

Attachment 4

Approved

**BEVERLY WILSHIRE (WILLIAM MORRIS AGENCY) BUILDING
Parking Management Plan**

Final

Prepared by:

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In Association with

Ampco Parking, Inc.

December 10, 2008

BEVERLY WILSHIRE (WILLIAM MORRIS AGENCY) BUILDING Parking Management Plan

INTRODUCTION

The Beverly Wilshire Project (aka William Morris Agency Building) located at 231-265 Beverly Drive is comprised of an office building of 208,100 gross square feet and a subterranean parking garage of 234,504 gross square feet situated below the building with a total 747 spaces over four and one-half levels.

Level	Spaces
P-1	85*
P-2	189
P-3	193
P-4	190
P-4.5	90
Total	747

*Visitors and Executive VIP parking only

The Parking Management Plan (PMP) proposes a combination of valet parking and valet assisted self parking (valets handle cars parked behind blocked in cars at tandem spaces). All visitors and Executive VIP's will be valet parked on Level P-1. Other tenants will self park with valet assistance on Levels P-2 to P-4.5. The main entrance is situated on Dayton Way. However, the garage will be connected to 9465 Wilshire parking structure via Levels P-1 and P-4. This will enable tenants to enter off of Beverly Drive as well as Dayton Way.

This PMP has been prepared to ensure that adequate access to/from the parking garage is provided and maintained such that no disruption of traffic occurs at the entrance on Dayton Way due to vehicle queuing.

FACILITY OPERATION, SPACE ALLOCATION, AND PARKING DEMAND

The garage facility will be open from 7:00 AM to 9:00 PM Monday through Friday and 8:00 AM to 4:00 PM on Saturday. The valet station will be fully staffed during hours of operation.

Visitor Parking/Valet

All visitors and William Morris Agency executives will be directed to valet park on Level 1. All visitors will be valet parked, there will be no visitor self parking. Visitors will enter on Dayton Way and be directed via signage to the valet staging area next to the elevator lobby. Upon entering the garage, the valet station is located to the immediate left inside the gate. If an occasional visitor enters on Beverly Drive, they will be directed to the valet area.

Upon arriving at the valet area:

- WMA visitors will drop off their vehicle in front of the valet station.
- Valets will park vehicles in nearby visitor valet spaces designated on Level P-1.
- When the visitor is ready to leave, they will place a call to the valet station and request their vehicle be ready and waiting in the driveway.
- Visitors will pick-up their vehicle at the valet staging area.
- A cashier will process their ticket.
- The processed ticket will become the visitor's exit pass.

This entire process is highly efficient. Since the visitor will have already paid at the valet station, there will be no need to stop and pay at the exit. As such, there will be no need for cashier exit booths, which can slow down the egress of traffic. Instead, the visitor's processed ticket will be inserted into the gate control to raise the gate arm. This total exit gate time takes only five seconds.

One hour free parking will be provided for Office Building & Retail Visitors. Two hours free parking will be provided for Restaurant Visitors. Refer to "Public Parking" section for further information regarding hours and rates.

Executive/VIP Parking

Executive William Morris Agency VIP tenants may enter the facility with an Automatic Vehicle Identification (AVI) tag at any one of the three entrances. However, all designated Executive VIP tenants will leave their vehicle at the valet parking area. The valet attendant will park their vehicle on Level 1.

When the Executive VIP is ready to leave, they will call down to the valet station to have their vehicle waiting.

9465 Wilshire and Retail/Restaurant Parking

Visitors for the 9465 Wilshire Building will not commingle with the visitors to WMA. The valet operations are separate from one another. All visitors to 9465 Wilshire (including potential retail and restaurants) will be directed – via exterior signage – to enter on the alley or Beverly Drive. An existing valet station will be utilized. Should an errant visitor enter on Dayton Way, the valets will direct them to 9465 Wilshire.

As noted in the Conditions of Approval Appendix 1, in accordance with the parking covenant executed in 1958, the Project Site shall provide 262 covenanted parking spaces for use by tenants of the Bank of America building at 9465 Wilshire Boulevard.

WMA Building Restaurant On-Street Valet

If one or more restaurants are added to the WMA Building, and should parking demand during peak daytime hours necessitate, the building owner may apply to the Traffic and Parking Commission for approvals and permits allowing an on-street valet for the restaurant(s) during lunch and dinner. The dinner traffic is not expected to interfere with the office traffic as it will be after the typical business hours and the majority of tenants have already left the building.

Public Parking

After 7:00pm in the evening and on the weekends, the facility will participate in the City of Beverly Hills Public Parking program. After hours, Level P-1 will be utilized as the visitor parking area. All tandem “B” spaces will be cordoned off so as not to cause cars to be blocked in. Signage will be placed throughout the facility instructing visitors to not block vehicles when spaces are unattended. The valet cashier station will have a pay station (i.e., fully automated) for visitors to pay at the pay station on Level P-1 before exiting. Parking rates are subject to change.

The hours of participation will be:

Monday – Friday	7:00 PM to 12:00 AM
Saturday	8:00 AM to 12:00 AM
Sunday	8:30 AM to 10:00 PM

Rates will be similar to the nearby 345 N. Beverly Structure under the same terms and conditions:

One Hour Free for Office Building & Retail Visitors, Two Hours Free for Restaurant Visitors
Thereafter \$1.50 per ½ Hour
\$2.00 Flat Rate Vehicles Entering After 6:00 PM
Daily Maximum - \$13.50

Per the Development Agreement article 10 (e) Discounted Public Parking. Developer shall make the Project's parking garage available for public parking after 7:00 p.m. in the evening and on weekends. Patrons entering the parking garage after 7:00 p.m. and on the weekends shall pay no more than the rate charged by the City at City owned parking lots with entrances on North Beverly Drive. If there are different rates charged among City owned parking lots with entrances on North Beverly Drive, then the City may elect and, may at any time with reasonable notice to Developer change, the parking lot to be used as the basis for the limitation of this Section. Developer shall keep the parking garage open to public parking until the later of the closing times of City owned parking lots with entrances on North Beverly Drive; provided however, Developer shall not be required to keep the parking garage open to public parking later than midnight. Developer shall open the garage to public parking on weekends no later than the City opens the R Lot parking facility (or if the R Lot facility is not open for public parking on weekends, then no later than the nearest City owned parking facility that is open for public parking on weekends). The Director of Parking Operations or his successor may shorten the hours that the Project's parking garage must be available for public parking if the Director determines, in his sole discretion, that there is no need for public parking at the Project site during all or a portion of the hours set forth above.

Monthly Employee Parkers

As noted in the Conditions of Approval Appendix 1, through future leases, all tenants of the building shall provide parking free of charge to all employees of the building tenants. In addition, in accordance with the parking covenant executed in 1958, the Project Site shall provide 262 covenanted parking spaces for use by tenants of the Bank of America building at 9465 Wilshire Boulevard.

The vast majority of parkers in the facility will be monthly employee parkers. During peak times, the valets on all levels will help to direct ingress and egress traffic.

- To expedite ingress and egress, monthly employee parkers (all WMA Building tenants and 262 spaces set aside for tenants of 9465 Wilshire) will be issued an AVI device. These AVI devices make access control efficient because no cards have to be swiped or displayed. Communication between the tag and the gate is automatic. All monthly employee parkers will have in and out privileges and access will be available 24 hours a day, 7 days a week, 365 days a year.
- All WMA monthly parkers' AVI devices will be programmed to gain access to the garage through Dayton Way or Beverly Drive entrances. WMA monthly parkers will be allowed to gain access to Levels P-2, P-3, P-4 or P-4.5 (Level P-1 will be designated for VIP/Executive Valet and visitors). These parking areas will be designated exclusively for WMA.
- WMA monthly parkers may drive down and park in unreserved spaces directly under the WMA building.
- Should WMA tenants enter on Beverly Drive, they will be directed to access the WMA parking area from the 9465 Wilshire parking via connection on Level P-1.
- Each level of parking for WMA will have some tandem stalls that require attendant assistance. At each level, there will be a minimum of two attendants to assist with tandem parking during business hours. Additional attendants as may be required will be available during peak periods to ensure back-ups do not occur. This situation will be continually monitored with additional attendants added when necessary. One of these attendants from each level will also be available to supplement the regular valets at the main P-1 level valet station during peak rush periods whenever the queue of vehicles waiting to be valet parked backs out of the valet aisle.

