



Planning Commission Report

Meeting Date: February 9, 2012

Subject: **8383 Wilshire Boulevard**
Hot 8 Yoga

Request to allow joint use of parking facilities in order to satisfy parking requirements in conjunction with the establishment of an approximately 8,000 square foot yoga studio to be located on the ground floor of the building located at 8383 Wilshire Boulevard.

PROJECT APPLICANT: Vincent Nicoletta

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 joint use of parking facilities.
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REPORT SUMMARY

The proposed project involves the establishment of an approximately 8,000 gross square foot yoga studio (exercise club) within the building located at 8383 Wilshire Boulevard. The proposed yoga studio would occupy a portion of the building's ground floor, and requires approval to allow joint use of the on-site parking facilities to satisfy parking requirements. This report analyzes the vehicle trips and parking demand that would be generated by the project, and concludes that approval of the joint use of parking facilities would not be detrimental to the surrounding neighborhood, nor would such an approval result in a shortage of available parking.

Attachment(s):

- A. Staff Recommended Findings and Conditions of Approval
- B. Public Notice
- C. Draft Resolution
- D. Traffic and Parking Study
- E. Architectural Plans

Report Author and Contact Information:

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BACKGROUND

File Date 12/16/2011
Application Complete 1/10/2012
Subdivision Deadline N/A
CEQA Deadline 60 days from CEQA Determination
Permit Streamlining 3/10/2012 without extension request from applicant

Applicant(s) Vincent Nicoletta (Owner Hot 8 Yoga)
Owner(s) Douglas Emmet
Representative(s) Vincent Nicoletta (Owner Hot 8 Yoga)

Prior PC Action None
Prior Council Action None

PROPERTY AND NEIGHBORHOOD SETTING

Property Information

Address 8383 Wilshire Boulevard
Legal Description Lots 458 through 476 of Tract 4988
Zoning District C-3
General Plan General Commercial - Low Density
Existing Land Use(s) General offices
Lot Dimensions & Area Irregularly shaped – 2.3 acres
Year Built 1971
Historic Resource The property is listed on the City’s inventory as being potentially historic. The property carries a 3CD designation, meaning it may be a contributor to a potential district.
Protected Trees/Grove None

Adjacent Zoning and Land Uses

North C-3 General Commercial zoning, but current use is multi-family residential
South (across Wilshire) C-3 General Commercial
East City of Los Angeles – Commercially Zoned
West C-3 General Commercial and R-4 Multi-Family Residential

Circulation and Parking

Adjacent Street(s) Wilshire Boulevard to the south, San Vicente Boulevard the east, and Gale Drive to the west
Adjacent Alleys None
Parkways & Sidewalks Gale Drive sidewalk/parkway - 12’ from face of curb to property line
Wilshire Boulevard sidewalk/parkway - 15’ from face of curb to property line
San Vicente Boulevard sidewalk/parkway – 12’ from face of curb to property line
Parking Restrictions Gale – No parking anytime adjacent to building
Wilshire – 1hr parking 10AM – 3PM, no parking 7AM – 10AM or 3PM – 7PM
San Vicente – 2hr parking 8AM – 6PM

Nearest Intersection	Wilshire Boulevard and Gale Drive
Circulation Element	Wilshire Boulevard serves as an arterial street and Gale as a local street
Estimated Daily Trips	Wilshire Boulevard carries approximately 44,400 daily trips, and Gale Drive carries approximately 6,700 daily trips.

Neighborhood Character

The project site is located at the eastern boundary of the city on the north side of Wilshire Boulevard, between Gale Drive and San Vicente Boulevard. The existing neighborhood character within the vicinity of the project consists of a variety of commercial developments, which are predominantly occupied by retail and general office uses. In addition to the existing commercial development, the west side of Gale Drive is zoned for and developed with apartments and condominiums. Directly north of the project site, on the east side of Gale Drive, properties are zoned for commercial development, but are currently developed with a combination of commercial and residential projects.

At 10 stories in height and occupying over 2 acres of land, the subject property tends to be larger than surrounding development; however, there are instances of 8 and 10 story buildings within several blocks of the subject property along Wilshire Boulevard. The proposed project would affect only interior operations of the building, and would not result in changes to the existing neighborhood character.



Project Site Looking North



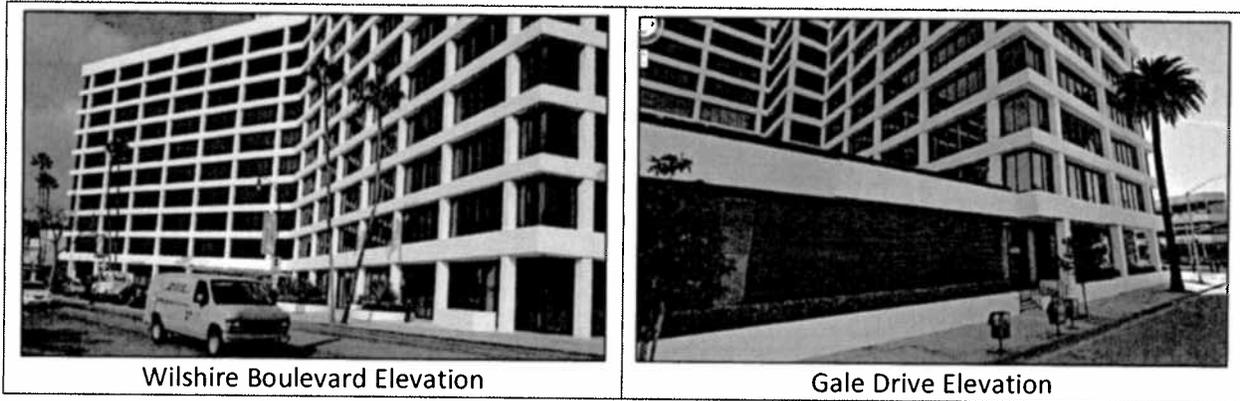
Project Site Looking West



Project Site Looking South



Project Site Looking East



PROJECT DESCRIPTION

The proposed project consists of the operation of an approximately 8,000 gross square foot yoga studio within a portion of the first floor of the existing commercial building at the subject property. The existing commercial building has a total gross floor area of approximately 433,000 square feet, meaning that the yoga studio would occupy less than 2% of the building’s total floor area. The studio would have entrances on Wilshire Boulevard and Gale Drive, and would not have any workout areas visible from the street.

The subject property was constructed in 1971 with a maximum height of 10 stories. Parking for the subject property is provided within a surface lot and a subterranean parking garage. In total, 1,047 parking spaces are provided on-site.

Requested Permits

The applicant is seeking approval for the joint use of on-site parking facilities in order to satisfy the more stringent parking requirements associated with the establishment of a yoga studio (exercise club) when compared to the parking requirements for a general office use. Per the requirements of BHMC §10-3-2730, parking must be provided at a rate of 1 space for every 100 square feet of floor area for a yoga studio (exercise club). However, the Planning Commission may authorize the joint use of parking facilities subject to the following standards:

“Up to fifty percent (50%) of the parking facilities of a use considered to be primarily a daytime use may be used to satisfy the parking facilities required by this article for a use considered to be primarily a nighttime use.”

Accordingly, the proposed project has been presented as a use that is primarily a nighttime use, and the applicant seeks approval to have joint use of the on-site parking facilities in order to satisfy the parking requirements set forth in the Municipal Code. Notwithstanding the request for joint parking facilities, the proposed yoga studio is a permitted use on the subject property, which is commercially zoned (C-3) and located outside the Business Triangle.

ZONING CODE¹ COMPLIANCE

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

Parking

Parking for the existing commercial building is provided at a rate of 1 space per 350 square feet of floor area; however, the building does not have a sufficient number of parking spaces to independently meet the parking requirements for the yoga studio (1 space per 100 square feet). As outlined above, up to 50% of the parking spaces required to be provided for the daytime (office) uses may be applied to the nighttime (yoga studio) use. Therefore, approximately 500 parking spaces are available for use as joint parking, which far exceeds the code requirement of approximately 80 spaces for the yoga studio. As a result, the project would satisfy all applicable parking requirements if approved.

Agency Review²

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

- TRANSPORTATION DIVISION

The Transportation Division has reviewed the traffic and parking analysis submitted by the applicant, and is in agreement with the methodology and findings of the report. The proposed project will not result in a significant impact with regard to trip generation, nor will the joint use of parking facilities result in any shortfall of parking spaces, even at times of peak parking demand. The applicant's traffic and parking analysis is provided as Attachment D, and provides additional details regarding the assumptions and conclusions.

GENERAL PLAN³ POLICIES

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

- Policy LU 15.1 Economic Vitality and Business Revenue. Sustain a vigorous economy by supporting businesses that contribute revenue, quality services and high-paying jobs.
- Policy LU 16.3 Equitable Distribution of Uses and Amenities. Strive to ensure that services and neighborhood amenities are distributed equitably throughout the city.

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

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

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

ENVIRONMENTAL ASSESSMENT

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

PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	2/3/2012	6 Days
Newspaper Notice	N/A	N/A	N/A	N/A
Mailed Notice (Owners & Residents - 300' Radius)	10 Days	1/30/2012	1/26/2012	14 Days
Property Posting	N/A	N/A	N/A	N/A
Website	N/A	N/A	2/3/2012	6 Days

Public Comment

The City has received one inquiry regarding the details of the proposed project, but has not received any comments or letters in opposition of the project as of the writing of this report.

ANALYSIS⁵

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

The required findings for the use of joint parking facilities relate to the availability of on-site parking during peak- and off-hours, and the time periods during the day that the uses within the subject property operate. Additionally, a traffic study has been prepared for the proposed project.

Traffic. Although a project’s impact on traffic circulation is not specifically identified as a finding for approval of joint parking facilities, staff directed the applicant to prepare a parking study to ensure that no impacts would result. The study is provided as Attachment D and concludes that the additional vehicle trips generated by the project would not result in a significant impact to any of the study intersections or street segments. Additionally, in order to provide a conservative assessment of the project’s trip generation no trip credits were given to the yoga studio from the tenant that previously occupied the space. The traffic study has been peer

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

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

reviewed by the City's Transportation Engineer, and the City's engineer supports the methodology and conclusions outlined in the study. Therefore, the project will not result in any traffic-related impacts.

Parking. A detailed parking demand analysis was prepared by the applicant's traffic consultant in order to assess existing, future, and peak demand and the subject property. The parking demand analysis is based on empirical parking data from a similarly-sized Hot 8 Yoga studio in the City of Santa Monica and existing demand from office uses at the subject property. The information and analysis provided in the parking demand study shows that the project will not result in a shortfall of parking spaces during any period of the day. The hour of peak parking demand for the project is anticipated to begin at 8:00 PM, with a peak demand of 143 spaces, whereas the peak parking demand for the office uses is expected to occur at 11:00 AM, with a peak demand of 885 spaces. The overall peak demand for the building, inclusive of the project, is expected to occur at 11:00 AM, with a peak demand of 907 spaces. Even with an overall peak demand of 907 spaces, a surplus of 140 parking spaces is expected to remain available. Therefore, the use of joint parking facilities would not result in a parking shortfall.

In addition to finding that the project will not result in a parking shortfall, the Planning Commission must determine that the project is primarily a nighttime use. Based on the empirical usage data set forth in the parking study, approximately 57% of the weekday activity at the yoga studio will occur after 6:00 PM. Because more than 50% of the total daily activity occurs after 6:00 PM, the project can be considered to be primarily a nighttime use. Additionally, the empirical parking counts show that the office uses in the building are primarily used during daytime hours, with peak usage occurring between 9:00 AM and 5:00 PM. Therefore, the project satisfies the code requirements for establishing joint parking facilities.

Special Conditions of Approval

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

- *"The conditions of approval set forth in this resolution are specifically tailored to address the operation of a yoga studio that substantially conforms to the project presented to and approved by the Planning Commission at its meeting of February 9, 2012. To ensure that a subsequent yoga studio or fitness facility operated at the subject site does not cause adverse impacts to other building tenants or adjacent land uses, any transfer of ownership, management, or control of the proposed facility shall be reviewed by the Director of Community Development to determine whether the proposed operations of the new facility substantially conform to the project approved by the Planning Commission. If the Director determines that the proposed operations do not substantially conform to the approved project, the Director shall schedule a hearing before the Planning Commission in accordance with the provisions of the Beverly Hills Municipal Code. The Planning Commission expressly reserves jurisdiction at said hearing to revoke the approval of joint parking facilities or to impose additional conditions as necessary to ensure that the operation of a subsequent exercise facility at the subject site is compatible with adjacent land uses." (Special Condition 1)*

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

- *“Prior to the issuance of building permits for any exterior work, all exterior modifications to the building, as well as signage and window displays, shall be submitted to and approved by the Architectural Commission.”* (Special Condition 2)

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

- *“The Applicant shall provide two (2) hours of free validated parking to all yoga studio members and guests of members.”* (Special Condition 3)

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

- *“The Applicant shall provide free on-site parking at all times for employees and any other consultants or agents retained by the applicant in connection with the operation of the Project.”* (Special Condition 4)

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

- *“The City expressly reserves jurisdiction relative to traffic and parking issues. In the event the Director determines that operation of the use at this site is having unanticipated traffic and parking impacts, the Director shall require the Applicant to pay for a parking demand analysis. After reviewing the parking demand analysis, if, in the opinion of the Director, the parking and traffic issues merit review by the Planning Commission, the Director shall schedule a hearing in front of the Planning Commission in accordance with the provisions of Title 10 of the Beverly Hills Municipal Code. The Planning Commission shall conduct a noticed public hearing regarding the parking and traffic issues and may impose additional conditions as necessary to mitigate any unanticipated traffic and parking impacts caused by the proposed Project, and the Applicant shall forthwith comply with any additional conditions at its sole expense.”* (Special Condition 5)

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

NEXT STEPS

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

Alternatively, the Planning Commission may consider the following actions:

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

Report Reviewed By:



Jonathan Lait, AICP, Principal Planner

ATTACHMENT A
Staff Recommended Findings and Conditions of Approval

DRAFT FINDINGS

Joint Parking Facilities

1. *The use of joint parking facilities will not result in an adverse impact or parking shortfall; and*

A detailed parking demand analysis was prepared by the applicant's traffic consultant and peer reviewed by the City's Transportation Engineer. Based on empirical parking data from a similarly-sized Hot 8 Yoga studio in the City of Santa Monica and existing and future demand at the subject property, the project will not result in a shortfall of parking spaces during any period of the day. The hour of peak parking demand for the project is anticipated to begin at 8:00 PM, with a peak demand of 143 spaces, whereas the peak parking demand for the office uses within the subject property is expected to occur at 11:00 AM, with a peak demand of 885 spaces. The overall peak demand for the building, inclusive of the project, is expected to occur at 11:00 AM, with a peak demand of 907 spaces. The overall peak demand of 907 spaces at 11:00 AM results in a surplus of 140 parking spaces that would remain available on-site. Therefore, the use of joint parking facilities will not result in an adverse impact or parking shortfall.

