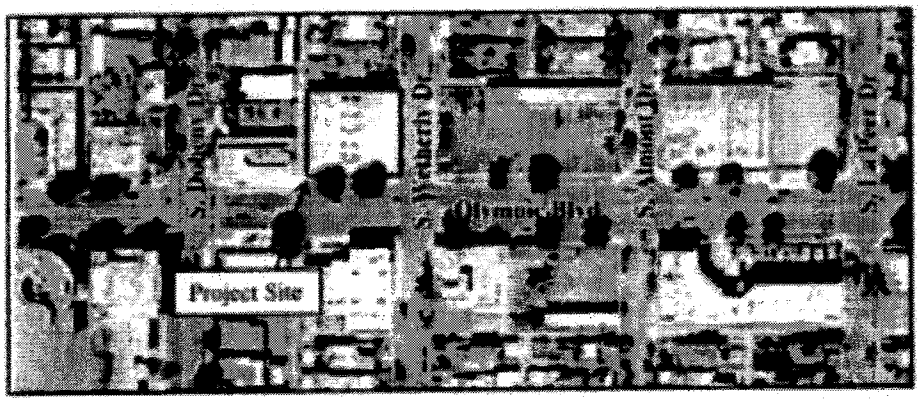
Public Notice

NOTICE OF PUBLIC HEARING

DATE:	March 28, 2013
TIME:	7:00 PM, or as soon thereafter as the matter may be heard
LOCATION:	Commission 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, March 28, 2013, will hold a public hearing beginning at 7:00 PM, or as soon thereafter as the matter may be heard to consider:

> A request for a Conditional Use Permit to allow vehicle servicing (associated with an Infiniti dealership located on Wilshire Boulevard) within the existing commercial building located at 9931 Olympic Boulevard. Additionally, the proposed vehicle service facility includes a request for an Extended Hours Permit, which would allow the facility to begin operations at 8:00 AM on Saturdays.



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 an existing structure to which interior or exterior alterations are proposed. Consequently, 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 **Shana Rojemann, Associate Planner** in the Planning Division at 310.285.1192, or by email at **srojemann@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.

Jonathan Lait
Assistant Director of Community Developement

Mailed: March 15, 2013

ATTACHMENT G

Architectural Plans