Procedure For Tandem Parking

For tandem parking purposes, the two parking spaces will be designated as "A" and "B." All the back parking spaces will be designated "B" and all parking spaces in the front will be designated "A."

Parking in Space "B"

- Tenant employees will be directed to self-park in all the "B" spaces on a first come first serve basis.
- A tenant employee parking in a "B" spaces will park and lock the vehicle and keep the key.
- If an employee needs to leave, an attendant will move any blocking vehicle.

Parking in Space "A"

- Once all the "B" spaces are full, arriving cars will be directed to proceed to an attendant at a podium station where the valet will proceed to park and lock the car and keep the key.

Aisle Parking

Should all tandem spaces become full, valets may park the overflow vehicles in the drive aisles throughout the parking Levels P-2 to P-4. The 24 foot wide lanes are ample to allow stack parking (assumed at 26 foot length per vehicle) on one side without affecting traffic flow. This will allow approximately 16 feet in the aisles to maintain circulation. The process will begin on Level P-2 first and then expand downward to other levels until the entire overflow is accommodated. At no time will this process be allowed to interfere with the traffic circulation in the facility. The facility is a large rectangle and can be configured via directional signage to a one-way traffic flow pattern. Furthermore, the 16 foot aisles are sufficiently wide to accommodate two way circulation in an emergency situation.

Security

Emergency assistance call buttons will be available on each level. The call boxes are connected directly to the Security Station. Closed circuit cameras are available throughout the structure, including entrances and exits, valet station, and elevator lobbies on each level. Monitors will be stationed at the Security Station. Access cards that utilize the same systems as the parking controls will be integrated for building access.

Building Separation

Access between the two parking garage facilities (via Levels P-1 and P-4) will be secured after hours by roll down gates. The roll down gates will close after 8:00 PM and re-open at 6:00 AM, effectively sealing the Beverly Wilshire section off from the 9465 Wilshire building. This will prevent encroachment of retail/restaurant parkers after hours. After hours exiting from the WMA Building will occur via the Dayton Way exit only.

Staffing

The parking operation will have a full-time Manager and Valet Supervisor in charge of the operation. The management will provide the guidance and flexibility to properly react to any changes in traffic flow and traffic mitigation. Level P-1 will be staffed with a valet cashier and 2-4 valets depending

on the time of day (with peak times being 10:00 AM to 2:00 PM). On Levels P-2 to P-4.5, there will be two level attendants on each level during business hours to assist with tandem spaces or to assist valets on Level P-1 if need be. Radios will be provided for the Manager, Valet Supervisor, and a level attendant on each level to communicate and facilitate traffic, flow, staffing requests, and traffic mitigation.

Parking operations will coordinate with the tenant and building manager for any special events. Whenever special events are planned where the parking demand is anticipated to exceed the usual number of valet attendants, additional staff will be increased accordingly. However, no special events will be permitted where the total parking demand exceeds that available in the structure with a valet operation without a special use permit.

Special attention will be directed to the queuing at the main visitor station on Level P-1. If a queue of vehicles is observed beginning to extend toward Dayton Way, staff normally stationed on levels other than Level P-1 will be re-directed to assist the Level P-1 valets to dissipate this queue. A minimum of one valet staff will be maintained on each level so tandem parked vehicles do not become blocked.

Traffic Flow and Calculation

Tenants will have the option to enter the facility on Dayton Way or Beverly Drive. Directional signage will direct monthly tenants to park on Levels P-2 through P-4.5. Upon arriving at the Level P-1 Visitor Valet area, dedicated lanes for monthly employee parkers will segregate them from visitor parking. Tenants entering off of Dayton Way will be directed to turn left onto the drive aisle and left down to the lower levels of the facility. Tenants entering off of Beverly will turn right into the structure and proceed to the various levels of the facility. The drive aisles for tenants are separate from the visitor drive aisles to ensure free flowing traffic.

For egress, tenants will have the option on Level P-4 to enter the 9465 Wilshire garage. This will allow them the flexibility to utilize the 9465 Wilshire garage as an alternative exit, thereby reducing the demand at the Dayton Way exit.

All weekday daytime visitors will enter on Dayton Way and be directed immediately (within 150 feet) to the valet station on Level P-1 and will turn left into the dedicated valet lane. Valets will direct vehicles to the front of the aisle and assist them. Valet vehicles will be parked on Level P-1 allowing for quick drop off and retrieval. Vehicles will be retrieved in the same area via a dedicated valet exit lane. Visitors will turn right onto the exit lane on Dayton Way. Directional signage at the exit will direct all patrons to turn right only.

Parking Equipment

To expedite ingress and egress, all monthly employee parkers will also be issued an AVI device. All monthly employee parkers will have in and out privileges and access will be available 24 hours a day, 7 days a week, 365 days a year.

All weekday daytime visitors will be valet parked. Tickets will be dispensed at the entrance but visitors will transact their tickets at the valet station. As the valet is retrieving the customer's vehicle, the visitor can process their ticket with the cashier stationed at a valet area. Upon processing their tickets the visitors will be issued a receipt and an exit pass to use to exit the parking facility. The processed ticket will become the visitor's exit pass. Visitors will be directed to exit at Dayton Way. Ticket acceptors will be at the Dayton Way exit lanes. The ticket can then be used as an exit pass from the structure. These 'Express Exit' lanes can accommodate 250 vehicles per hour (vph) compared with 30-60 vehicles per hour at older style cashier booths. This will significantly improve throughput at the exit lanes.

- All WMA Agency monthly parkers AVI devices will be programmed to gain access to the garage through Dayton Way or Beverly Drive entrances. WMA monthly parkers will be allowed to gain access to Levels P-2, P-3, P-4 or P4.5 (Level P-1 will be designated for Executive VIP and weekday daytime visitors valet).
- Tenants of 9465 Wilshire AVI devices will be programmed to only allow access through the alley or Beverly Drive. They will not be able to access through Dayton Way.

Parking Facility and Design Graphics

Graphics will be designed to clearly direct patrons for visitor valet and monthly employee self parking. The interior graphics will also direct patrons to and from the elevators and between levels, and will be designed to make the elevator vestibule visible from every location in the parking facility. Signage will be color coded per level and in the palette of the building colors.

Validated Parking

Visitor parkers will pay the posted rate. However, any tenant will have the option to purchase additional validations beyond minimum to be provided through the parking office.

One hour free parking will be provided for Office Building & Retail Visitors. Two hours free parking will be provided for Restaurant Visitors. Refer to "Public Parking" section for further information regarding hours and rates.

Employee Parking

Off-site parking for employees is not permitted. Per the leases, every tenant will be required to park all of their employees on-site. This will minimize impact to the surrounding parking structures and neighborhood.

As noted in the Conditions of Approval Appendix 1, through future leases, all tenants of the building shall provide parking free of charge to all employees of the building tenants. In addition, in accordance with the parking covenant executed in 1958, the Project Site shall provide 262 covenanted parking spaces for use by tenants of the Bank of America building at 9465 Wilshire Boulevard.

Deliveries and Loading

A loading dock will be available in the alley for deliveries. The loading dock parking spaces will not protrude into the alley. Delivery vehicles will drive north on the alley and back into the loading dock space. This location will not interfere with traffic flow within the garage.

A loading operations plan shall be prepared for the Project . The loading operations plan shall be approved by the Director of the Community Development Department prior to issuance of an occupancy permit for the Project.

Queuing Analysis

A queuing analysis of the peak arrival vehicles entering the parking garage was conducted to ensure the entry was adequately designed to prevent a back-up from spilling out onto Dayton Way. This section discusses that analysis.

Motorists who park in the structure will consist of two types. These are monthly employee parkers/Executive VIP's who use AVI devices that raise the gate upon entering, and visitors who must take a ticket out of the dispenser located immediately in front of the entry gate. There are two entries to the parking garage. The main entry is on Dayton Way with the other on Beverly Drive via the 9465

Wilshire garage. Monthly employee parkers with AVI's can enter any of the two gates, whereas visitors will be directed solely to the Dayton Way entrance.

The Dayton Way entry gate is located inside the structure with 125 feet of vehicle storage available before a back out onto the street would occur. Based on the EIR Traffic Study prepared for the project, an estimated 75 percent of all arriving motorist will utilize the Dayton Way entrance. The forecasted peak vehicle arrivals are as follows:

Peak Hour	Entering Vehicle At Dayton Way
AM	249
Noon	265
PM	94

As review of this table indicates, the maximum peak hour volume entering the parking structure is 265 vph.