2. *The proposed use is primarily a nighttime use.*

Based on the empirical usage data set forth in the parking study, approximately 57% of the weekday activity at the yoga studio will occur after 6:00 PM. Because more than 50% of the total daily activity occurs after 6:00 PM, the project is considered to be primarily a nighttime use. Additionally, the empirical parking counts show that the office uses within the subject property are primarily used during daytime hours, with peak usage occurring between 9:00 AM and 5:00 PM. Therefore, the project is considered to be primarily a nighttime use and satisfies all applicable code requirements.

DRAFT CONDITIONS

Project Specific Conditions

1. The conditions of approval set forth in this resolution are specifically tailored to address the operation of a yoga studio that substantially conforms to the project presented to and approved by the Planning Commission at its meeting of February 9, 2012. To ensure that a subsequent yoga studio or fitness facility operated at the subject site does not cause adverse impacts to other building tenants or adjacent land uses, any transfer of ownership, management, or control of the proposed facility shall be reviewed by the Director of Community Development to determine whether the proposed operations of the new facility substantially conform to the project approved by the Planning Commission. If the Director determines that the proposed operations do not substantially conform to the approved project, the Director shall schedule a hearing before the Planning Commission in accordance with the provisions of the Beverly Hills Municipal Code. The Planning Commission expressly reserves jurisdiction at said hearing to revoke the approval of joint parking facilities or to impose additional conditions as necessary to ensure that the operation of a subsequent exercise facility at the subject site is compatible with adjacent land uses.

2. Prior to the issuance of building permits for any exterior work, all exterior modifications to the building, as well as signage and window displays, shall be submitted to and approved by the Architectural Commission.
3. The Applicant shall provide two (2) hours of free validated parking to all yoga studio members and guests of members.
4. The Applicant shall provide free on-site parking at all times for employees and any other consultants or agents retained by the applicant in connection with the operation of the Project.
5. The City expressly reserves jurisdiction relative to traffic and parking issues. In the event the Director determines that operation of the use at this site is having unanticipated traffic and parking impacts, the Director shall require the Applicant to pay for a parking demand analysis. After reviewing the parking demand analysis, if, in the opinion of the Director, the parking and traffic issues merit review by the Planning Commission, the Director shall schedule a hearing in front of the Planning Commission in accordance with the provisions of Title 10 of the Beverly Hills Municipal Code. The Planning Commission shall conduct a noticed public hearing regarding the parking and traffic issues and may impose additional conditions as necessary to mitigate any unanticipated traffic and parking impacts caused by the proposed Project, and the Applicant shall forthwith comply with any additional conditions at its sole expense.

Standard Conditions

6. The project shall be built in substantial conformance with the plans as conditioned and approved by the Planning Commission on February 9, 2012.
7. These conditions shall run with the land and shall remain in full force for the duration of the life of the Project.
8. This resolution granting the requested joint use of parking facilities shall not become effective until the owner of the Project site records a covenant, satisfactory in form and content to the City Attorney, accepting the conditions of approval set forth in this resolution. The covenant shall include a copy of this resolution as an exhibit. The Property Owner shall deliver the executed covenant to the Department of Planning & Community Development within 60 days of any City Council approval of the Amendments. At the time that the Property Owner delivers the covenant to the City, the Property Owner shall also provide the City with all fees necessary to record the document with the County Recorder. If the Property Owner fails to deliver the executed covenant within the required 60 days, this resolution approving the Project shall be null and void and of no further effect. Notwithstanding the foregoing, the Director of Planning & Community Development may, upon a request by the Property Owner, grant a waiver from the 60 day time limit if, at the time of the request, the Director determines that there have been no substantial changes to any federal, state or local law that would affect the Project.

ATTACHMENT B

PUBLIC NOTICE



NOTICE OF PUBLIC HEARING

DATE: February 9, 2012
TIME: 1:30 PM, or as soon thereafter as the matter may be heard
LOCATION: Council Meeting Room 280A
Beverly Hills City Hall
455 North Rexford Drive
Beverly Hills, CA 90210

The Planning Commission of the City of Beverly Hills, at its REGULAR meeting on Thursday, February 9, 2012, will hold a public hearing beginning at **1:30 PM**, or as soon thereafter as the matter may be heard to consider:

A request to participate in a shared parking arrangement to allow the establishment of a new yoga studio (Hot 8 Yoga) within the commercial building located at **8383 Wilshire Boulevard**. The request would allow the yoga studio to meet the City's parking requirements by sharing parking spaces with the office tenants in the building since the yoga studio would experience peak parking demand during evening hours, whereas the office uses experience peak parking demand during afternoon hours. The Planning Commission may authorize up to 50% of the required parking for the yoga studio to be satisfied through such a shared parking arrangement if it can be demonstrated that sufficient parking is available and that the yoga studio experiences peak parking demand during evening hours.

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

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

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

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

Sincerely,


Ryan Gohlich, Associate Planner

Mailed January 26, 2012

ATTACHMENT C

DRAFT RESOLUTION

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS CONDITIONALLY APPROVING THE JOINT USE OF PARKING FACILITIES IN ORDER TO SATISFY PARKING REQUIREMENTS IN CONJUNCTION WITH THE ESTABLISHMENT OF AN APPROXIMATELY 8,000 SQUARE FOOT YOGA STUDIO TO BE LOCATED ON THE GROUND FLOOR OF THE PROPERTY LOCATED AT 8383 WILSHIRE BOULEVARD.

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

Section 1. Vincent Nicoletta, Applicant, on behalf of Hot 8 Yoga, (collectively the “Applicant”) has submitted an application to allow the joint use of parking facilities in conjunction with the establishment of an approximately 8,000 square foot yoga studio to be located on the ground floor of a building located outside the Business Triangle on the property locate at 8383 Wilshire Boulevard (the “Project”). A yoga studio is a permitted use within the City’s commercial zones; however, the use of joint parking facilities requires review and approval by the Planning Commission.

Section 2. The Project site is located at the eastern boundary of the City on the north side of Wilshire Boulevard, between Gale Drive and San Vicente Boulevard. The existing neighborhood character within the vicinity of the project consists of a variety of commercial developments, which are predominantly occupied by retail and general office uses. In addition to the existing commercial development, the west side of Gale Drive is zoned for and developed with apartments and condominiums. Directly north of the project site, on the east side

of Gale Drive, properties are zoned for commercial development, but are currently developed with a combination of commercial and residential projects.

The Project consists of the operation of an approximately 8,000 gross square foot yoga studio within a portion of the first floor of the existing commercial building at the subject property. The existing commercial building has a total gross floor area of approximately 433,000 square feet, meaning that the yoga studio will occupy less than 2% of the building's total floor area. The studio will have entrances on Wilshire Boulevard and Gale Drive, and will not have any workout areas visible from the street.

Section 3. The Project has been environmentally reviewed pursuant to the provisions of the California Environmental Quality Act (Public Resources Code Sections 21000, *et seq.* ("CEQA")), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000, *et seq.*), and the City's Local CEQA Guidelines (hereafter the "Guidelines"), and the City's environmental guidelines, and a Class 1 Categorical Exemption has been issued in accordance with the requirements of Sections 15301 of the Guidelines for the Project. The Class 1 exemption is applicable because the Project results in operational changes and minor interior tenant improvements to an existing commercial building, and is therefore exempt from further review under the provisions of CEQA.

Section 4. Notice of the Project and public hearing was mailed on January 26, 2012 to all property owners and residential tenants within a 300-foot radius of the property. On February 9, 2012 the Planning Commission considered the application at a duly noticed public meeting. Evidence, both written and oral, was presented at said meeting.

Section 5. In considering the request for joint use of parking facilities, the Planning Commission was required to make the following findings:

1. The use of joint parking facilities will not result in an adverse impact or parking shortfall; and
2. The proposed use is primarily a nighttime use.

Section 6. Based on the foregoing, the Planning Commission hereby finds and determines as follows:

1. A detailed parking demand analysis was prepared by the applicant's traffic consultant and peer reviewed by the City's Transportation Engineer. Based on empirical parking data from a similarly-sized Hot 8 Yoga studio in the City of Santa Monica and existing and future demand at the subject property, the project will not result in a shortfall of parking spaces during any period of the day. The hour of peak parking demand for the project is anticipated to begin at 8:00 PM, with a peak demand of 143 spaces, whereas the peak parking demand for the office uses within the subject property is expected to occur at 11:00 AM, with a peak demand of 885 spaces. The overall peak demand for the building, inclusive of the project, is expected to occur at 11:00 AM, with a peak demand of 907 spaces. The overall peak demand of 907 spaces at 11:00 AM results in a surplus of 140 parking spaces that would remain available on-site. Therefore, the use of joint parking facilities will not result in an adverse impact or parking shortfall.

2. Based on the empirical usage data set forth in the parking study, approximately 57% of the weekday activity at the yoga studio will occur after 6:00 PM. Because more than 50% of the total daily activity occurs after 6:00 PM, the project is considered to be primarily a nighttime use. Additionally, the empirical parking counts show that the office uses within the subject property are primarily used during daytime hours, with peak usage occurring between 9:00 AM and 5:00 PM. Therefore, the Project is considered to be primarily a nighttime use and satisfies all applicable code requirements.

Section 7. Based on the foregoing, the Planning Commission hereby grants the requested Conditional Use Permit, subject to the following conditions:

1. The conditions of approval set forth in this resolution are specifically tailored to address the operation of a yoga studio that substantially conforms to the project presented to and approved by the Planning Commission at its meeting of February 9, 2012. To ensure that a subsequent yoga studio or fitness facility operated at the subject site does not cause adverse impacts to other building tenants or adjacent land uses, any transfer of ownership, management, or control of the proposed facility shall be reviewed by the Director of Community Development to determine whether the proposed operations of the new facility substantially conform to the project approved by the Planning Commission. If the Director determines that the proposed operations do not substantially conform to the approved project, the Director shall schedule a hearing before the Planning Commission in accordance with the provisions of the Beverly Hills Municipal Code. The Planning

Commission expressly reserves jurisdiction at said hearing to revoke the approval of joint parking facilities or to impose additional conditions as necessary to ensure that the operation of a subsequent exercise facility at the subject site is compatible with adjacent land uses.

2. Prior to the issuance of building permits for any exterior work, all exterior modifications to the building, as well as signage and window displays, shall be submitted to and approved by the Architectural Commission.

3. The Applicant shall provide two (2) hours of free validated parking to all yoga studio members and guests of members.

4. The Applicant shall provide free on-site parking at all times for employees and any other consultants or agents retained by the applicant in connection with the operation of the Project.

5. The City expressly reserves jurisdiction relative to traffic and parking issues. In the event the Director determines that operation of the use at this site is having unanticipated traffic and parking impacts, the Director shall require the Applicant to pay for a parking demand analysis. After reviewing the parking demand analysis, if, in the opinion of the Director, the parking and traffic issues merit review by the Planning Commission, the Director shall schedule a hearing in front of the Planning Commission in accordance with the provisions of Title 10 of the Beverly Hills Municipal Code. The Planning Commission shall conduct a noticed public hearing regarding the parking and traffic issues and may impose additional conditions as necessary to mitigate any unanticipated traffic and parking impacts caused by the

proposed Project, and the Applicant shall forthwith comply with any additional conditions at its sole expense.

6. APPEAL. 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. Decisions involving subdivision maps must be appealed within ten (10) days of the Planning Commission Action. An appeal fee is required.

7. RECORDATION. The resolution approving the joint use of parking facilities 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 **within 60 days** of the Planning Commission decision. 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. If the Applicant fails to deliver the executed covenant within the required 60 days, this resolution approving the Project shall be **null and void and of no further effect**. Notwithstanding the foregoing, the Director of Community Development may, upon a request by the Applicant, grant a waiver from the 60 day time limit if, at the time of the request, the Director determines that there have been no substantial changes to any federal, state or local law that would affect the Project.

8. EXPIRATION. Joint Use of Parking Facilities: The exercise of rights granted in such approval shall be commenced within three (3) years after the adoption of such resolution.

9. VIOLATION OF CONDITIONS: A violation of these conditions of approval may result in a termination of the entitlements granted herein.

10. This approval is for those plans submitted to the Planning Commission on February 9, 2012, 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.

11. 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.

12. Approval Runs With Land. These conditions shall run with the land and shall remain in full force for the duration of the life of the Project.

13. Prior to the issuance of a building permit, all applicable Park and Recreation Facilities Tax required by the Municipal Code shall be paid.

14. 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.

15. The Project shall operate at all times in compliance with Municipal requirements for Noise Regulation.

16. The Applicant shall remove and replace all public sidewalks surrounding the Project site that are rendered defective as a result of Project construction.

17. The Applicant shall remove and replace all curbs and gutters surrounding the Project site that are rendered defective as a result of Project construction.

18. The Applicant shall protect all existing street trees adjacent to the subject site during construction of the Project. Every effort shall be made to retain mature street trees. No street trees, including those street trees designated on the preliminary plans, shall be removed and/or relocated unless written approval from the Recreation and Parks Department and the City Engineer is obtained.

19. Removal and/or replacement of any street trees shall not commence until the Applicant has provided the City with an improvement security to ensure the establishment of any relocated or replaced street trees. The security amount will be determined by the Director of Recreation and Parks, and shall be in a form approved by the City Engineer and the City Attorney.

20. The Applicant shall provide that all roof and/or surface drains discharge to the street. All curb drains installed shall be angled at 45 degrees to the curb face in the direction of the normal street drainage flow. The Applicant shall provide that all groundwater discharges to a storm drain. All ground water discharges must have a permit (NPDES) from the Regional Water Quality Control Board. Connection to a storm drain shall be accomplished in the manner approved by the

City Engineer and the Los Angeles County Department of Public Works. No concentrated discharges onto the alley surfaces will be permitted.

21. The Applicant shall provide for all utility facilities, including electrical transformers required for service to the proposed structure(s), to be installed on the subject site. No such installations will be allowed in any City right-of-way.

22. The Applicant shall underground, if necessary, the utilities in adjacent streets and alleys per requirements of the Utility Company and the City.

23. The Applicant shall make connection to the City's sanitary sewer system through the existing connections available to the subject site unless otherwise approved by the City Engineer and shall pay the applicable sewer connection fee.

24. The Applicant shall make connection to the City's water system through the existing water service connection unless otherwise approved by the City Engineer. The size, type and location of the water service meter installation will also require approval from the City Engineer.

25. The Applicant shall provide to the Engineering Office the proposed demolition/construction staging for this Project to determine the amount, appropriate routes and time of day of heavy hauling truck traffic necessary for demolition, deliveries, etc., to the subject site.

26. The Applicant shall obtain the appropriate permits from the Civil Engineering Department for the placement of construction canopies, fences, etc., and construction of any improvements in the public right-of-way, and for use of the public right-of-way for staging and/or hauling certain equipment and materials related to the Project.

27. The Applicant shall remove and reconstruct any existing improvements in the public right-of-way damaged during construction operations performed under any permits issued by the City.

28. During construction all items in the Erosion, Sediment, Chemical and Waste Control section of the general construction notes shall be followed.

29. Condensation from HVAC and refrigeration equipment shall drain to the sanitary sewer, not curb drains.

30. All ground water discharges must have a permit (NPDES) from the Regional Water Quality Control Board. Examples of ground water discharges are; rising ground water and garage sumps.