The maximum 265 vph represents an average arrival rate of 4.4 vehicle per minute (vpm) with the entry gate arm designed to immediately sense approaching AVI vehicles and allow their entry with virtually no delay. The entry throat provides a vehicle storage capacity for 5 vehicles (125 feet÷25 feet/vehicle). Thus, there will rarely, if ever be a queue length of two or three vehicles at the entry gate.

This simplified queuing analysis does not recognize two important factors. First, during the peak hour, vehicles do not arrive uniformly over the period. A reliable indication of the variation in arrival during the peak hours based on commuter travel patterns is that the peak five-minute arrival rate is typically on the order of 1.5 to 2 times the hourly average, which using the 2 times factor represents a worst case peak arrival rate of 8.8 vpm for capacity design purposes. The second factor involves the portion of the arriving vehicles that is made up of weekday daytime visitors as opposed to monthly employee parkers equipped with AVI. Although the precise number of weekday daytime visitors is not well known at this point, a reasonable estimate ranges from 10 to 20 percent. For example, as a practical matter, all weekday daytime visitors will be valet parked on Level P-1 with only 86 (or 11 percent) of the total parking spaces available (747) in the entire garage but to be conservative a 20 percent visitor factor is assumed. AFA's actual field experience reveals that visitors stopping to obtain a ticket at the enter gate

take a range of 5 to 10 seconds with an average of 7 seconds per vehicle. On the other hand, the AVI equipped vehicles involve little or no delay, although a conservative 2.0 second/vehicle is assumed.

A 'worst case' analysis was conducted assuming 20 percent of the arrivals are weekday daytime visitors (average seven seconds of delay) and 80 percent are equipped with AVI (maximum two seconds of delay). The design arrival rate indicates a gate capacity of one vehicle every 3.0 seconds or an average of 20 vpm.

In summary, the results of the queuing analysis indicates the gate can process the arrival of up to 20 vpm compared with a peak demand of 8.8 vpm. This conclusion clearly demonstrates the available gate capacity would not cause a back-up onto Dayton Way.

The second factor in the gate capacity analysis involves the capability of the valets to process all the Executive VIP/weekday daytime visitor vehicles without that becoming a bottleneck in the entry system. All Executive VIP's/weekday daytime visitors will enter through the gate and stop and leave their vehicle with the valets at the valet station located inside the entry gate. The valets' capability to remove and park the Executive VIP/weekday daytime visitor vehicles must at least match the peak arrival rate (8.8 vpm) or a queue backing-up from the valet station (not the entry gate) could potentially occur. The valet management is fully aware of this issue and has committed to having sufficient valets available to prevent this condition from developing.

During peak rush periods when arriving Executive VIP's/weekday daytime visitors vehicles may exceed the normal valet staff capacity, temporary additional assistance at the main Level P-1 valet station may be added by reassigning personnel from other levels within the structure.

Finally, should backup queuing onto Dayton be observed by either the building owner or the City, as a corrective action, the building owner will engage a reputable and independent traffic/parking engineer consultant firm to conduct a monitoring program to identify, resolve and ensure that adequate gate and valet capacity is provided and continually maintained.

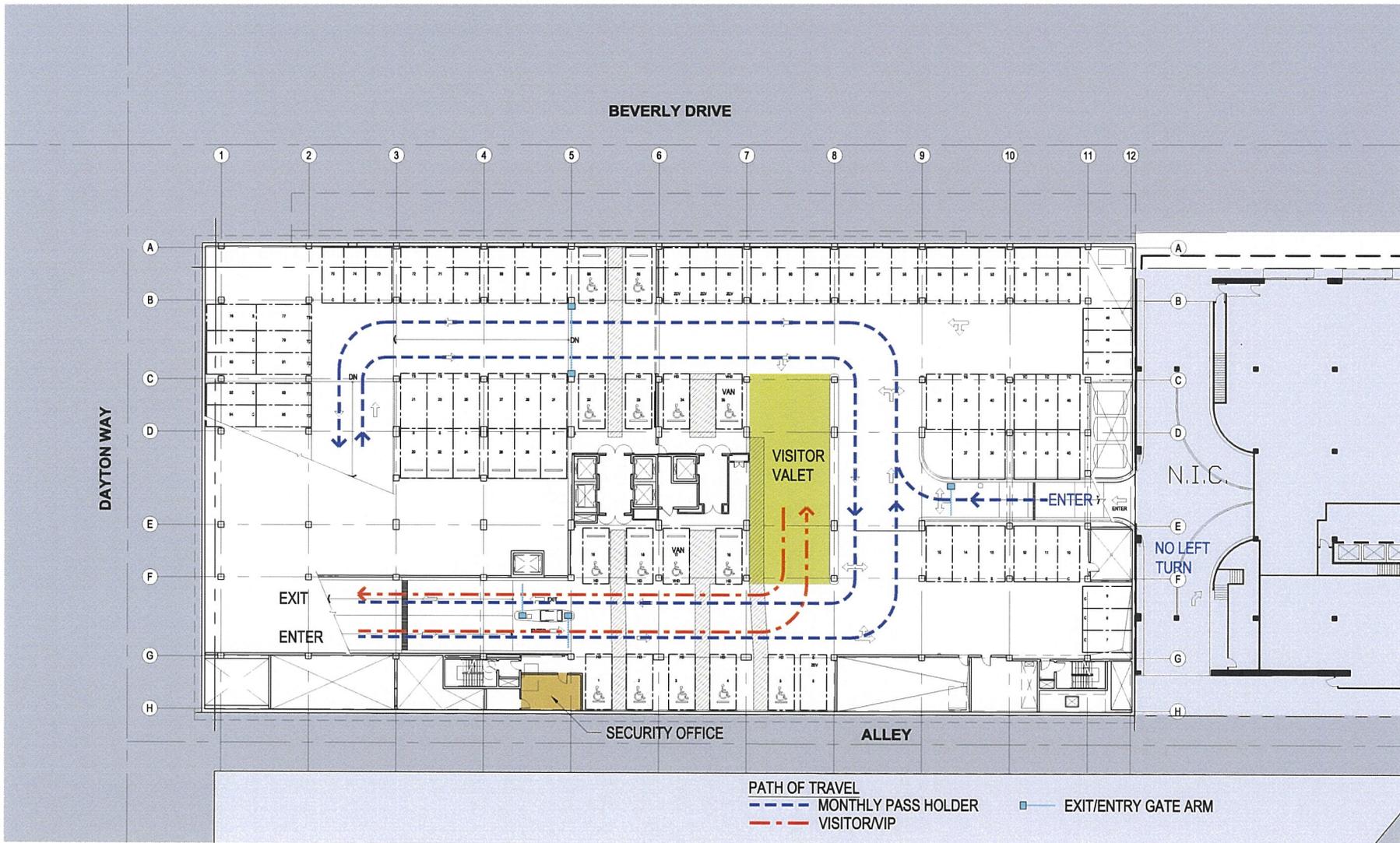
APPENDIX “1”