Section 8. 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:

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

Attest:

Secretary

Approved as to form:

Approved as to content:

David M. Snow
Assistant City Attorney

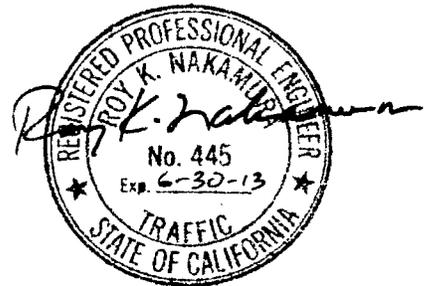
Jonathan Lait, AICP
City Planner

ATTACHMENT D
TRAFFIC AND PARKING STUDY

**TRAFFIC AND PARKING ANALYSIS
HOT 8 YOGA STUDIO
8383 WILSHIRE BOULEVARD, BEVERLY HILLS**

Prepared By:

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January 2012

TRAFFIC AND PARKING ANALYSIS

HOT 8 YOGA STUDIO, 8383 WILSHIRE BOULEVARD, BEVERLY HILLS

INTRODUCTION

This traffic and parking analysis has been prepared to assess the potential traffic and parking impacts of the proposed Hot 8 Yoga Studio project (the "Project"), located at 8383 Wilshire Boulevard in the City of Beverly Hills. The Project site is within the existing office building located on the north side of Wilshire Boulevard between Gale Drive and San Vicente Boulevard. The Project site and general vicinity are shown in Figure 1.

The analysis follows City traffic study guidelines and methodology, and also direction from City staff. Project traffic impacts at two intersections, Gale Drive-Orlando Avenue/San Vicente Boulevard and Gale Drive/Wilshire Boulevard, and one street segment, Gale Drive between San Vicente Boulevard and Wilshire Boulevard, as recommended by City staff, are analyzed for weekday and Saturday conditions. The study locations are also shown in Figure 1.

The Project trip generation is based on empirical trip generation rates, as requested by City staff. In addition, a comparison has been made with the trip generation utilizing Institute of Transportation Engineers' trip rates.

The analysis also examines code-required parking for the Project, as well as shared parking for the Project and the other uses in the existing office building. The shared parking analysis is based on both information for an existing Hot 8 Yoga Studio in the City of Santa Monica and a parking utilization survey of the existing office building uses.

PROJECT SITE AND DESCRIPTION

The Project is located within an existing office building at 8383 Wilshire Boulevard (the "8383 Building") in the City of Beverly Hills. The 8383 Building is a multi-level building containing 432,722 gross square feet and is primarily occupied by office tenants. The Project site is bounded by Wilshire Boulevard on the south, Gale Drive on the west, San Vicente Boulevard diagonally (northwest-southeast) on the east and a commercial building on the north. Presently, 332,450 gross square feet of the 8383 Building is occupied.

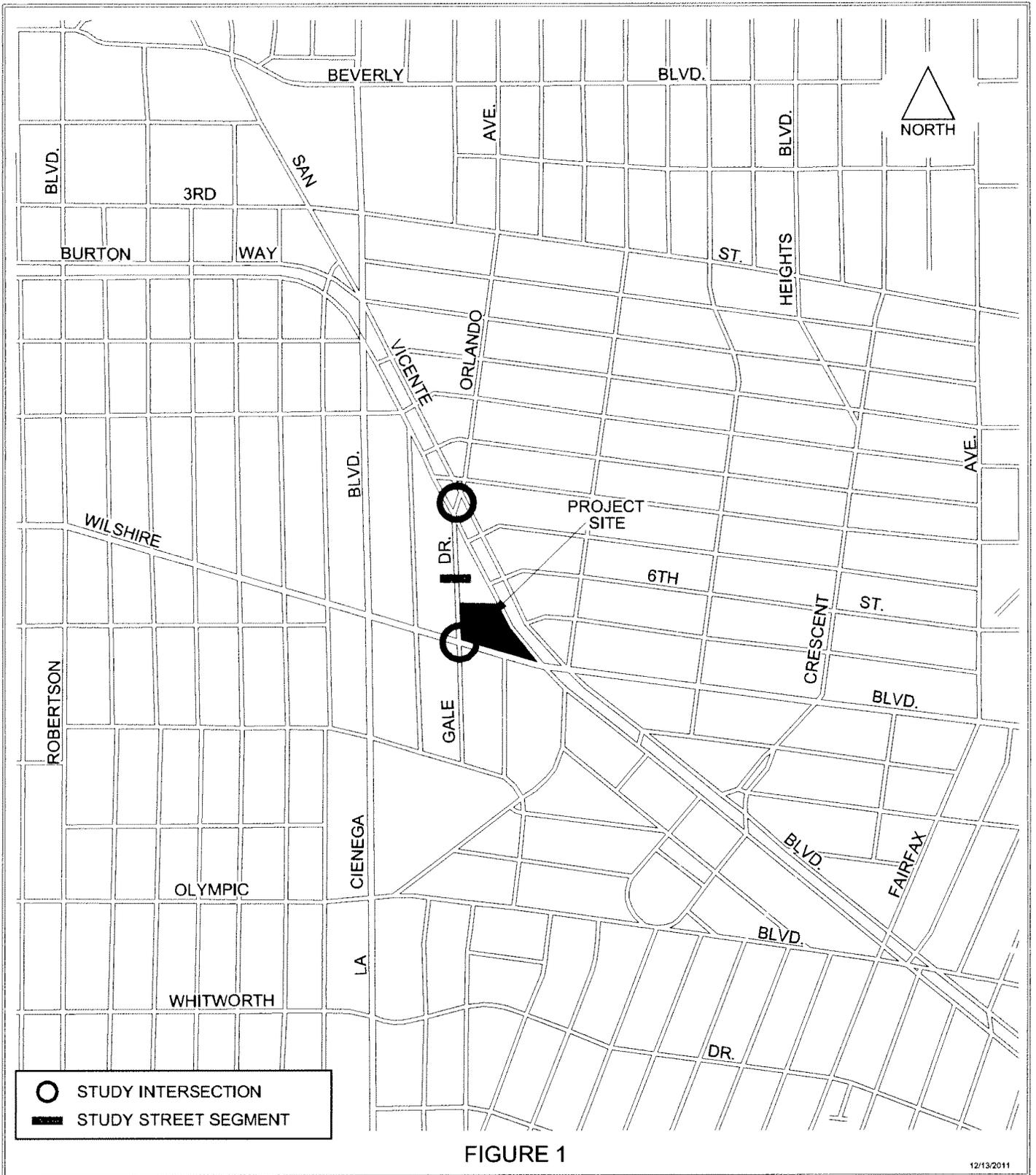


FIGURE 1

12/13/2011

FIN: HOT 8 YOGA BEV HILLS SITE VISION

PROJECT SITE VICINITY MAP
AND STUDY LOCATIONS



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Parking for the 8383 Building is provided in a three-level garage and a surface lot, with a total of 1,047 spaces. The parking is accessed by a two-way driveway on Gale Drive and a two-way driveway on San Vicente Boulevard. The San Vicente driveway is physically restricted to right-turn-only movements due to the raised median on San Vicente Boulevard.

The Project will utilize 8,098 gross square feet of the currently vacant 100,272 gross square feet. It will occupy space of the ground floor that was occupied by the former Nibblers Restaurant. Like the existing Hot 8 Yoga Studio in Santa Monica, the Project will be open 6:00 AM to 10:00 PM, Monday-Friday, and 7:15 AM to 8:00 PM, Saturday and Sunday. There will be no changes to the 8383 Building parking supply, layout or access. It is anticipated that the Project will be completed and in operation in 2012.

EXISTING TRAFFIC VOLUMES

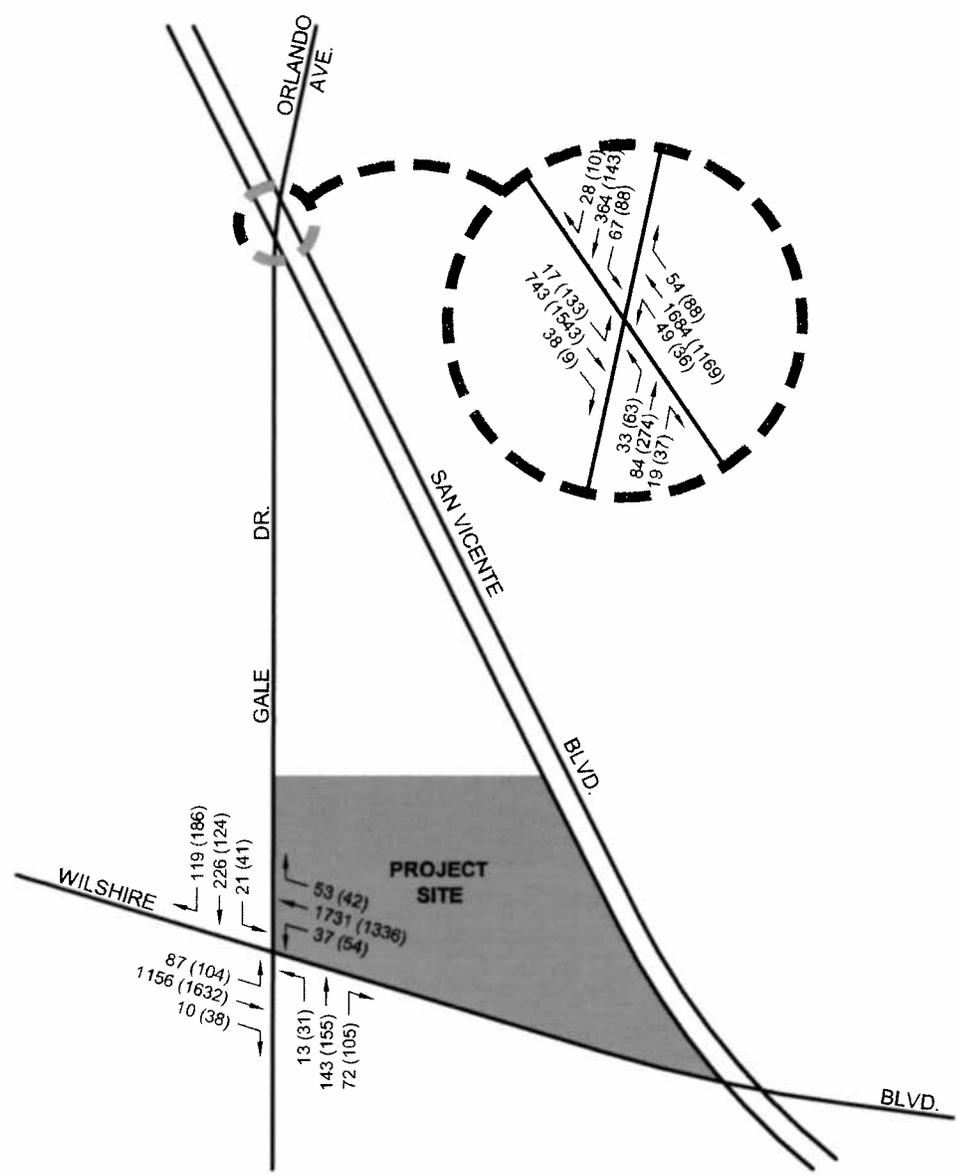
The Traffic Solution, a professional traffic data collection firm, conducted new traffic counts at the two study intersections, Gale Drive-Orlando Avenue/San Vicente Boulevard and Gale Drive/Wilshire Boulevard. These counts were performed 7:00 - 9:00 AM and 4:00 - 6:00 PM on Thursday, November 17, 2011, and 11:00 AM - 1:00 PM on Saturday, November 19, 2011. These times cover the peak-hour traffic periods requested by City staff. The intersection traffic counts sheets are included in Attachment A. The existing peak-hour volumes obtained from these counts are shown in Figures 2(a) and 2(b).

A current 24-hour weekday traffic count for the study street segment of Gale Drive between San Vicente Boulevard and Wilshire Boulevard was provided by City staff. The 24-hour count sheet for this segment is also included in Attachment A.

PROJECT TRAFFIC

Trip Generation

The trip generation characteristics of yoga studios are not documented in the standard trip generation reference sources, such as the Institute of Transportation (ITE) *Trip Generation, 8th Edition* manual or San Diego Association of Governments *San Diego Traffic Generators* manual. The ITE manual does contain trip generation rates for a "Health/Fitness Club" use, but City staff considered that use not to be adequately similar to a yoga studio use.



00 AM PEAK HOUR
(00) PM PEAK HOUR

FIGURE 2(a)

12/13/2011

FN, HOT 6 YOGA BEV HILLS WEEKDAY 2011

EXISTING TRAFFIC VOLUMES
WEEKDAY AM & PM PEAK HOURS

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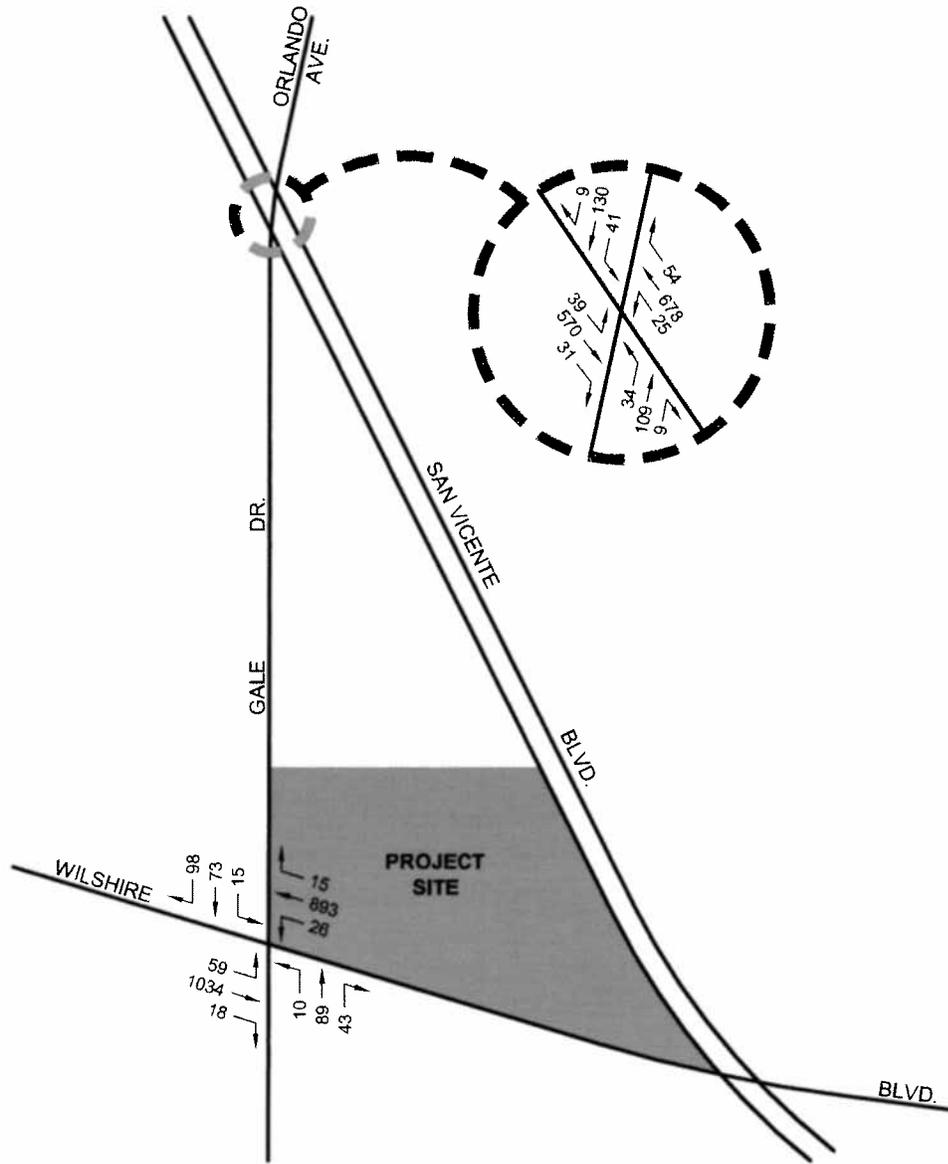


FIGURE 2(b)

12/13/2011

FN: HOT 8 YOGA BEV HILLS/SAT2011

EXISTING TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR



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In consultation with City staff, it was agreed that since the Project would be closely similar to the existing Hot 8 Yoga Studio in Santa Monica in terms of clientele, employee/staff composition, hours and operations, user entry and exit information for that studio could be used to develop empirical trip generation rates. It should be noted that parking for that studio is provided in City public parking structures, which is free for two hours. As users of that studio typically stay less than two hours, no parking validation system is provided. As a result, parking tickets cannot be used to track the entry and exit movements of vehicles driven by users of that studio. Some of those users also park on-street, which also cannot be tracked.