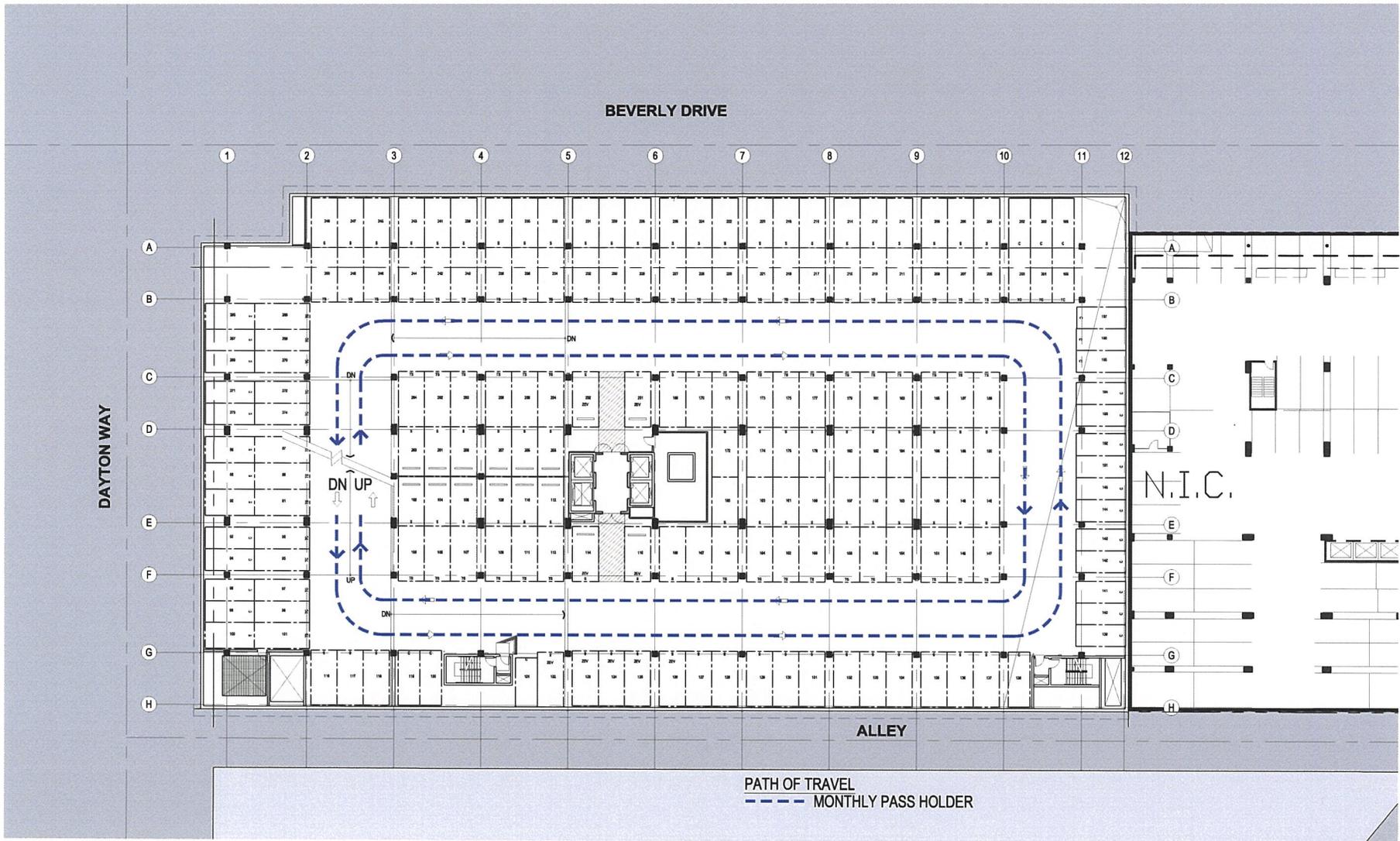
The Parking Management Plan will comply with Resolution No.07-R-12459, with the Conditions of Approval related to Parking Operations (Page A3-A6) which are as follows:

16. A parking sign program shall be prepared for the Project to provide guidance for the motorists entering the Project garage. The parking sign program shall be approved by the Director of the Community Development Department prior to issuance of an occupancy permit for the Project.
21. The Applicant shall provide parking, or shall, through all future leases, require tenants of the building to provide parking, as follows:
 - a. Parking shall be provided free of charge for all employees of building tenants.
 - b. Parking shall be provided free of charge for one hour to all visitors to office or retail tenants.
 - c. Parking shall be provided free of charge for two hours to all visitors to restaurant tenants.
22. In accordance with the parking covenant executed in 1958, the Project Site shall provide 262 covenanted parking spaces for use by tenants of the Bank of America building at 9461 Wilshire Boulevard.
23. Parking plans submitted in connection with a building permit application shall include typical parking space dimensions (width and length). All parking spaces shall be in compliance with the parking plan presented to the City Council.
30. Compact spaces may be used, measuring not less than 7.5' x 17' to satisfy up to 17% of the parking requirement. Parking spaces that are both compact and tandem may be used, measuring not less than 7.5' x 17' to satisfy up to 7% of the parking requirement.

APPENDIX “2”

Parking Garage Plan diagrams for the Parking Management Plan are as follows:





Beverly Wilshire

Prime Property Fund | George Comfort & Sons, Inc.

Beverly Hills, CA

05.5137.100

Floor Plan - Parking Level 2

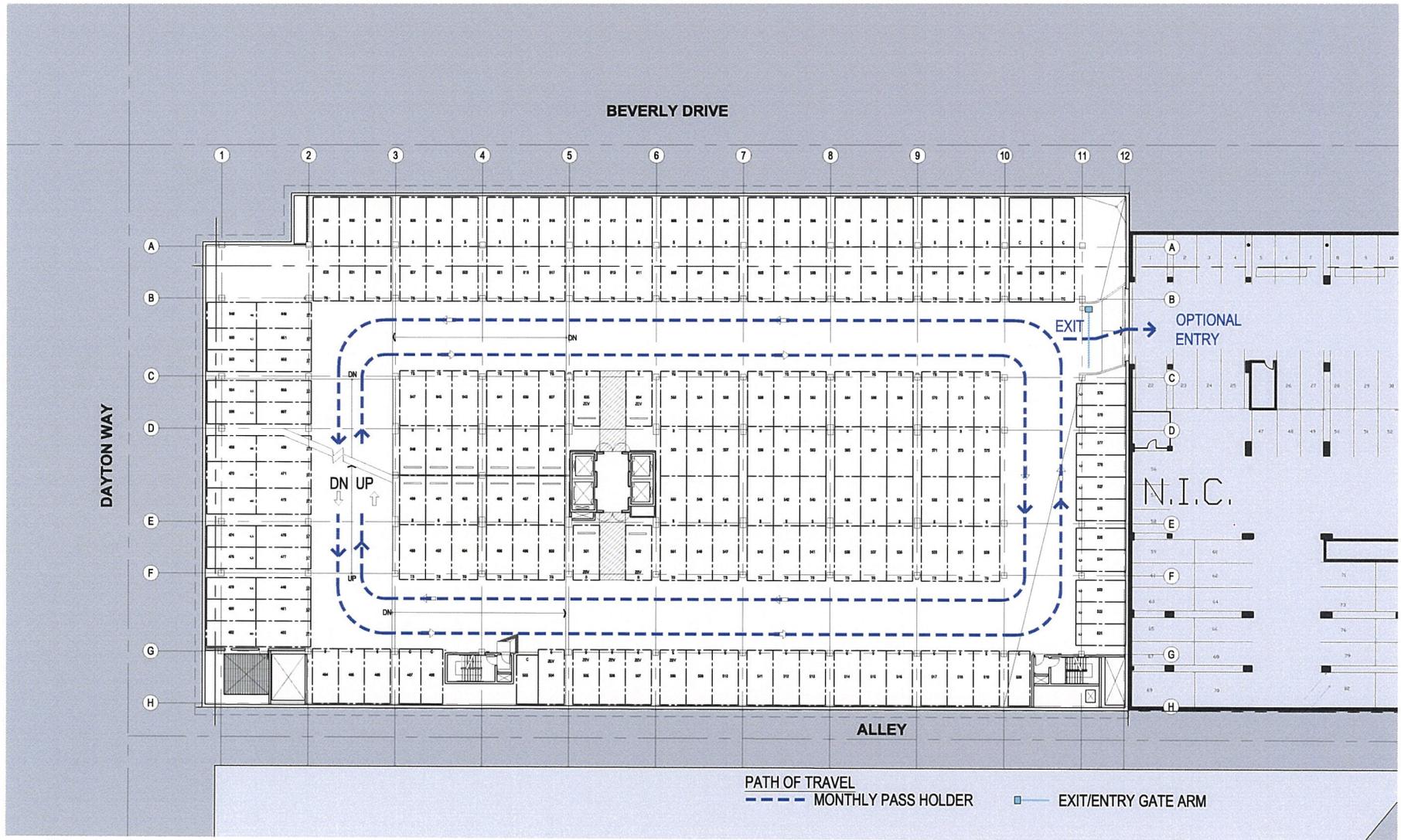


1/32" = 1'-0"
0 | 4 | 8 | 16

32

August 01, 2008

Gensler



Beverly Wilshire

Prime Property Fund | George Comfort & Sons, Inc.