An alternative empirical trip generation methodology was developed and agreed to by City staff. This methodology utilized entry and exit information that tabulated each member, visitor and employee/staff person walking in and out the door of the Santa Monica studio. As City staff required that traffic conditions be analyzed for weekday AM peak-hour, PM peak-hour and daily conditions, and for Saturday midday peak-hour conditions, person entry and exit information for the Santa Monica studio was gathered accordingly. Tabulations were made of each person entering and exiting over the entire day on Thursday, November 10, 2011, and from 11:30 AM to 1:30 PM on Saturday, November 19, 2011. Both days experienced above average attendance and are fair representations of the busiest days at the studio throughout the year. The person trip tabulations are included in Attachment B.

Although some of the Santa Monica studio users walked, bicycled or rode transit to the studio, for purposes of a conservative analysis, it was assumed that each person arrived and left by private vehicle, one person per vehicle. Applying this assumption to the person trip tabulations, the vehicular "inbound" and "outbound" trips generated by the Santa Monica studio were estimated. These trip generation estimates are also included in Attachment B.

The Santa Monica studio experienced its heaviest weekday activity after 6:00 PM, outside the typical peak traffic periods. As indicated in Attachment B, the Santa Monica studio generated an estimated 526 vehicle trips per day, including 25 AM and 27 PM peak-hour trips. These peak-hour trips occurred within the highest 60 minutes of the typical peak traffic periods of 7:00-9:00 AM and 4:00-6:00 PM. It should be noted that all of the 25 trips generated during the AM peak hour were outbound trips, with no arrivals tabulated during the highest 60 minutes. Similarly, all of the 27 trips generated during the PM peak hour were inbound trips, with no departures tabulated during the highest 60 minutes. These unidirectional results are reflective of the studio's classes, which have a fixed schedule and are the basis of its operation. Participants come and go in groups, based on the class schedule. By comparison, a health/fitness club has a broader spectrum of activities and facilities, and generally experiences more random and varying degrees of inbound and outbound trips throughout the day.

As also indicated in Attachment B, the studio experienced the majority of its weekday activity, 57 percent, after 6:00 PM. On Saturday, the studio generated an estimated 50 midday peak-hour vehicle trips. Dividing these vehicle trips by the size of the studio, 5,057 gross square feet, the empirical trip generation rates for the studio were calculated and are summarized in Table 1.

**Table 1
Empirical Hot 8 Yoga Studio Vehicular Trip Generation Rates**

Weekday	
AM Peak Hour:	4.94 trips per 1,000 gsf (0% inbound, 100% outbound)
PM Peak Hour:	5.34 trips per 1,000 gsf (100% inbound, 0% outbound)
Daily:	104.01 trips per 1,000 gsf (50% inbound, 50% outbound)
Saturday	
Midday Peak Hour:	9.89 trips per 1,000 gsf (54% inbound, 46% outbound)

As previously mentioned, the current ITE *Trip Generation* manual does not have trip generation rates for yoga studios. It does have the following trip rates, per 1,000 gross square feet, for the “Fitness/Health Club” use, the use closest to approximating to a yoga studio use:

Weekday: AM Peak Hour, 1.38; PM Peak Hour, 3.53; Daily, 32.93
 Saturday: Peak Hour of Generator, 2.78 (which may be during midday or other time)

By comparison, the empirical trip rates determined from the Santa Monica studio information are substantially higher. Therefore, to ensure a conservative analysis of traffic impacts, the empirical trip rates were applied to estimate Project trips, as shown below. No trip reductions were assumed or included for the removal of the former Nibblers Restaurant use.

**Table 2
Project Trip Generation**

<u>Use</u>	<u>Size</u>	<u>Weekday</u>					<u>Saturday</u>	
		<u>AM Pk. Hr.</u>		<u>PM Pk. Hr.</u>		<u>Daily</u>	<u>Midday Pk. Hr.</u>	
		<u>I/B</u>	<u>O/B</u>	<u>I/B</u>	<u>O/B</u>		<u>I/B</u>	<u>O/B</u>
Hot 8 Yoga Studio	8,098 gsf	0	40	43	0	842	43	37
			[40]		[43]			[80]

(Note: Per ITE “Fitness/Health Club” trip rates, Project trip generation would be 11 AM and 29 PM peak-hour trips, and 267 daily trips on a weekday, and 23 peak-hour trips on a Saturday.)

Trip Distribution

It is estimated that approximately 35 percent of Project traffic would arrive from the north through the intersection of Gale Drive-Orlando Avenue/San Vicente Boulevard and approximately 65 percent would arrive from the south through the intersection of Gale Drive/Wilshire Boulevard. Little or no inbound Project traffic is expected to use the driveway on San Vicente Boulevard, as there is no opening in its raised median at near this location allowing for inbound left turns into this driveway from northbound San Vicente Boulevard. Inbound Project traffic from the northwest and north is expected to use the Gale Drive and enter its driveway, which provide more direct access to the 8383 Building.

Departing, it is estimated that approximately 35 percent of Project traffic would proceed north through the Gale Drive-Orlando Avenue/San Vicente Boulevard intersection, approximately 45 percent would proceed south through the Gale Drive/Wilshire Boulevard intersection, and approximately 20 percent would proceed east internally through the site and exit via the driveway on San Vicente Boulevard. The estimate of 20 percent outbound is consistent with exiting information provided by the building manager for the 8383 Building. These Project trip distribution percentages were discussed with and agreed to by City staff, and are depicted in Figure 3.

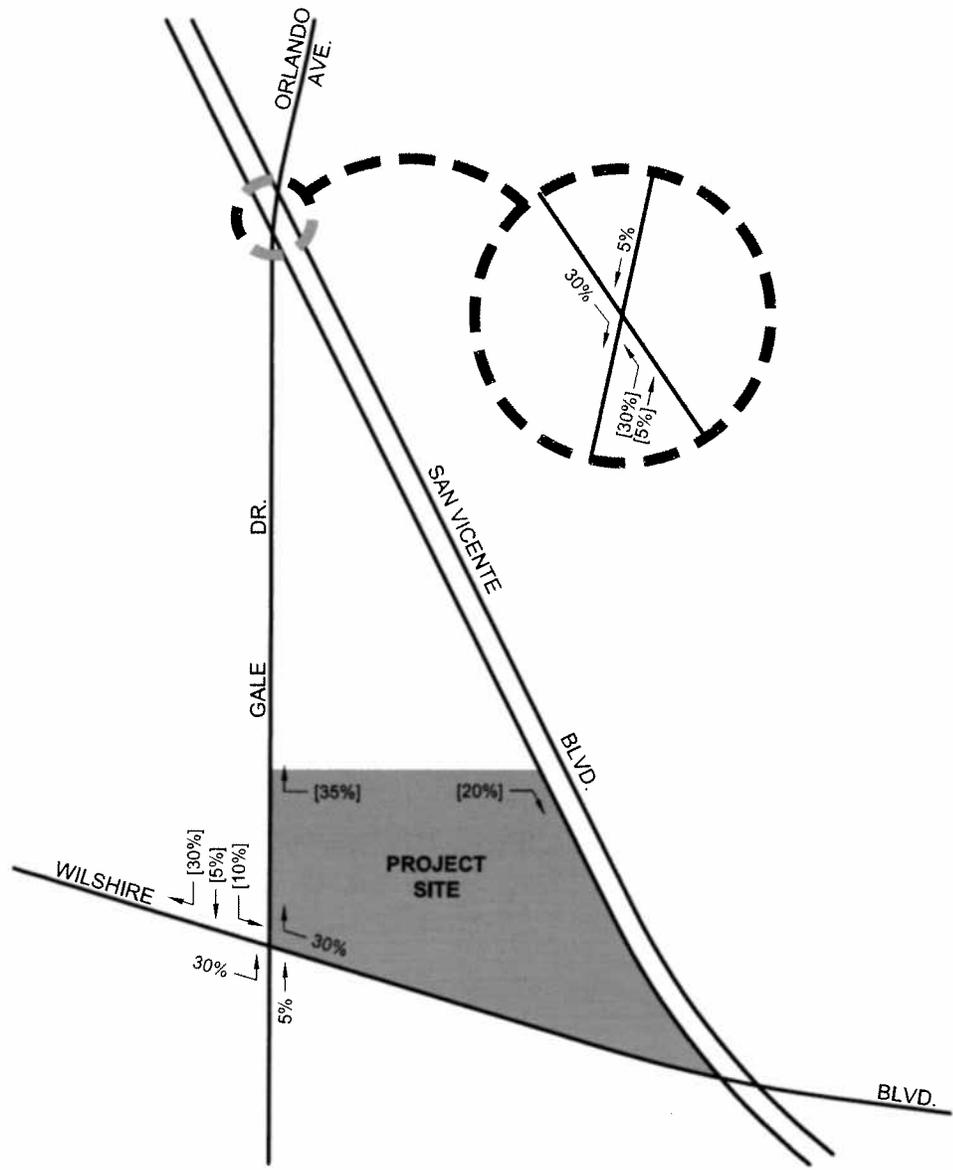
Trip Assignment

Applying the Project trip percentages in Figure 4 to the Project peak-hour trip generation estimates in Table 2, the Project traffic volumes at the two study intersections were calculated and are presented in Figures 4(a) and 4(b). These volumes were used to determine the Project impacts at the study intersections.

TRAFFIC IMPACT ANALYSIS

Existing Traffic Conditions

Using the peak-hour traffic volumes depicted in Figures 3(a) and 3(b), the Levels of Service (LOS) at the two study intersections were analyzed for existing conditions. This analysis was performed in accordance with the City's Intersection Capacity Utilization (ICU) methodology and traffic analysis guidelines. The results of the existing LOS analysis are summarized in Table 3 on page 12. As shown, the intersections of Gale Drive-Orlando Avenue/San Vicente Boulevard and Gale Drive/Wilshire Boulevard are currently operating at service levels ranging from LOS A to LOS C. These service levels are indicative of good intersection operating conditions. The ICU worksheets for the Existing conditions analysis are included in Attachment C.



00% INBOUND
[00%] OUTBOUND

FIGURE 3

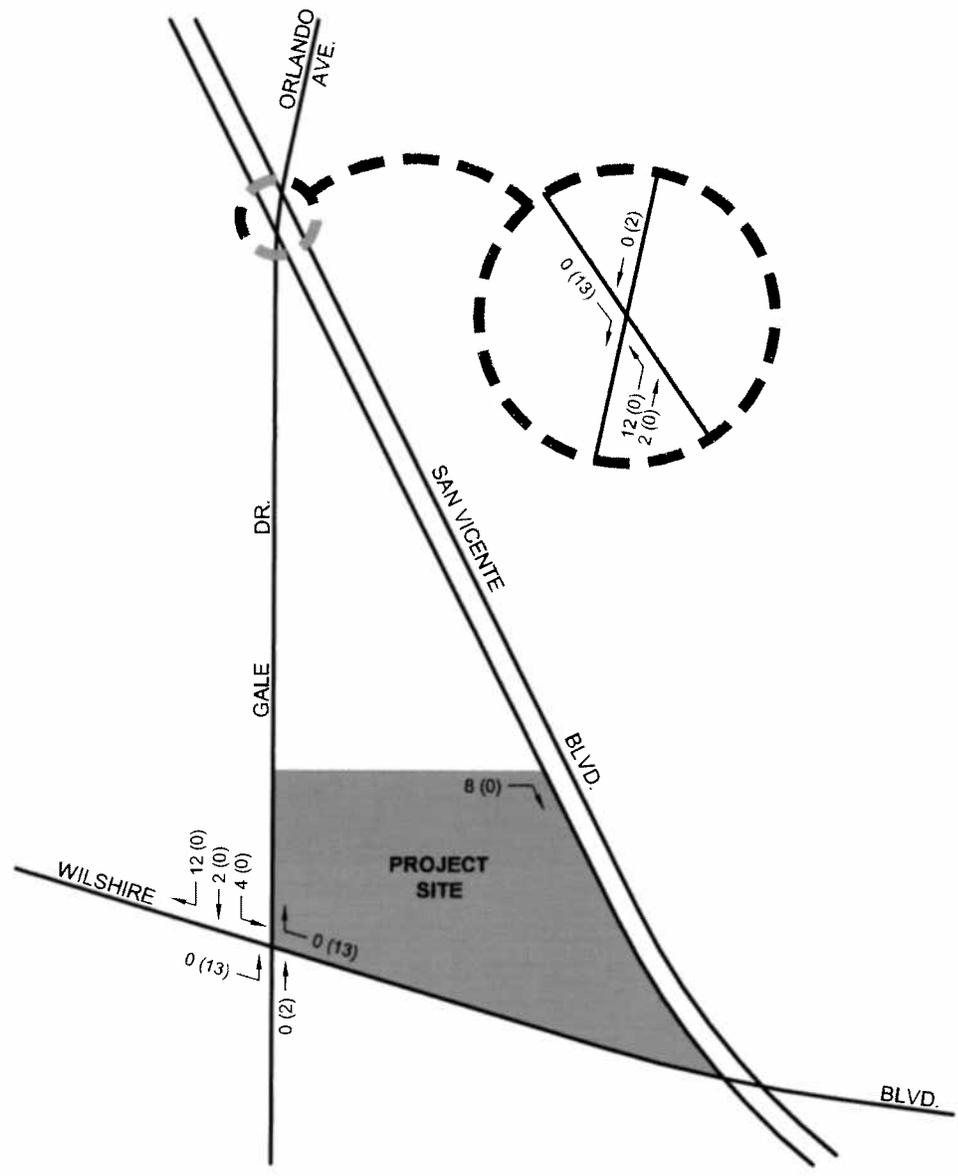
12/13/2011

FN: HOT 8 YOGA BEV HILLS/PRJ/DIST

PROJECT TRIP DISTRIBUTION PERCENTAGES



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00 AM PEAK HOUR
(00) PM PEAK HOUR

FIGURE 4(a)

12/13/2011

FN HOT 8 YOGA BEV HILLS WEEKDAY PRJ VOL

PROJECT TRAFFIC VOLUMES
WEEKDAY AM & PM PEAK HOUR

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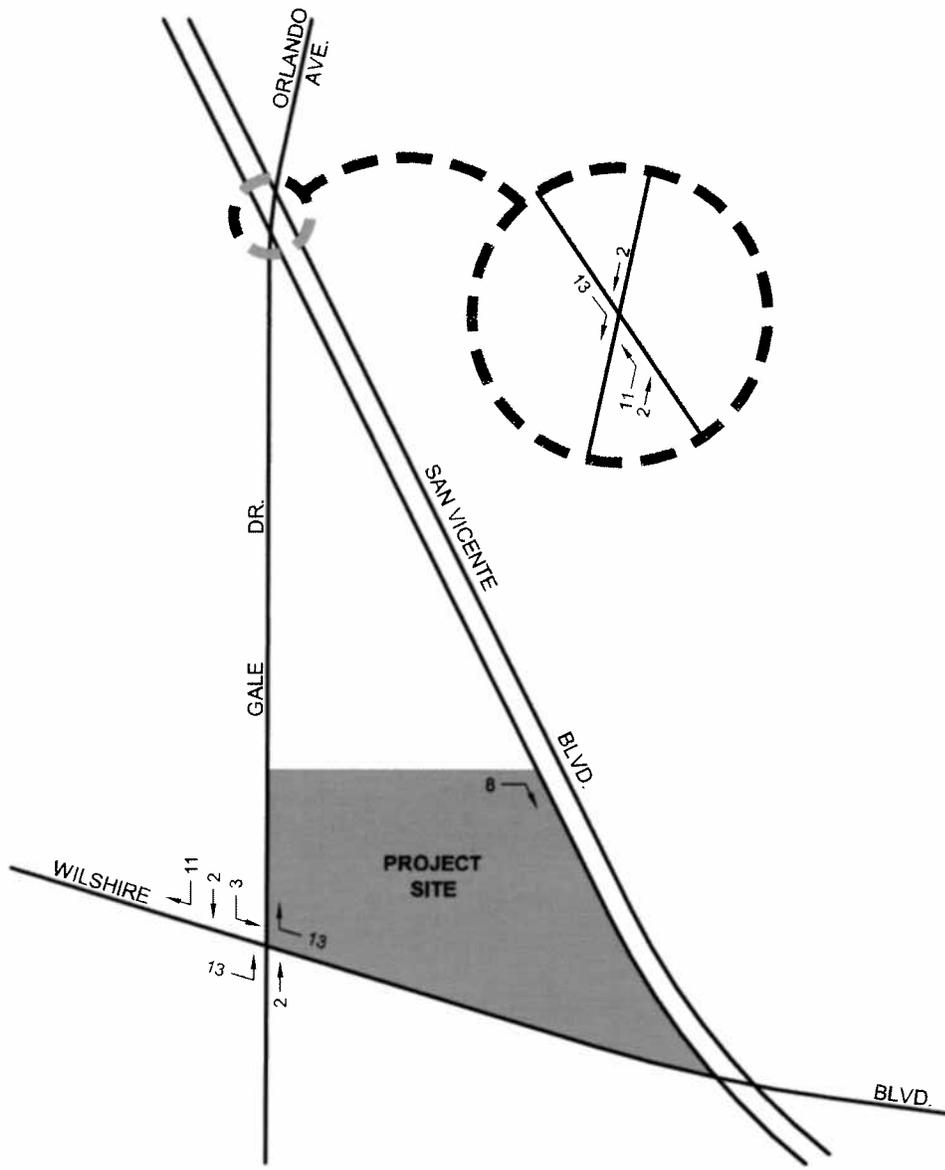


FIGURE 4(b)

12/13/2011

FN: HOT 8 YOGA BEV HILLS: SATPR/VOL

PROJECT TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

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Existing-Plus-Project Conditions

City staff determined that an “existing-Plus-Project” analysis would be adequate to assess the potential Project traffic impacts. The inclusion of ambient growth and related projects traffic volumes was deemed unnecessary for this analysis. Accordingly, the existing peak-hour traffic volumes in Figures 2(a) and 2(b) were combined with the respective Project peak-hour volumes in Figures 4(a) and 4(b). The resulting Existing-Plus-Project peak-hour volumes are presented in Figures 5(a) and 5(b). Using the City’s ICU methodology, the Levels of Service for Existing-Plus-Project conditions were analyzed. The results of this analysis, shown in Table 3, indicate that while the incremental addition of Project trips would increase volume-to-capacity (V/C) ratios, there would be no change to the LOS “grades” at the two study intersections. The ICU worksheets for the Existing-Plus-Project conditions analysis are also included in Attachment C.

**Table 3
Summary of ICU and LOS Analysis**

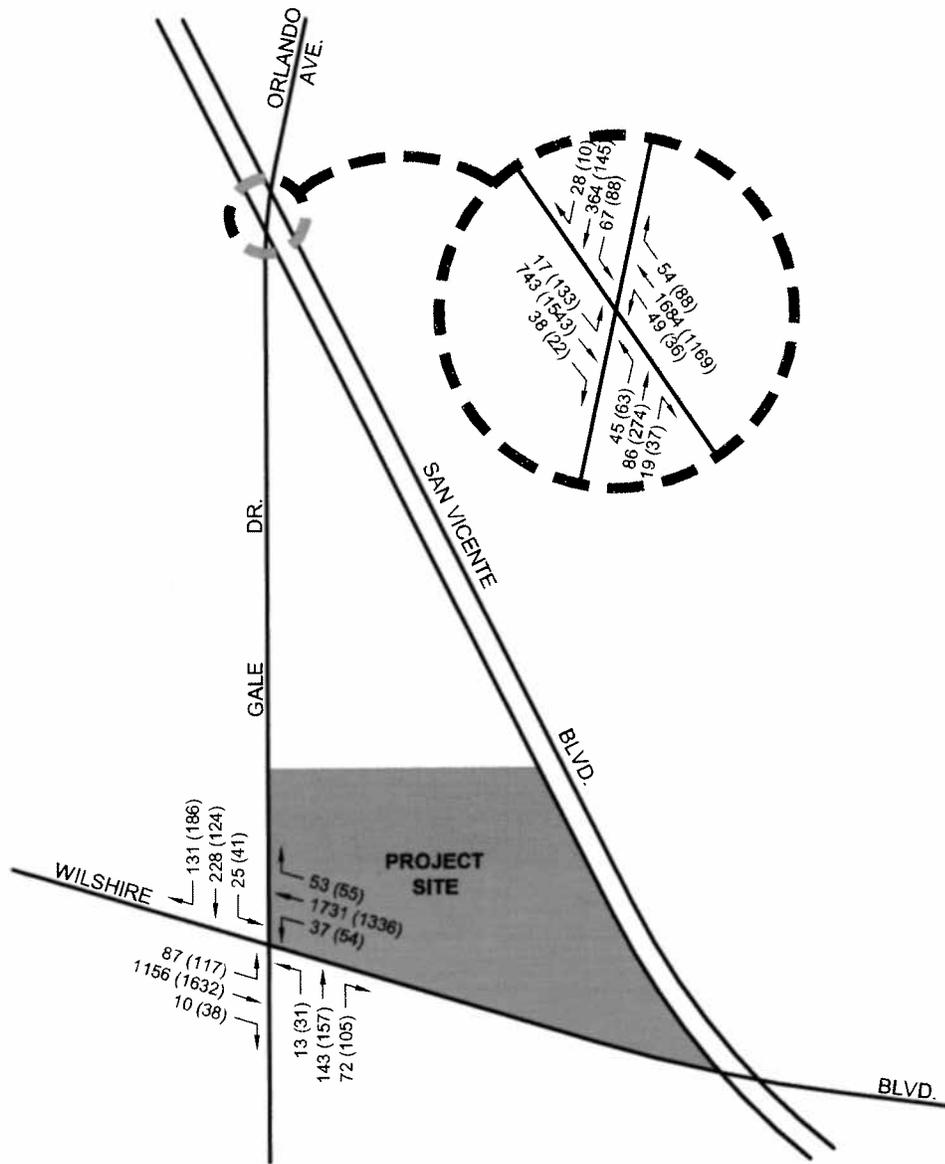
<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>Existing-Plus-Project</u>			<u>Significant?</u>
		<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>Impact</u>	
Gale Dr-	Wkdy AM	0.781	C	0.788	C	0.000	No
Orlando Ave/	Wkdy PM	0.712	C	0.715	C	0.003	No
San Vicente Blvd	Sat Mddy	0.411	A	0.419	A	0.008	No
Gale Dr/	Wkdy AM	0.750	C	0.758	C	0.008	No
Wilshire Blvd	Wkdy PM	0.695	B	0.695	B	0.000	No
	Sat Mddy	0.448	A	0.458	A	0.010	No

The City’s significant impact criteria below were applied to evaluate the significance of the added Project traffic volumes. Based on these criteria, the Project would not have a significant impact at the two study intersections, as noted in Table 3.

Signalized Intersection Significant Impact Criteria

Final V/C Ratio > 0.000 ≤ 0.900; LOS A, B, C, D; Increase in V/C Ratio Due to Project Traffic ≥0.030

Final V/C Ratio > 0.900; LOS E, F; Increase in V/C Ratio Due to Project Traffic ≥0.020



00 AM PEAK HOUR
 (00) PM PEAK HOUR

FIGURE 5(a)

12/13/2011

FN: HOT 8 YOGA BEV HILLS WEEKDAY 2011 WP

EXISTING-PLUS-PROJECT TRAFFIC VOLUMES
WEEKDAY AM & PM PEAK HOURS



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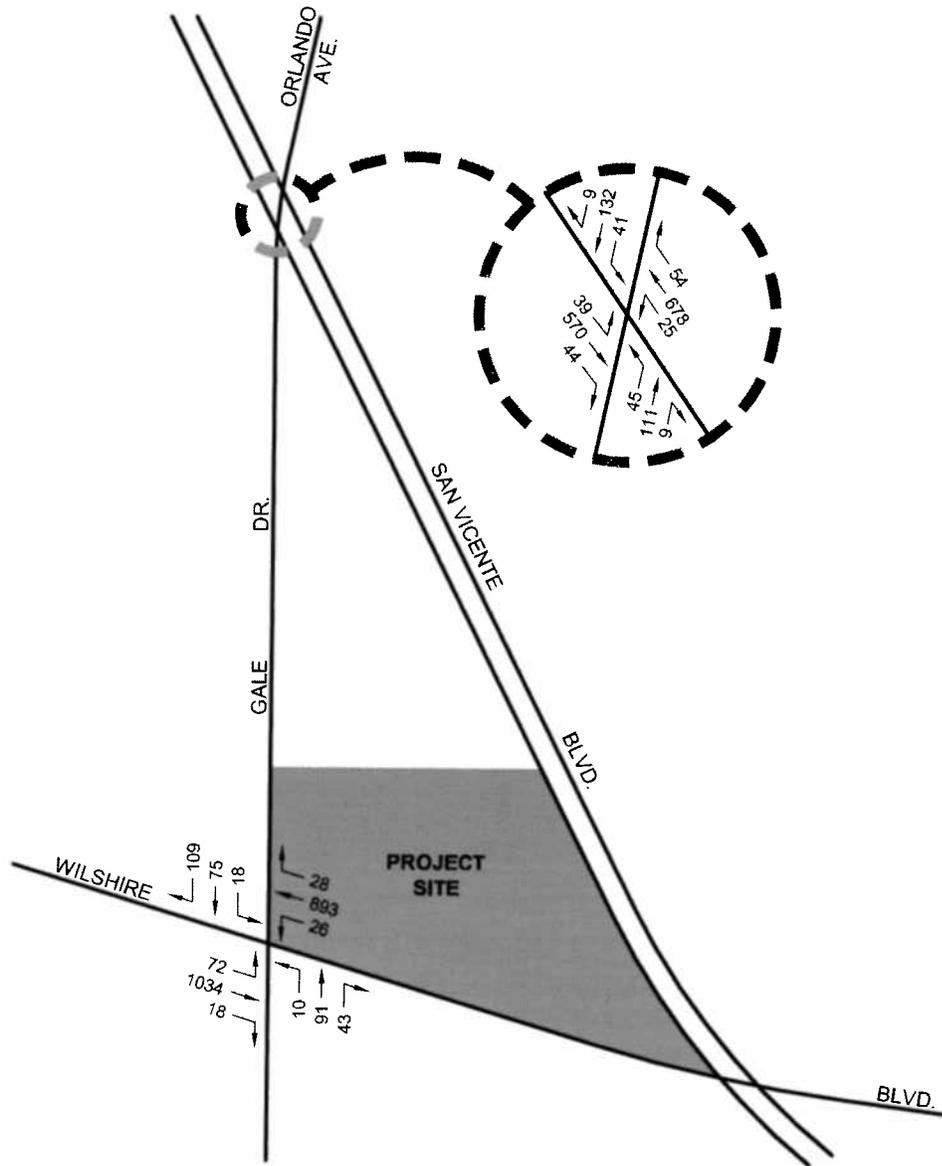


FIGURE 5(b)

12/13/2011

FN HOT 8 YOGA BEV HILLS/SAT2011WP

EXISTING-PLUS-PROJECT TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

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As recommended by City staff, a weekday street segment analysis of Gale Drive between San Vicente Boulevard and Wilshire Boulevard was also conducted for Existing-Plus-Project conditions. No Saturday street segment analysis was required due to traffic volumes being much lower on Saturday on this segment.

The current weekday traffic volumes for this segment were obtained from a recent City traffic count, as previously mentioned. Table 4 shows the existing weekday daily, AM peak-hour and PM peak-hour volumes on Gale Drive, along with the estimated additive Project volumes for these time periods. The percent increases in traffic volumes attributable to the Project are also provided in Table 4.

Table 4
Summary of Street Segment Analysis

<u>Location</u>	<u>Time of Day</u>	<u>Existing Weekday Volume</u>	<u>Added Project Volume</u>	<u>Total Volume</u>	<u>Percent Increase Due to Project</u>
Gale Dr bet	Daily	6,747	294	7,041	4.2%
San Vicente Blvd	AM Pk Hr	571	14	585	2.4%
& Wilshire Blvd	PM Pk Hr	601	15	616	2.4%

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

<u>Daily Volume</u>	<u>Allowable Percent Increase</u>
≤ 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 as a result of Project trips exceed the allowable percentages. Therefore, Project traffic would not have a significant impact on Gale Drive between San Vicente Boulevard and Wilshire Boulevard.

No Project construction traffic impacts are anticipated, as construction will be only for tenant improvements, resulting in light traffic volumes. Sufficient facilities are available on-site to accommodate construction trucks and parking for workers. Project delivery traffic will be minor, consisting mainly of the Federal Express/UPS type traffic. The delivery vehicles will utilize the existing delivery/loading facilities on-site, and will have little or no impact.