Beverly Hills, CA

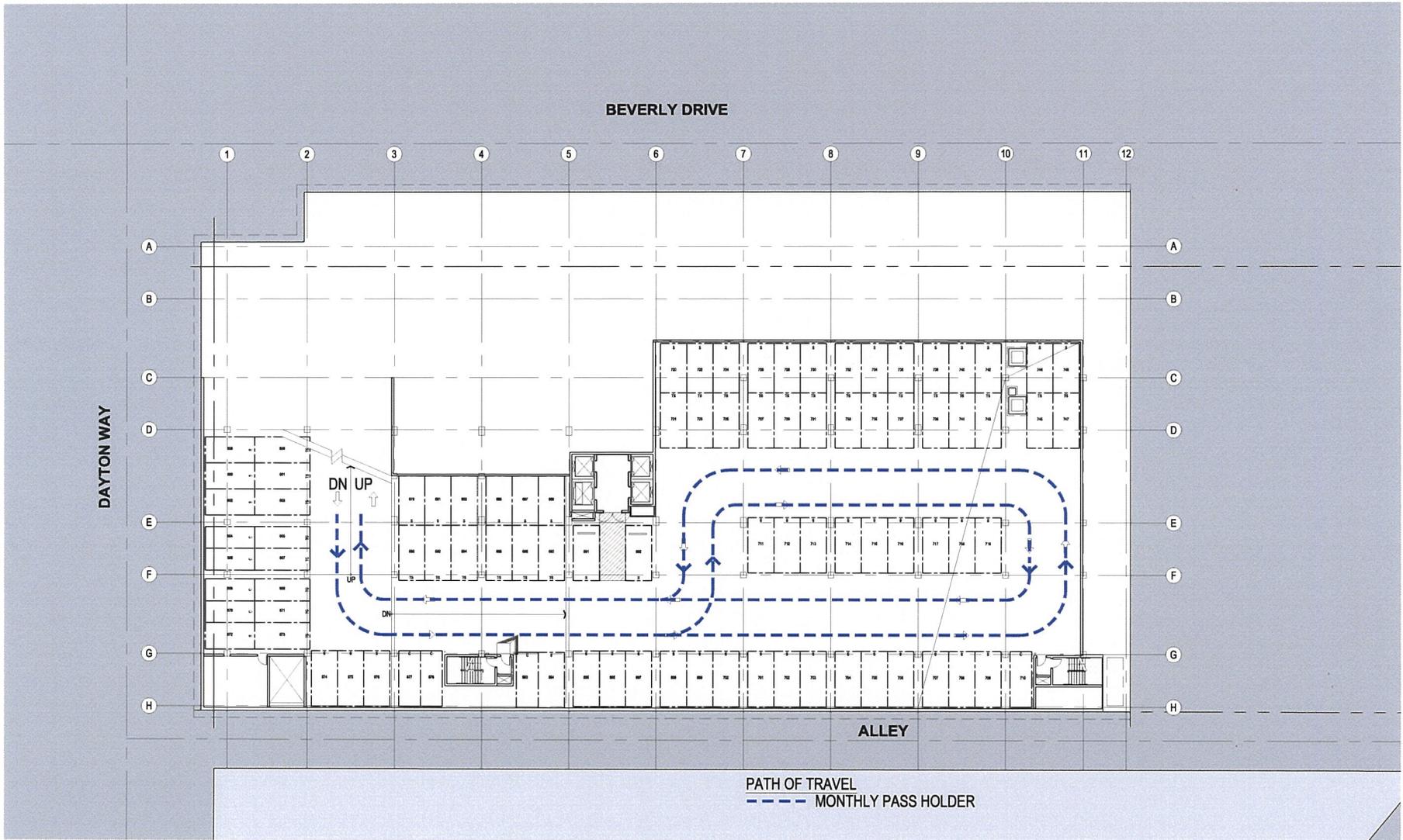
05.5137.100

Floor Plan - Parking Level 4

1/32" = 1'-0"
0 | 4 | 8 | 16 | 32

August 18, 2008

Gensler



Beverly Wilshire

Prime Property Fund | George Comfort & Sons, Inc.

Beverly Hills, CA

05.5137.100

Floor Plan - Parking Level 4.5



1/32" = 1'-0"

0 | 4 | 8 | 16

32

August 01, 2008

Gensler

Parking Management Plan

**Wilshire – Robertson Building
(8767 Wilshire Boulevard Project)**

Prepared by:

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July 2011

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Wilshire Robertson Building (8767 Wilshire Boulevard Project) Parking Management Plan

INTRODUCTION

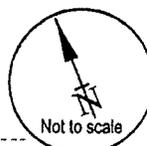
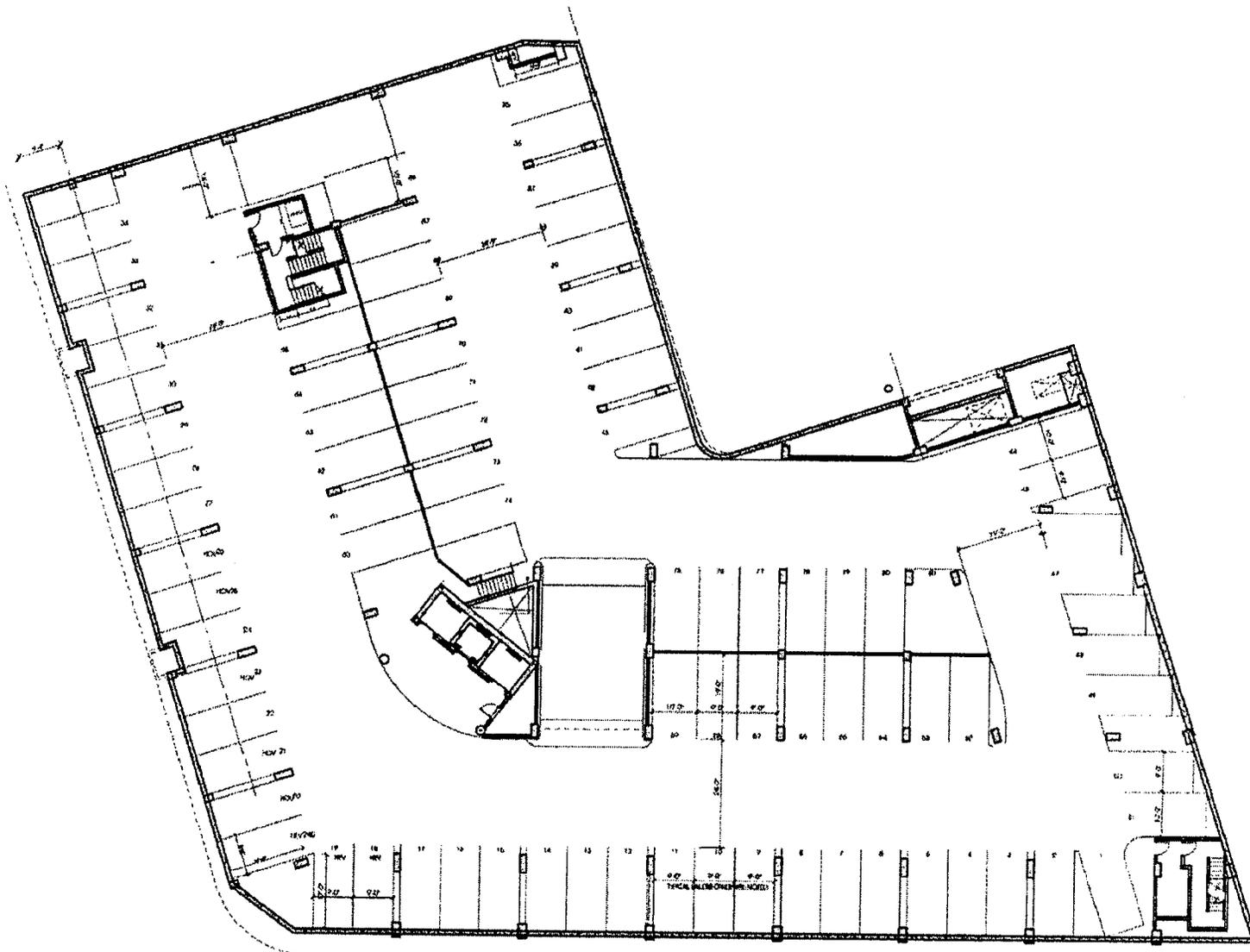
Raju Associates, Inc. has been retained to prepare a Parking Management Plan (PMP) for the Wilshire-Robertson Building Project located at 8767 Wilshire Boulevard in the City of Beverly Hills, California. The Wilshire Robertson Building Project is a four-story building with retail uses planned on the first floor and office uses on upper floors. The building consists of approximately 75,000 gross square feet of commercial space.