PARKING ANALYSIS

Existing Parking Condition

A parking utilization survey of the on-site parking serving the 8383 Building was conducted on Wednesday, November 16, 2011, by The Traffic Solution. As mentioned earlier, the on-site parking supply of the three-level garage and surface lot totals 1,047 spaces. At the time of survey, 332,450 gross square feet of the total 432,722 gross square feet in the 8383 Building was occupied. The parking utilization survey sheet is included in Attachment D.

The survey was conducted from 6:00 AM to 9:00 PM, a 15-hour period. Hourly parking “sweeps” were performed, counting the number of vehicles parked each time. As would be expected, given the current level of building vacancy, the parking supply was more than adequate and no parking deficiencies were observed. The peak parking utilization, 693 spaces, occurred for the hour beginning 11:00 AM. Dividing the 693 spaces by the occupied area of 332,450 gross square feet, the result is an empirical peak parking demand ratio of 2.085 spaces per 1,000 gross square feet.

Project Code Parking Requirement

A yoga studio would be considered an exercise club under the parking requirements of the City of Beverly Hills Municipal Code. The code parking ratio for an exercise club is 10 spaces per 1,000 square feet. Applying this ratio entirely to a Project floor area of 7,520 square feet, which includes adjustments for exempted floor area as defined by code, the code-require parking for the Project would be 76 spaces (rounded up to the nearest whole number). Considering the amount of parking spaces legally required for the other uses in the 8383 Building, the parking supply would not be sufficient to accommodate the code parking requirement for the Project.

Shared Parking Analysis

Section 10-3-2730.F.1 of the code provides that the Planning Commission may authorize joint use of parking facilities, provided that up to 50 percent of the parking facilities considered to be primarily a daytime use may be used to the satisfy the parking facilities required for a use considered to be primarily a nighttime use. As the 8383 Building is mostly occupied by office uses, it is considered to be primarily a daytime use.

As previously discussed, and as indicated in Attachment B, approximately 57 percent of the weekday activity of the existing Hot 8 Yoga Studio in Santa Monica occurs after 6:00 PM, indicating that it is primarily a nighttime use. As the clientele, employee/staff composition, hours and operation of the Project would be the closely similar to the existing studio, the Project can also be considered to be primarily a nighttime use.

Per Section 10-3-1618B, City staff concurred that the 8383 Building is primarily a daytime use building, and that the Project can be considered to be primarily a nighttime use. To demonstrate that joint usage of the parking facilities would be feasible and not result in parking deficiencies, staff recommended that a weekday shared parking analysis be prepared for the 8383 Building with the inclusion of the Project. As the parking facilities for the 8383 Building are used much less by office tenants on weekends, leaving more parking available for the Project, staff agreed that no weekend parking analysis was necessary. Staff also agreed to consider the use of empirical parking demand information, such as that relating to the existing studio in Santa Monica, in the analysis, as the clientele, employee/staff composition, hours and operations of the Project would be closely similar to the existing studio.

Attachment B, which provides the estimated weekday inbound and outbound trip generation of the Santa Monica studio, was utilized to estimate the weekday hourly parking demands for the studio. An additive-subtractive procedure was used to develop the hourly parking estimates for the studio, which are included in Attachment E. These parking estimates account for the parking demand of all users of the studio, i.e., clientele, visitors and employee/staff.

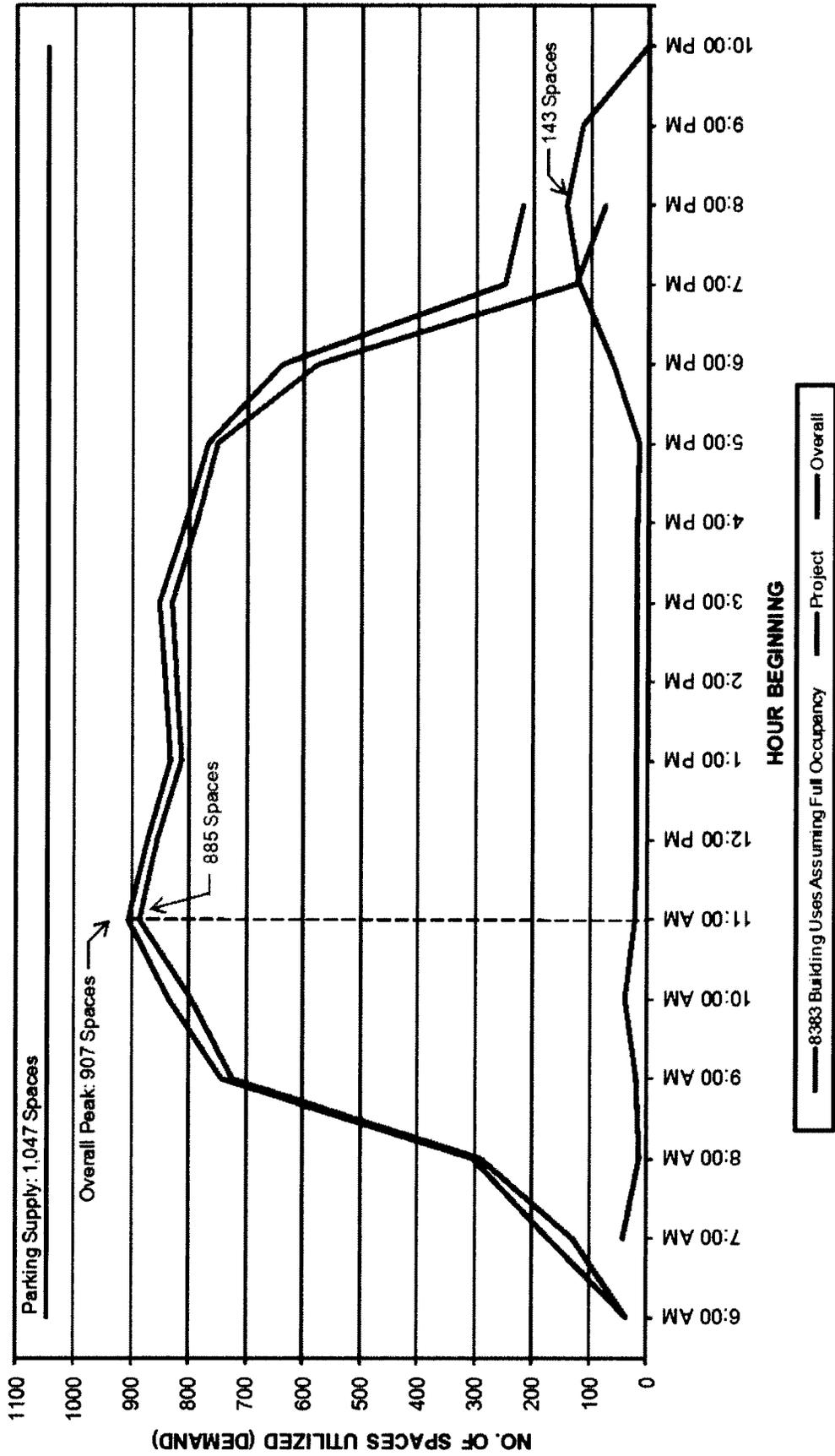
As indicated in Attachment E, the weekday peak parking demand for the Santa Monica studio was determined to be 89 spaces for the hour beginning 8:00 PM. Dividing the 89 spaces by the studio size of 5,057 gross square feet equates to an empirical peak parking demand ratio of 17.599 spaces per 1,000 gross square feet. This empirical parking ratio, which exceeds the code requirement of 10 spaces per 1,000 square feet, was assumed for the Project in the shared parking analysis.

The following assumptions were also made for the shared parking analysis:

- o An empirical peak parking demand ratio of 2.085 spaces per 1,000 gross square feet for the 8383 Building uses, as previously calculated.
- o The same hourly parking utilization pattern exhibited by the currently occupied 332,450 gross square feet in the 8383 Building would continue at full occupancy, i.e., 424,624 gross square feet (excludes 8,098 gross square feet for the Project)
- o The same hourly parking utilization pattern estimated for the existing Hot 8 Yoga Studio in Santa Monica would apply to the Project due to their similarities.

Based on the above empirical information and assumptions, a shared parking analysis was prepared for weekday conditions for the Project and the 8383 Building at full occupancy. The detailed hourly analysis worksheet is included in Attachment F. An hourly parking utilization profile was developed from that worksheet and is depicted in Figure 6. As this figure indicates,

**FIGURE 6
PROJECT AND 8383 BUILDING USES
WEEKDAY HOURLY PARKING UTILIZATION PROFILE**



the overall peak parking utilization or demand is projected to be 907 spaces at the hour beginning 11:00 AM, which is 140 spaces below the parking supply of 1,047 spaces. The estimated peak parking demand for the Project, 143 spaces, is expected to occur at the hour beginning 8:00 PM, while the parking demand for the 8383 Building uses at that hour is expected to only 77 spaces, for a combined total of 220 spaces. Therefore, a surplus of 827 spaces is estimated at the time the Project would be most heavily used.

The Project will provide two hours of free parking on-site, with validation, each day of the week. The two hours of validated free parking is expected to be more than sufficient, as the duration of stay for virtually all Project users from the outside will be less than two hours. After two hours, the customary pricing for on-site parking will apply. Project users will self-park their vehicles or be assisted by valet attendants.

CONCLUSIONS

The traffic generated by the proposed Hot 8 Yoga Studio project at 8383 Wilshire Boulevard would not result in any significant intersection, street segment or other traffic-related impacts. In addition, it is anticipated that the existing on-site parking supply would more than adequately accommodate the parking demands of the both the Project and the other building uses at full occupancy throughout the day. Therefore, no traffic or parking mitigation measures would be necessary for the Project.

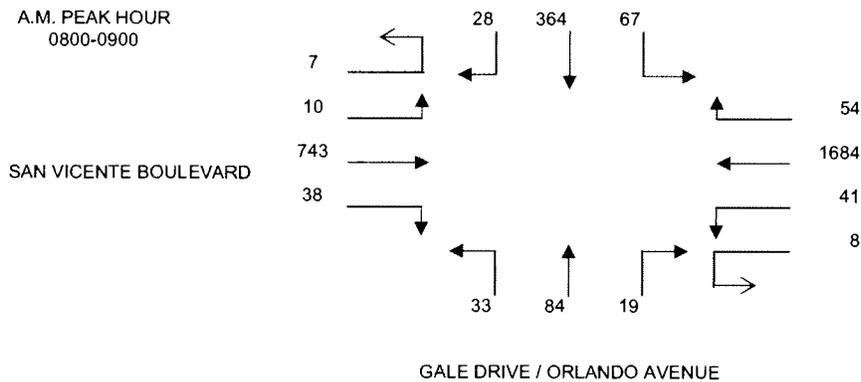
ATTACHMENT A
TRAFFIC COUNT SHEETS

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: 8383 WILSHIRE BOULEVARD - BEVERLY HILLS
 DATE: THURSDAY, NOVEMBER 17, 2011
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S GALE DRIVE / ORLANDO AVENUE
 E/W SAN VICENTE BOULEVARD
 FILE NUMBER: 2-AM-R

15 MINUTE	1	2	3	4	5	6	6A	7	8	9	10	11	12	12A
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	WB-UT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EB-UT
0700-0715	3	37	11	8	266	3	0	2	5	4	5	109	1	1
0715-0730	2	37	8	8	331	3	1	2	6	5	6	120	3	2
0730-0745	1	43	14	10	352	2	2	3	10	6	5	130	5	4
0745-0800	3	61	14	14	427	6	1	4	22	10	5	156	3	2
0800-0815	6	76	19	18	385	9	1	2	27	6	10	182	2	2
0815-0830	7	84	17	12	448	8	2	5	22	9	7	158	2	3
0830-0845	7	104	16	12	401	11	2	4	20	8	12	194	2	2
0845-0900	8	100	15	12	450	13	3	8	15	10	9	209	4	0

1 HOUR	1	2	3	4	5	6	6A	7	8	9	10	11	12	12A	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	WB-UT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EB-UT	TOTALS
0700-0800	9	178	47	40	1376	14	4	11	43	25	21	515	12	9	2304
0715-0815	12	217	55	50	1495	20	5	11	65	27	26	588	13	10	2594
0730-0830	17	264	64	54	1612	25	6	14	81	31	27	626	12	11	2844
0745-0845	23	325	66	56	1661	34	6	15	91	33	34	690	9	9	3052
0800-0900	28	364	67	54	1684	41	8	19	84	33	38	743	10	7	3180



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALORNIA 91006
 626.446.7978 PHONE
 626.446.2877 FAX

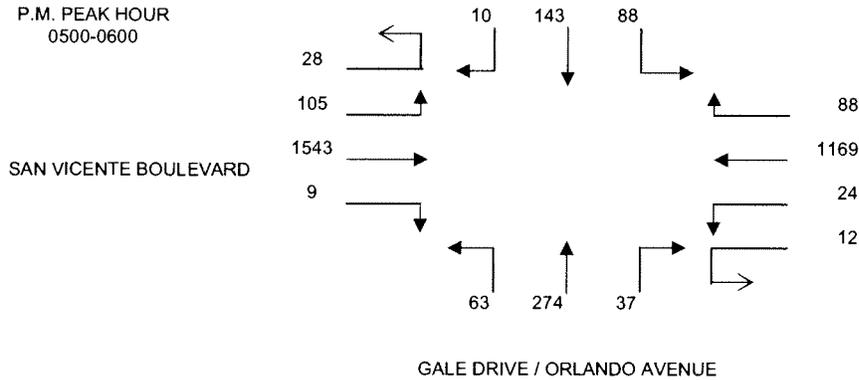
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: 8383 WILSHIRE BOULEVARD - BEVERLY HILLS
 DATE: THURSDAY, NOVEMBER 17, 2011
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S GALE DRIVE / ORLANDO AVENUE
 E/W SAN VICENTE BOULEVARD
 FILE NUMBER: 2-PM-R

15 MINUTE	1	2	3	4	5	6	6A	7	8	9	10	11	12	12A
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	WB-UT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EB-UT
0400-0415	0	45	27	19	268	6	3	10	42	10	7	312	19	3
0415-0430	1	51	21	15	227	6	4	9	62	12	10	395	18	5
0430-0445	2	42	29	12	251	5	4	10	43	9	6	375	22	6
0445-0500	4	32	21	16	255	4	2	5	57	11	4	375	17	4
0500-0515	2	38	29	19	300	4	3	7	64	13	4	415	20	5
0515-0530	4	40	26	18	254	6	3	11	72	19	2	397	29	10
0530-0545	3	35	19	29	295	8	3	7	62	18	2	399	25	8
0545-0600	1	30	14	22	320	6	3	12	76	13	1	332	31	5

1 HOUR	1	2	3	4	5	6	6A	7	8	9	10	11	12	12A	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	WB-UT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EB-UT	TOTALS
0400-0500	7	170	98	62	1001	21	13	34	204	42	27	1457	76	18	3230
0415-0515	9	163	100	62	1033	19	13	31	226	45	24	1560	77	20	3382
0430-0530	12	152	105	65	1060	19	12	33	236	52	16	1562	88	25	3437
0445-0545	13	145	95	82	1104	22	11	30	255	61	12	1586	91	27	3534
0500-0600	10	143	88	88	1169	24	12	37	274	63	9	1543	105	28	3593