The Project provides a total of 336 subterranean parking spaces in four levels underground and 3 loading spaces at ground level on-site to serve all parking and loading needs of the approved uses. Figure 1 shows details of the Site Plan for Parking Level 1 including location and number of parking spaces, access and circulation elements, location and access to the elevators and other relevant details. The Wilshire-Robertson Project meets and exceeds all the City requirements.

Table 1 shows the parking capacity or supply by level on-site. It also indicates the distribution of the number of standard parking spaces, handicapped spaces, high-occupancy vehicle (HOV) spaces, and high-efficiency vehicle (HEV) spaces by level.

TABLE 1 SUMMARY OF PARKING SUPPLY BY LEVEL					
LEVEL	STANDARD	HANDICAP	HEV	HOV	TOTAL
Ground Level (*)	0	0	0	0	0
Parking Level 1	70	0	5	5	80
Parking Level 2	68	5	4	5	82
Parking Level 3	74	4	7	0	85
Parking Level 4	89	0	0	0	89
Total	301	9	16(5%)	10(3%)	336

Notes: * - Three (3) Loading Spaces and Parking Management / Cashier are located in this level; HEV – High Efficiency Vehicles; HOV – High Occupancy Vehicles.



Source: CSA Architects, Inc.

FIGURE 1
SITE PLAN - PARKING LEVEL 1

PARKING MANAGEMENT PLAN OBJECTIVE & DEVELOPMENT

The main objective of the PMP is to provide details relative to parking operations including the public parking component of the Project. The Plan shall facilitate provision and maintenance of safe, efficient and optimal circulation of all traffic on-site at all times through controlled and coordinated scheduling of deliveries to serve all the potential users of the Site. The various uses include commercial retail on the ground floor and offices on the upper levels. The user population served by the parking garage includes employees, patrons and visitors of all uses on-site as well as deliveries to the site.

The Project will provide a Building Manager and a Parking Garage Manager both of whom would be involved in the planning and implementation of the PMP. The Building Manager will develop a detailed master delivery schedule each month by which all tenants will comply, so that deliveries are optimally staggered and times are minimized to ensure clear paths for loading and travel are maintained on the building property. The Parking Garage Manager will be responsible for the proper implementation of the delivery schedule as well as control of trucks circulation and incoming/outgoing car traffic circulation when one or more trucks are present.

The parking facility is entirely self-parking and is designed to prevent traffic from impeding the right-of-way on Robertson Boulevard and Wilshire Boulevard. The parking structure, access, internal circulation, deliveries, loading/unloading and their interaction with automobile traffic accessing or leaving the site, and parking program controls are all being designed to encourage building patrons to utilize the on-site parking facilities, and to operate in accordance with the ordinances and regulations of the City of Beverly Hills.

PARKING FACILITY OPERATION, SPACE ALLOCATION AND DEMAND

This section provides information on the hours and type of operation and use of the Wilshire-Robertson Building parking lot and loading docks. Additionally, information relative to the availability, required signage and operation of general public parking within the top two levels of subterranean parking within the four-level subterranean parking structure is also detailed in this section.

From Table 1, it can be observed that the Project's parking facility includes four levels of subterranean parking with a total of 336 parking spaces and three (3) loading spaces at the ground level. Detailed Site

Plan Exhibits 1, 2, 3, and 4 for each of the Parking Levels 1, 2, 3 and 4, respectively, are included in Attachment A.

This parking facility is anticipated to open at 8 AM and close at 6 PM on a daily basis. During weekends, the facility will be open between 8 AM and 5 PM, as needed, depending upon the parking demand of the retail, offices, restaurants and other uses that may occupy all or part of the building. The facility is designed to handle 100% self-parking.

Off-site parking for employees will not be permitted. Every tenant will be required to park all of their employees on-site. All tenants of the building shall provide free parking to all their employees working in the building. Additionally, two-hour free, validated on-site parking will be provided for patrons of all tenants, including retail, offices, restaurants and other uses that may occupy all or part of the building. Thereafter, it is anticipated that the patrons would be charged market-rates comparable to facilities in Beverly Hills, Century City and Downtown Los Angeles, to be determined at a later date.

General Public Parking

There would be 51 parking spaces made available to the general public on a daily basis during the facility's operating hours noted above. These spaces would be located in the upper parking levels 1 and 2. Parking Level 1 will provide 25 general public parking spaces and Parking Level 2 will provide 26 general public parking spaces. The following parking spaces (See Attachment A, Exhibits 1 and 2) will be designated general public parking only - spaces numbered 1, 35-51, 76-81 in parking level 1; and spaces numbered 82-83, 118-131, and 156-162.

The general public parking spaces would be charged market-rates comparable to facilities in Beverly Hills, Century City and Downtown Los Angeles, to be determined at a later date.

Monthly parking will generally be assigned stalls at the lower levels, except for the preferred monthly parkers who will be assigned specific stalls in the upper levels. Handicapped drivers will park in the designated handicapped stalls nearest to the elevators namely spaces 96-97, 102-103 and 140 in Parking Level 2, and spaces 177, 183-184 and 224 in Parking Level 3. Additionally, two parking spaces – space 205 in Parking Level 3 and space 292 in Parking Level 4 will be designated building management parking only and will not be available to other users at any time.

STAFFING

The parking facility will have a full-time manager in charge of the operation. Management personnel will provide the necessary flexibility to allow the operation to properly react to any changes in traffic flow, patron inquiries and patron service. The facility will be staffed with a cashier at ground level. Additionally maintenance personnel will be available during all hours the building is open, commencing at least ½ hour prior to opening and ending no less than one-half hour after closing.

Security cameras will be placed at strategic locations in the garage to provide coverage for all parking patrons.

TRAFFIC FLOW AND CIRCULATION

All users of this facility will have to enter only from the Robertson Boulevard right-turn in/out driveway at the north-western area of the Site. Signage will direct cars to go underneath the building into the parking facility. Entry gate with both a ticket-dispenser and a card reader will control the entry of all users and following directions from the ground level, all cars are directed to travel down to the underground Parking Levels 1 through 4 using a one-way circulation ramp and floor pattern to the allocated spaces.

Retail patrons and visitors using the ticket, upon exit will be able to pay the cashier and exit the facility at the Roberston Boulevard right-out driveway. The employees and tenants will be able to exit at the Wilshire Boulevard right-out driveway also.

PARKING EQUIPMENT

The parking equipment at the facility will include a simple control system with validation capabilities. The system will consist of a ticket dispenser, a card reader and gate, all located at ground level, approximately 120 feet from the entry. The ticket dispenser will be for the self-parking patrons including visitors, customers and other patrons without a secure parking card. The card reader will be for the monthly parkers, as well as building employees.

The ticket dispenser will provide an extra long ticket that will allow patrons to pull the ticket from the dispenser quickly and easily. At the exit, there will be a cashier station that will have a cash register and gate. Since the cashier station is located at the ground level between both the entry and exit lanes, the cashier will have easy accessibility to all patrons to address a patron's question or issue or a problem getting in or out.

All card holders will have in and out privileges, and access will be available 24 hours a day, 7 days a week, 365 days a year.

FACILITY DESIGN AND GRAPHICS

Visual elements of the garage design and signage as well as graphics, with approval from the City of Beverly Hills Director of Planning and Community Development will be designed to clearly convey the required information and direct patrons to the specific parking areas allocated for the different user population as detailed in the Parking Space Allocation. Information relative to the availability of validated parking, parking rates, and times of operation will all be provided in the form of appropriate signage at the entrances to the parking area.

The Plans shall indicate the finish and paint colors of the various garage levels. The light levels on all garage floors shall be specified and at a minimum, be as specified, but in no case less than 10 foot-candles. The interior graphics will also direct patrons to and from the elevators and between levels, and will be designed to make the elevator vestibule and enclosure visible from every location in the parking facility. All signage will be color-coded per level and in the palette of building colors.

The door-opening areas shown on the plans shall be clearly differentiated from the vehicle approach areas by use of different materials, textures and/or colors. The median shall be raised and comply with the provisions for the handicapped. All these elements shall be subject to the approval of the City of Beverly Hills Director of Building and Safety.

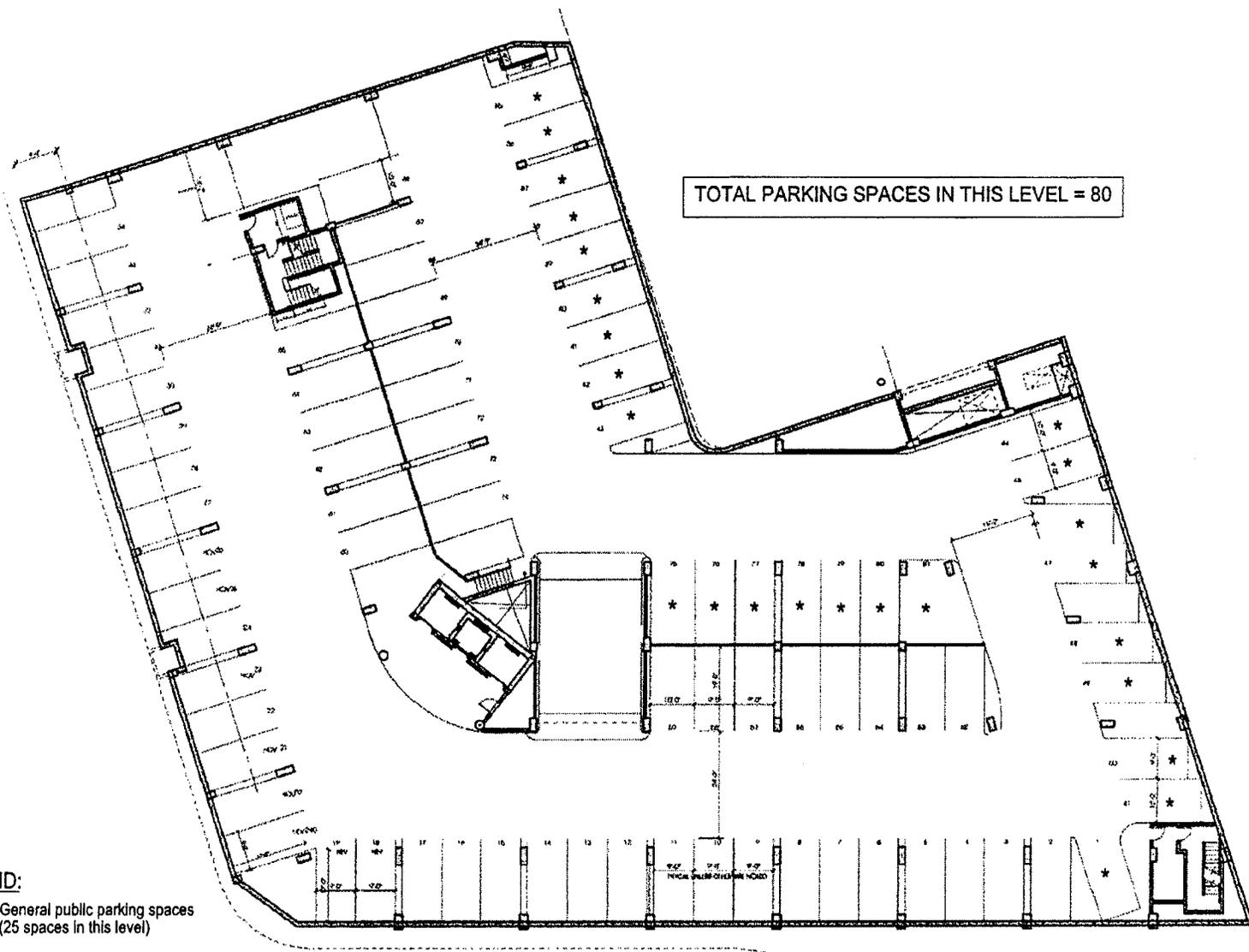
LOADING

A loading area with three (3) loading spaces on the ground floor is available for all deliveries. All deliveries shall conform to the requirements and provisions of the Loading Management Plan for the Project. No loading / unloading operations shall occur in the driveway or drive-aisle or on a public street.

GENERAL PROVISIONS

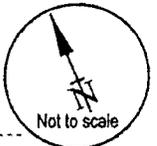
Nothing in this Parking Management and Operations Plan shall be interpreted to authorize or entitle the Project or participants to operate in a manner contrary to the rules of the Southern California Air Quality Management District or any successor air quality management agency.

ATTACHMENT A



TOTAL PARKING SPACES IN THIS LEVEL = 80

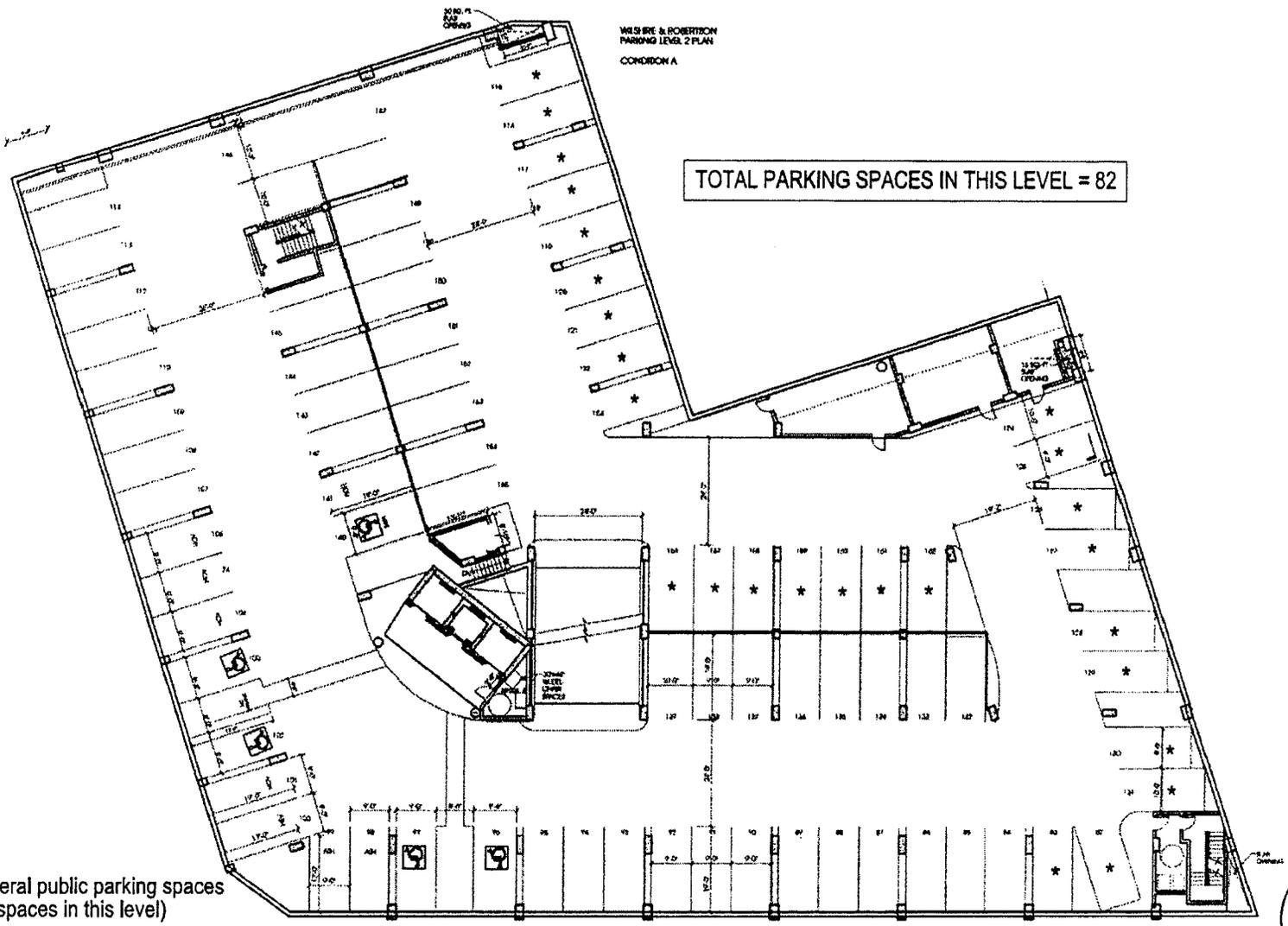
LEGEND:
 * - General public parking spaces
 (25 spaces in this level)



Source: CSA Architects, Inc.

EXHIBIT 1
SITE PLAN - PARKING LEVEL 1

RAJU Associates, Inc.