P.M. PEAK HOUR
0500-0600



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALORNIA 91006
 626.446.7978 PHONE
 626.446.2877 FAX

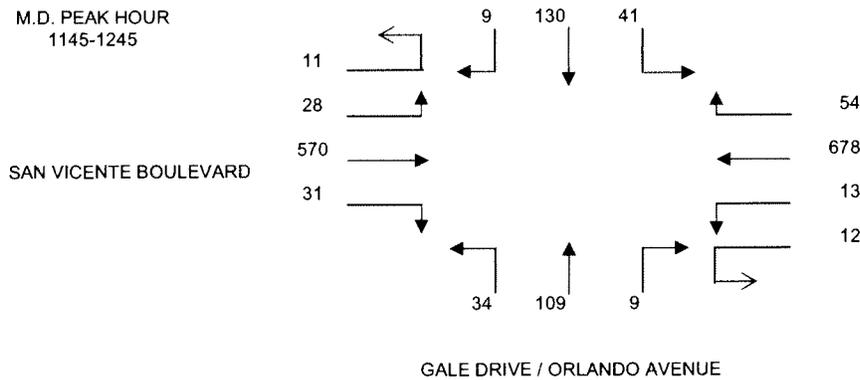
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: 8383 WILSHIRE BOULEVARD - BEVERLY HILLS
 DATE: SATURDAY, NOVEMBER 19, 2011
 PERIOD: 11:00 AM TO 01:00 PM
 INTERSECTION: N/S GALE DRIVE / ORLANDO AVENUE
 E/W SAN VICENTE BOULEVARD
 FILE NUMBER: 2-MD-R

15 MINUTE	1	2	3	4	5	6	6A	7	8	9	10	11	12	12A
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	WB-UT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EB-UT
1100-1115	3	39	8	14	148	7	0	1	23	7	4	106	11	4
1115-1130	2	33	10	10	174	6	3	2	20	6	7	105	15	6
1130-1145	2	22	14	6	185	3	2	3	15	4	6	151	9	4
1145-1200	1	37	8	12	180	4	3	1	20	6	7	133	6	5
1200-1215	1	32	13	11	161	2	3	3	29	13	9	152	6	4
1215-1230	3	32	11	14	168	3	3	2	27	10	9	143	6	1
1230-1245	4	29	9	17	169	4	3	3	33	5	6	142	10	1
1245-0100	2	31	14	17	159	5	1	1	21	4	5	116	11	3

1 HOUR	1	2	3	4	5	6	6A	7	8	9	10	11	12	12A	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	WB-UT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EB-UT	TOTALS
1100-1200	8	131	40	42	687	20	8	7	78	23	24	495	41	19	1623
1115-1215	6	124	45	39	700	15	11	9	84	29	29	541	36	19	1687
1130-1230	7	123	46	43	694	12	11	9	91	33	31	579	27	14	1720
1145-1245	9	130	41	54	678	13	12	9	109	34	31	570	28	11	1729
1200-0100	10	124	47	59	657	14	10	9	110	32	29	553	33	9	1696

M.D. PEAK HOUR
1145-1245



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALORNIA 91006
 626.446.7978 PHONE
 626.446.2877 FAX

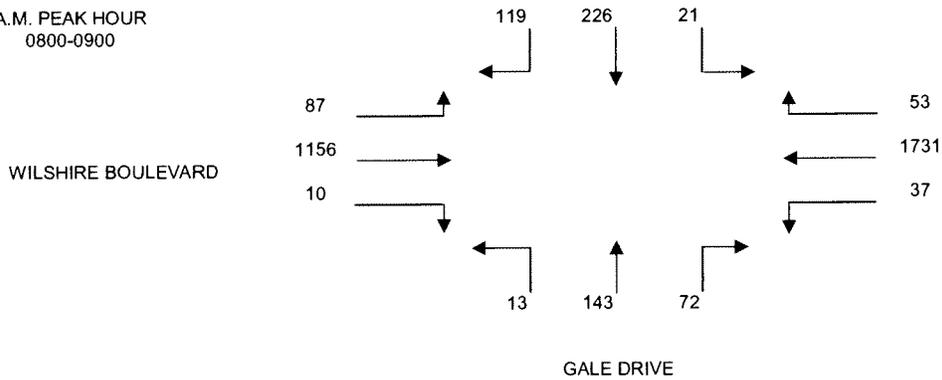
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: 8383 WILSHIRE BOULEVARD - BEVERLY HILLS
 DATE: THURSDAY, NOVEMBER 17, 2011
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S GALE DRIVE
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	13	8	3	10	280	4	5	4	1	3	114	10
0715-0730	19	13	2	10	396	4	9	13	4	3	150	7
0730-0745	24	33	2	8	380	6	7	16	4	5	201	15
0745-0800	24	52	2	9	476	10	5	22	3	3	250	10
0800-0815	24	48	5	17	443	8	10	37	4	3	258	15
0815-0830	27	53	3	10	445	9	19	35	5	1	309	23
0830-0845	32	57	7	10	450	11	25	32	2	2	303	23
0845-0900	36	68	6	16	393	9	18	39	2	4	286	26

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	80	106	9	37	1532	24	26	55	12	14	715	42	2652
0715-0815	91	146	11	44	1695	28	31	88	15	14	859	47	3069
0730-0830	99	186	12	44	1744	33	41	110	16	12	1018	63	3378
0745-0845	107	210	17	46	1814	38	59	126	14	9	1120	71	3631
0800-0900	119	226	21	53	1731	37	72	143	13	10	1156	87	3668

A.M. PEAK HOUR
0800-0900



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978 PHONE
 626.446.2877 FAX

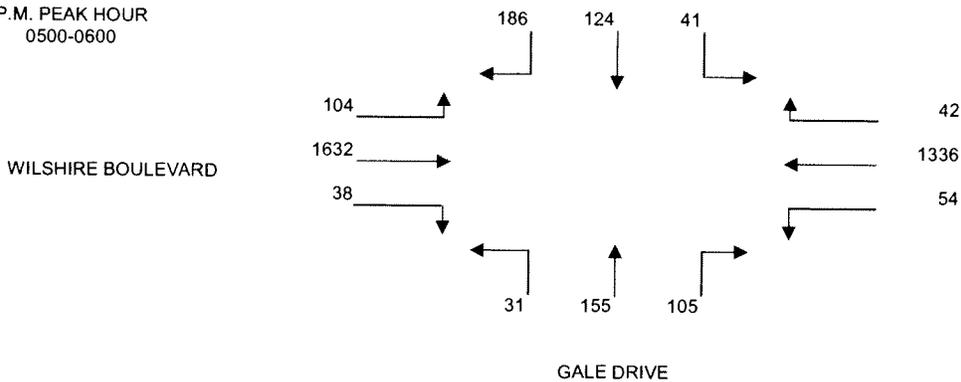
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: 8383 WILSHIRE BOULEVARD - BEVERLY HILLS
 DATE: THURSDAY, NOVEMBER 17, 2011
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S GALE DRIVE
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 1-PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	22	35	5	7	291	7	10	20	3	6	322	13
0415-0430	39	34	9	3	284	13	13	23	6	8	351	15
0430-0445	38	29	8	7	320	10	18	24	7	10	345	18
0445-0500	37	24	9	11	286	11	20	32	7	8	364	20
0500-0515	48	24	13	10	298	11	22	38	7	10	402	24
0515-0530	45	36	7	11	350	11	25	43	8	11	422	26
0530-0545	52	29	13	13	330	14	33	37	7	8	397	30
0545-0600	41	35	8	8	358	18	25	37	9	9	411	24

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0400-0500	136	122	31	28	1181	41	61	99	23	32	1382	66	3202
0415-0515	162	111	39	31	1188	45	73	117	27	36	1462	77	3368
0430-0530	168	113	37	39	1254	43	85	137	29	39	1533	88	3565
0445-0545	182	113	42	45	1264	47	100	150	29	37	1585	100	3694
0500-0600	186	124	41	42	1336	54	105	155	31	38	1632	104	3848

P.M. PEAK HOUR
0500-0600



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978 PHONE
 626.446.2877 FAX

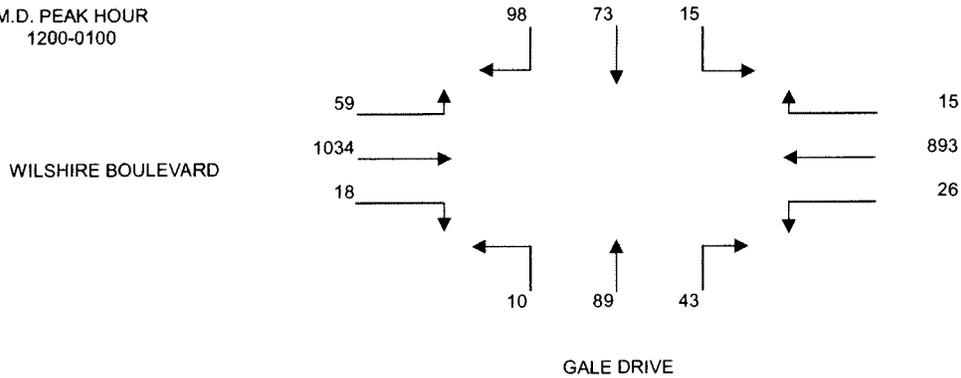
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: 8383 WILSHIRE BOULEVARD - BEVERLY HILLS
 DATE: SATURDAY, NOVEMBER 19, 2011
 PERIOD: 11:00 AM TO 01:00 PM
 INTERSECTION: N/S GALE DRIVE
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 1-MD

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
1100-1115	25	15	2	7	205	5	11	19	5	5	233	11
1115-1130	25	13	6	5	202	6	8	16	2	2	231	11
1130-1145	20	13	2	6	197	6	12	19	4	5	248	9
1145-1200	23	19	4	3	247	7	7	17	6	3	225	12
1200-1215	30	23	2	4	200	7	8	26	3	2	224	13
1215-1230	24	16	4	3	244	11	13	20	3	7	270	13
1230-1245	19	18	6	4	202	5	12	23	2	4	267	14
1245-0100	25	16	3	4	247	3	10	20	2	5	273	19

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1200	93	60	14	21	851	24	38	71	17	15	937	43	2184
1115-1215	98	68	14	18	846	26	35	78	15	12	928	45	2183
1130-1230	97	71	12	16	888	31	40	82	16	17	967	47	2284
1145-1245	96	76	16	14	893	30	40	86	14	16	986	52	2319
1200-0100	98	73	15	15	893	26	43	89	10	18	1034	59	2373

M.D. PEAK HOUR
1200-0100



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978 PHONE
 626.446.2877 FAX

Gale Drive
24 HOUR TRAFFIC
May 19,2010 Wed.
Both Directions
North of Wilshire

TOTAL= **6747**

AM PEAK: 571
 7am-8 am

PM PEAK: 601
 5 pm-6 pm

12:00 AM		12	12:00 PM		455
1:00 AM		10	1:00 PM		480
2:00 AM		7	2:00 PM		435
3:00 AM		8	3:00 PM		522
4:00 AM		23	4:00 PM		589
5:00 AM		81	5:00 PM		601
6:00 AM		282	6:00 PM		402
7:00 AM		571	7:00 PM		199
8:00 AM		503	8:00 PM		150
9:00 AM		411	9:00 PM		112
10:00 AM		386	10:00 PM		55
11:00 AM		421	11:00 PM		32
TOTAL		2715			4032

ATTACHMENT B
HOT 8 YOGA STUDIO, SANTA MONICA
PERSON TRIP TABULATIONS AND VEHICLE TRIP ESTIMATES

HOT 8 YOGA STUDIO, SANTA MONICA
PERSON TRIP TABULATIONS & VEHICLE TRIP ESTIMATES
THURSDAY, NOVEMBER 10, 2011

Time Period	Person Trips			Estimated Vehicle Trips*		
	Entry	Exit	Total	Inbound	Outbound	Total
06:00 - 06:15	6	0	6	6	0	6
06:15 - 06:30	20	0	20	20	0	20
06:30 - 06:45	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0
07:30 - 07:45	0	8	8	0	8	8
07:45 - 08:00	0	9	9	0	9	9
08:00 - 08:15	0	5	5	0	5	5
08:15 - 08:30	0	3	3	0	3	3
08:30 - 08:45	2	0	2	2	0	2
08:45 - 09:00	10	0	10	10	0	10
09:00 - 09:15	10	0	10	10	0	10
09:15 - 09:30	1	0	1	1	0	1
09:30 - 09:45	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0
10:00 - 10:15	3	0	3	3	0	3
10:15 - 10:30	7	8	15	7	8	15
10:30 - 10:45	2	7	9	2	7	9
10:45 - 11:00	0	7	7	0	7	7
11:00 - 11:15	0	1	1	0	1	1
11:15 - 11:30	0	0	0	0	0	0
11:30 - 11:45	0	6	6	0	6	6
11:45 - 12:00	10	5	15	10	5	15
12:00 - 12:15	1	1	2	1	1	2
12:15 - 12:30	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	5	5	0	5	5
13:15 - 13:30	0	6	6	0	6	6
13:30 - 13:45	2	1	3	2	1	3
13:45 - 14:00	10	0	10	10	0	10
14:00 - 14:15	1	0	1	1	0	1
14:15 - 14:30	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0
15:00 - 15:15	0	5	5	0	5	5
15:15 - 15:30	0	4	4	0	4	4
15:30 - 15:45	4	2	6	4	2	6
15:45 - 16:00	6	0	6	6	0	6
16:00 - 16:15	2	5	7	2	5	7
16:15 - 16:30	6	3	9	6	3	9
16:30 - 16:45	1	2	3	1	2	3
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	1	0	1	1	0	1
17:15 - 17:30	13	0	13	13	0	13
17:30 - 17:45	3	0	3	3	0	3
17:45 - 18:00	10	0	10	10	0	10
18:00 - 18:15	20	4	24	20	4	24
18:15 - 18:30	8	5	13	8	5	13
18:30 - 18:45	8	7	15	8	7	15
18:45 - 19:00	24	6	30	24	6	30
19:00 - 19:15	3	3	6	3	3	6
19:15 - 19:30	0	0	0	0	0	0
19:30 - 19:45	10	0	10	10	0	10
19:45 - 20:00	17	14	31	17	14	31
20:00 - 20:15	34	19	53	34	19	53
20:15 - 20:30	8	28	36	8	28	36
20:30 - 20:45	0	13	13	0	13	13
20:45 - 21:00	0	0	0	0	0	0
21:00 - 21:15	0	21	21	0	21	21
21:15 - 21:30	0	21	21	0	21	21
21:30 - 21:45	0	24	24	0	24	24
21:45 - 22:00	0	4	4	0	4	4
22:00 - 22:15	0	0	0	0	0	0
22:15 - 22:30	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0
22:45 - 23:00	0	1	1	0	1	1
Total:	263	263	526	263	263	526

**Total
25**

**Total
27**

* Assumes 1 vehicle trip per 1 person trip.

HOT 8 YOGA STUDIO, SANTA MONICA
PERSON TRIP TABULATIONS & VEHICLE TRIP ESTIMATES
MIDDAY - SATURDAY, NOVEMBER 10, 2011

Time Period	Person Trips			Estimated Vehicle Trips*		
	Entry	Exit	Total	Inbound	Outbound	Total
11:30 - 11:45	7	3	10	7	3	10
11:45 - 12:00	17	8	25	17	8	25
12:00 - 12:15	3	8	11	3	8	11
12:15 - 12:30	0	4	4	0	4	4
12:30 - 12:45	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0
Total:	158	158	316	158	158	316

Total
50

* Assumes 1 vehicle trip per 1 person trip.

ATTACHMENT C
ICU CALCULATION WORKSHEETS

CRAIN & ASSOCIATES
 ICU CALCULATIONS
 HOT 8 YOGA STUDIO, BEVERLY HILLS

Intersection No. 1
 Date: 12/13/2011

Gale Dr. - Orlando Ave. / San Vicente Blvd.
 Initials: HS Case: Weekday Existing Conditions

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR		CRITICAL PAIR	PM PEAK HOUR		CRITICAL PAIR
			BASE VOLUMES	V/C		BASE VOLUMES	V/C	
NB LEFT	0	0	33	0.021 *		63	0.039	
NB THRU	1	1,600	84	0.073		274	0.211 *	
NB RIGHT	1	1,600	19	0.012		37	0.023	
SB LEFT	0	0	67	0.042	0.308	88	0.055 *	0.266
SB THRU	1	1,600	364	0.287 *		143	0.151	
SB RIGHT	0	0	28	0.000		10	0.000	
<hr/>								
EB LEFT	1	1,600	17	0.011 *		133	0.083	
EB THRU	3	4,800	743	0.163		1543	0.323 *	
EB RIGHT	0	0	38	0.000		9	0.000	
WB LEFT	1	1,600	49	0.031	0.373	36	0.023 *	0.346
WB THRU	3	4,800	1684	0.362 *		1169	0.262	
WB RIGHT	0	0	54	0.000		88	0.000	
<hr/>								
NORTH/SOUTH CRITICAL SUM					0.308	NORTH/SOUTH CRITICAL SUM		0.266
EAST/WEST CRITICAL SUM					0.373	EAST/WEST CRITICAL SUM		0.346
CLEARANCE INTERVAL					0.100	CLEARANCE INTERVAL		0.100
INTERSECTION ICU VALUE					0.781	INTERSECTION ICU VALUE		0.712
AM INTERSECTION LOS					C	PM INTERSECTION LOS		C

CRAIN & ASSOCIATES
 ICU CALCULATIONS
 HOT 8 YOGA STUDIO, BEVERLY HILLS

Intersection No. 1
 Date: 12/13/2011

Gale Dr. - Orlando Ave. / San Vicente Blvd.
 Initials: HS Case: Weekday Existing + Project Conditions

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR		CRITICAL PAIR	PM PEAK HOUR		CRITICAL PAIR	
			BASE VOLUMES	V/C		BASE VOLUMES	V/C		
NB LEFT	0	0	45	0.028 *		63	0.039		
NB THRU	1	1,600	86	0.082		274	0.211 *		
NB RIGHT	1	1,600	19	0.012		37	0.023		
SB LEFT	0	0	67	0.042	0.315	88	0.055 *	0.266	
SB THRU	1	1,600	364	0.287 *		145	0.152		
SB RIGHT	0	0	28	0.000		10	0.000		
<hr/>									
EB LEFT	1	1,600	17	0.011 *		133	0.083		
EB THRU	3	4,800	743	0.163		1543	0.326 *		
EB RIGHT	0	0	38	0.000		22	0.000		
WB LEFT	1	1,600	49	0.031	0.373	36	0.023 *	0.349	
WB THRU	3	4,800	1684	0.362 *		1169	0.262		
WB RIGHT	0	0	54	0.000		88	0.000		
<hr/>									
NORTH/SOUTH CRITICAL SUM			0.315			NORTH/SOUTH CRITICAL SUM			0.266
EAST/WEST CRITICAL SUM			0.373			EAST/WEST CRITICAL SUM			0.349
CLEARANCE INTERVAL			0.100			CLEARANCE INTERVAL			0.100
INTERSECTION ICU VALUE			0.788			INTERSECTION ICU VALUE			0.715
AM INTERSECTION LOS			C			PM INTERSECTION LOS			C

CRAIN & ASSOCIATES
 ICU CALCULATIONS
 HOT 8 YOGA STUDIO, BEVERLY HILLS

Intersection No. 1
 Date: 12/13/2011

Gale Dr. - Orlando Ave. / San Vicente Blvd.
 Initials: HS Case: Saturday Conditions

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING			EXISTING + PROJECT			CRITICAL PAIR
			MIDDAY PEAK HOUR	V/C	CRITICAL PAIR	MIDDAY PEAK HOUR	V/C	CRITICAL PAIR	
NB LEFT	0	0	34	0.021 *		45	0.028 *		
NB THRU	1	1,600	109	0.089		111	0.098		
NB RIGHT	1	1,600	9	0.006	0.134	9	0.006		0.142
SB LEFT	0	0	41	0.026		41	0.026		
SB THRU	1	1,600	130	0.113 *		132	0.114 *		
SB RIGHT	0	0	9	0.000		9	0.000		
<hr/>									
EB LEFT	1	1,600	39	0.024 *		39	0.024 *		
EB THRU	3	4,800	570	0.125		570	0.128		
EB RIGHT	0	0	31	0.000		44	0.000		
WB LEFT	1	1,600	25	0.016	0.177	25	0.016		0.177
WB THRU	3	4,800	678	0.153 *		678	0.153 *		
WB RIGHT	0	0	54	0.000		54	0.000		
<hr/>									
			NORTH/SOUTH CRITICAL SUM			NORTH/SOUTH CRITICAL SUM			0.142
			EAST/WEST CRITICAL SUM			EAST/WEST CRITICAL SUM			0.177
			CLEARANCE INTERVAL			CLEARANCE INTERVAL			0.100
			INTERSECTION ICU VALUE			INTERSECTION ICU VALUE			0.411
			MIDDAY INTERSECTION LOS			MIDDAY INTERSECTION LOS			A
			INTERSECTION ICU VALUE			INTERSECTION ICU VALUE			0.419
			MIDDAY INTERSECTION LOS			MIDDAY INTERSECTION LOS			A

CRAIN & ASSOCIATES
 ICU CALCULATIONS
 HOT 8 YOGA STUDIO, BEVERLY HILLS

Intersection No. 2
 Date: 12/13/2011

Gale Dr. / Wilshire Blvd.
 Initials: HS

Case: Weekday Existing Conditions

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR		CRITICAL PAIR	PM PEAK HOUR		CRITICAL PAIR
			BASE VOLUMES	V/C		BASE VOLUMES	V/C	
NB LEFT	0	0	13	0.008 *		31	0.019 *	
NB THRU	1	1,600	143	0.143		155	0.182	
NB RIGHT	0	0	72	0.000		105	0.000	
SB LEFT	1	1,600	21	0.013	0.224	41	0.026	0.213
SB THRU	1	1,600	226	0.216 *		124	0.194 *	
SB RIGHT	0	0	119	0.000		186	0.000	
<hr/>								
EB LEFT	1	1,600	87	0.054 *		104	0.065	
EB THRU	3	4,800	1156	0.243		1632	0.348 *	
EB RIGHT	0	0	10	0.000		38	0.000	
WB LEFT	1	1,600	37	0.023	0.426	54	0.034 *	0.382
WB THRU	3	4,800	1731	0.372 *		1336	0.287	
WB RIGHT	0	0	53	0.000		42	0.000	
<hr/>								
			NORTH/SOUTH CRITICAL SUM		0.224	NORTH/SOUTH CRITICAL SUM		0.213
			EAST/WEST CRITICAL SUM		0.426	EAST/WEST CRITICAL SUM		0.382
			CLEARANCE INTERVAL		0.100	CLEARANCE INTERVAL		0.100
			INTERSECTION ICU VALUE		0.750	INTERSECTION ICU VALUE		0.695
			AM INTERSECTION LOS		C	PM INTERSECTION LOS		B

CRAIN & ASSOCIATES
 ICU CALCULATIONS
 HOT 8 YOGA STUDIO, BEVERLY HILLS

Intersection No. 2
 Date: 12/13/2011

Gale Dr. / Wilshire Blvd.
 Initials: HS

Case: Weekday Existing + Project Conditions

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR			CRITICAL PAIR
			BASE VOLUMES	V/C	CRITICAL PAIR	BASE VOLUMES	V/C	CRITICAL PAIR	
NB LEFT	0	0	13	0.008 *		31	0.019 *		
NB THRU	1	1,600	143	0.143		157	0.183		
NB RIGHT	0	0	72	0.000		105	0.000		
SB LEFT	1	1,600	25	0.016	0.232	41	0.026		0.213
SB THRU	1	1,600	228	0.224 *		124	0.194 *		
SB RIGHT	0	0	131	0.000		186	0.000		
<hr/>									
EB LEFT	1	1,600	87	0.054 *		117	0.073		
EB THRU	3	4,800	1156	0.243		1632	0.348 *		
EB RIGHT	0	0	10	0.000		38	0.000		
WB LEFT	1	1,600	37	0.023	0.426	54	0.034 *		0.382
WB THRU	3	4,800	1731	0.372 *		1336	0.290		
WB RIGHT	0	0	53	0.000		55	0.000		
<hr/>									
NORTH/SOUTH CRITICAL SUM			0.232			NORTH/SOUTH CRITICAL SUM			0.213
EAST/WEST CRITICAL SUM			0.426			EAST/WEST CRITICAL SUM			0.382
CLEARANCE INTERVAL			0.100			CLEARANCE INTERVAL			0.100
INTERSECTION ICU VALUE			0.758			INTERSECTION ICU VALUE			0.695
AM INTERSECTION LOS			C			PM INTERSECTION LOS			B

CRAIN & ASSOCIATES
 ICU CALCULATIONS
 HOT 8 YOGA STUDIO, BEVERLY HILLS

Intersection No. 2
 Date: 12/13/2011

Gale Dr. / Wilshire Blvd.
 Initials: HS

Case: Saturday Conditions

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING			EXISTING + PROJECT			CRITICAL PAIR	
			BASE VOLUMES	V/C	CRITICAL PAIR	BASE VOLUMES	V/C	MIDDAY PEAK HOUR		
NB LEFT	0	0	10	0.006 *		10	0.006 *			
NB THRU	1	1,600	89	0.089		91	0.090			
NB RIGHT	0	0	43	0.000		43	0.000			
SB LEFT	1	1,600	15	0.009	0.113	18	0.011		0.121	
SB THRU	1	1,600	73	0.107 *		75	0.115 *			
SB RIGHT	0	0	98	0.000		109	0.000			
<hr/>										
EB LEFT	1	1,600	59	0.037		72	0.045 *			
EB THRU	3	4,800	1034	0.219 *		1034	0.219			
EB RIGHT	0	0	18	0.000		18	0.000			
WB LEFT	1	1,600	26	0.016 *	0.235	26	0.016		0.237	
WB THRU	3	4,800	893	0.189		893	0.192 *			
WB RIGHT	0	0	15	0.000		28	0.000			
<hr/>										
NORTH/SOUTH CRITICAL SUM					0.113	NORTH/SOUTH CRITICAL SUM				
EAST/WEST CRITICAL SUM					0.235	EAST/WEST CRITICAL SUM				
CLEARANCE INTERVAL					0.100	CLEARANCE INTERVAL				
INTERSECTION ICU VALUE					0.448	INTERSECTION ICU VALUE				
MIDDAY INTERSECTION LOS					A	MIDDAY INTERSECTION LOS				
						A				

ATTACHMENT D
8383 BUILDING
PARKING UTILIZATION SURVEY SHEET

PARKING OCCUPANCY STUDY - SUMMARY

CRAIN & ASSOCIATES

CLIENT: 8383 WILSHIRE BOULEVARD - BEVERLY HILLS

PROJECT: WEDNESDAY, NOVEMBER 16, 2011

DATE: 06:00 AM TO 08:00 PM

PERIOD:

FILE: 2-TUES-OCC

8383 WILSHIRE BOULEVARD	
TOTAL	
PERIOD:	1047 SPACES
0600-0700	29
0700-0800	102
0800-0900	228
0900-1000	566
1000-1100	624
1100-1200	693
1200-0100	669
0100-0200	637
0200-0300	643
0300-0400	651
0400-0500	618
0500-0600	587
0600-0700	452
0700-0800	100
0800-0900	60

ATTACHMENT E
HOT 8 YOGA STUDIO, SANTA MONICA
HOURLY PARKING DEMAND ESTIMATES

**HOT 8 YOGA STUDIO, SANTA MONICA
ESTIMATED HOURLY PARKING DEMAND
THURSDAY, NOVEMBER 10, 2011**

Hour Beginning	Parking Demand (Spaces)
7:00 AM	42
8:00 AM	14
9:00 AM	21
10:00 AM	38
11:00 AM	22
12:00 PM	19
1:00 PM	19
2:00 PM	19
3:00 PM	21
4:00 PM	19
5:00 PM	18
6:00 PM	61
7:00 PM	122
8:00 PM	143
9:00 PM	114
10:00 PM	2

ATTACHMENT F
PROJECT AND 8383 BUILDING
SHARED PARKING ANALYSIS WORKSHEET

**HOT 8 YOGA STUDIO PROJECT AND 8383 BUILDING USES
WEEKDAY SHARED PARKING ANALYSIS**

<u>Use</u>	<u>Size</u>	<u>Empirical Parking Demand Ratio</u>	<u>Parking Demand</u>
Hot 8 Yoga Studio Project	8,098 gsf	17.599 sp/1,000 gsf	143 spaces
8383 Building Uses	<u>424,624 gsf</u>	2.085 sp/1,000 gsf	<u>885 spaces</u>
	432,722 gsf		1,028 spaces

Hour Beginning	Hourly Parking Demand			Parking Supply	Parking Surplus
	Project	8383 Building (Full Occupancy)	Total Parking Demand		
6:00 AM	--	37	37	1,047	1,010
7:00 AM	42	130	172	1,047	875
8:00 AM	14	291	305	1,047	742
9:00 AM	21	723	744	1,047	303
10:00 AM	38	797	835	1,047	212
11:00 AM	22	885	907	1,047	140
12:00 PM	19	854	873	1,047	174
1:00 PM	19	814	833	1,047	214
2:00 PM	19	821	840	1,047	207
3:00 PM	21	831	852	1,047	195
4:00 PM	19	789	808	1,047	239
5:00 PM	18	750	768	1,047	279
6:00 PM	61	577	638	1,047	409
7:00 PM	122	128	250	1,047	797
8:00 PM	143	77	220	1,047	827
9:00 PM	114	--	114	1,047	933
10:00 PM	2	--	2	1,047	1,045

ATTACHMENT E
ARCHITECTURAL PLANS
(PROVIDED SEPARATELY)