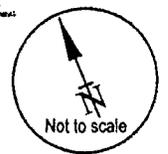


TOTAL PARKING SPACES IN THIS LEVEL = 82

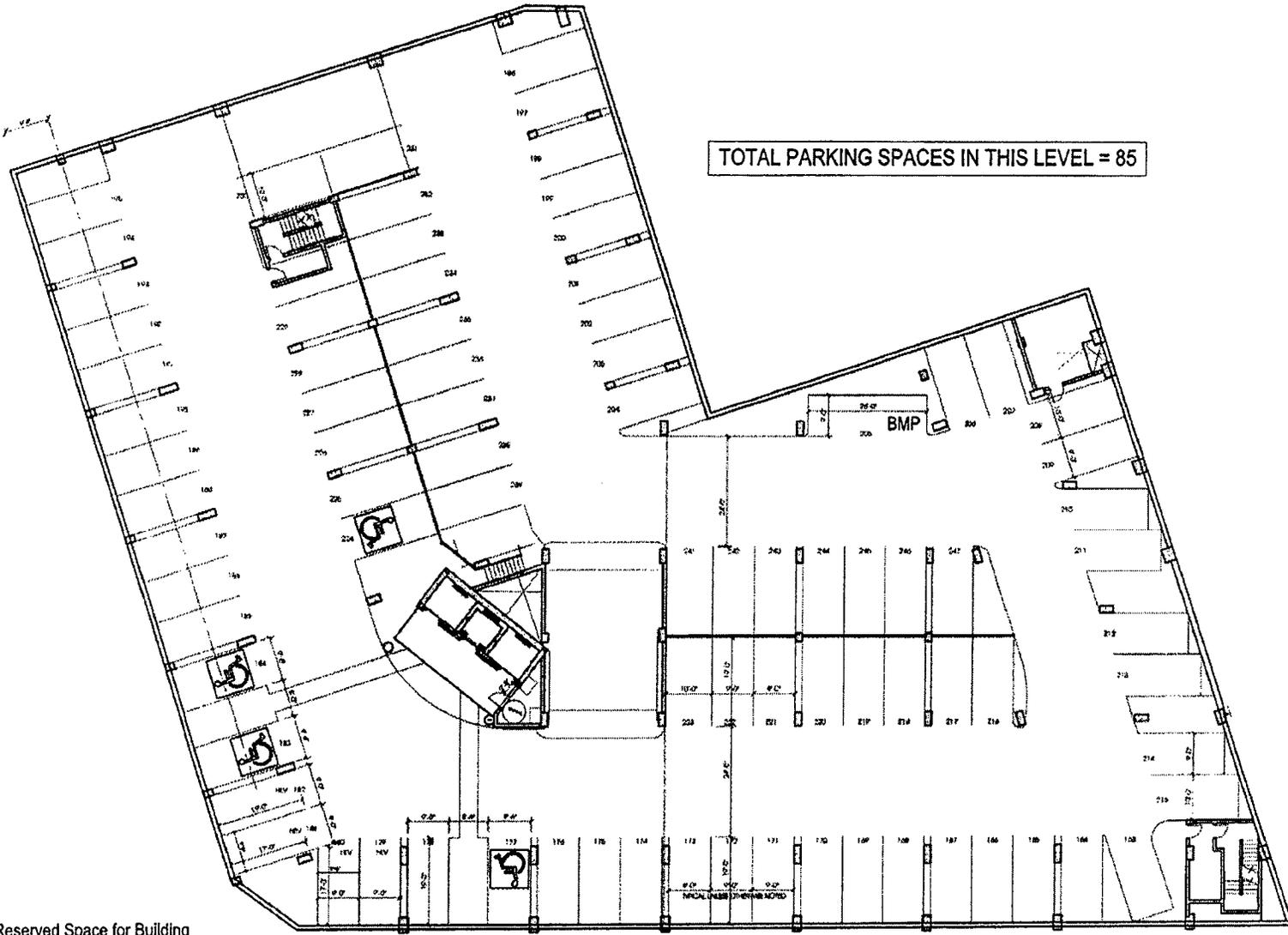
LEGEND:
 * - General public parking spaces
 (26 spaces in this level)

Source: CSA Architects, Inc.

EXHIBIT 2
SITE PLAN - PARKING LEVEL 2



RAJU Associates, Inc.



TOTAL PARKING SPACES IN THIS LEVEL = 85

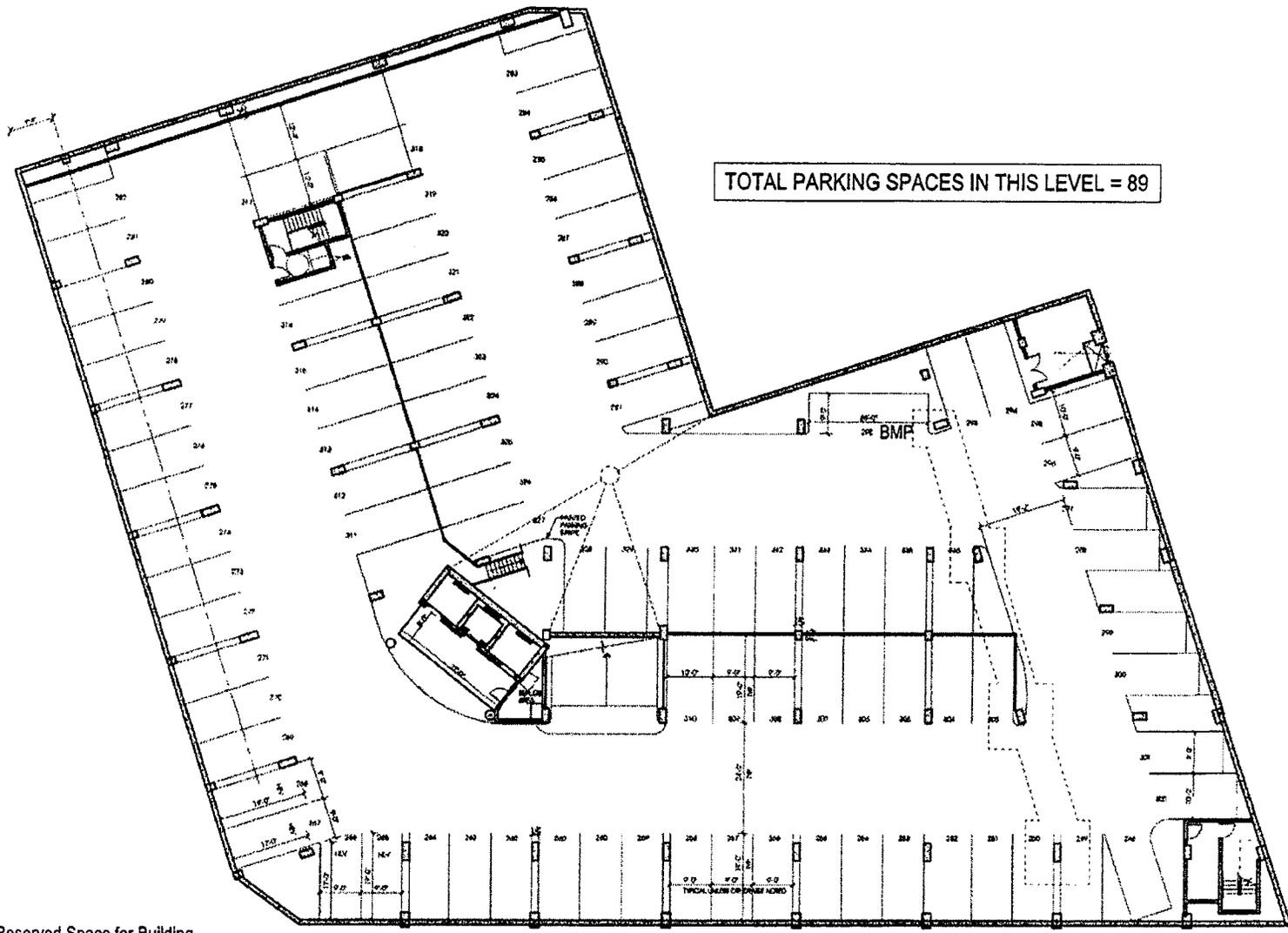
LEGEND:

BMP - Reserved Space for Building Management Personnel Only

Source: CSA Architects, Inc.

**EXHIBIT 3
SITE PLAN - PARKING LEVEL 3**

TOTAL PARKING SPACES IN THIS LEVEL = 89



LEGEND:
BMP - Reserved Space for Building Management Personnel Only



Source: CSA Architects, Inc.

EXHIBIT 4
SITE PLAN - PARKING LEVEL 4

RAJU Associates, Inc.