



# Planning Commission Report

---

**Meeting Date:** August 7, 2014

**Subject:** **8383 Wilshire Boulevard**  
**Beverly Hills Lingual Institute**

Request for a Conditional Use Permit to allow the establishment of an approximately 5,100 square foot educational institution within the second floor of an existing commercial building located at 8383 Wilshire Boulevard and to allow joint use of parking facilities in order to satisfy parking requirements of the educational institution.

PROJECT APPLICANT: James B. Fallon

**Recommendation:** That the Planning Commission:

1. Conduct a public hearing and receive testimony on the project; and
  2. Adopt the attached resolution conditionally approving the requested Conditional Use Permit and joint use of parking facilities.
- 

## REPORT SUMMARY

The proposed project involves the establishment of an approximately 5,100 gross square foot educational institution within the building located at 8383 Wilshire Boulevard. The applicant is seeking a Conditional Use Permit to allow for the establishment of a new educational institution within a commercial zone. As proposed, the educational institution would occupy a portion of the building's second floor, and also requires approval to allow joint use of the on-site parking facilities to satisfy parking requirements. This report analyzes the potential impacts of the proposed educational institution including the vehicle trips and parking demand that would be generated by the project, and concludes that approval of the Conditional Use Permit and 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. Accordingly, the recommendation in this report is for approval of the proposed project.

**Attachment(s):**

- A. Required Findings and Recommended Conditions of Approval
- B. Applicant Summary of BHLI General Business Operations
- C. Public Notice
- D. Draft Resolution
- E. Traffic and Parking Study
- F. Architectural Plans

**Report Author and Contact Information:**

Shena Rojemann  
(310) 285-1192  
[srojemann@beverlyhills.org](mailto:srojemann@beverlyhills.org)

## **BACKGROUND**

File Date	5/20/2014
Application Complete	7/21/2014
Subdivision Deadline	N/A
CEQA Deadline	60 days from CEQA Determination
Permit Streamlining	10/6/2014 without extension request from applicant
Applicant(s)	James B. Fallon, BHLI Inc.
Owner(s)	Douglas Emmett 2008, LLC
Representative(s)	James B. Fallon, BHLI Inc.
Prior PC Action	The Beverly Hills Lingual Institute is currently located at 439 North Canon Drive, Suite 207. In order to occupy the current space, the Institute obtained a Conditional Use Permit from the City in 2003 and 2005.
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; however, the project would not result in any exterior modifications to the building.
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.

#### Parking Requirements

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 educational institution (1 space per 28 square feet). As outlined in this report, up to 50% of the parking spaces required to be provided for the daytime (office) uses may be applied to the nighttime (educational institution) use. Therefore, approximately 524 parking spaces are available for use as joint parking. The Planning Commission previously approved a joint parking request for the building tenant Hot 8 Yoga for 80 spaces, which means that up to 444 parking spaces remain available for joint parking. This amount of spaces exceeds the code required 98 spaces required for the educational institution<sup>1</sup>. As a result, the project would satisfy all applicable parking requirements if approved.

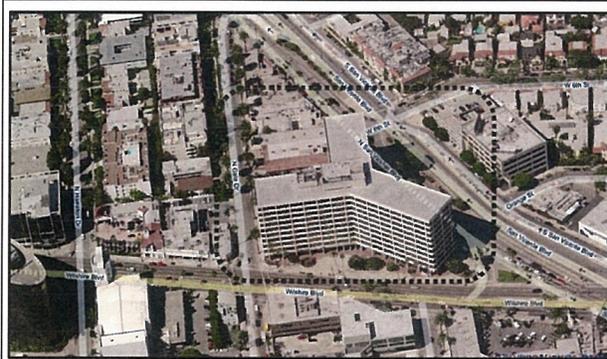
#### Neighborhood Character

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.

---

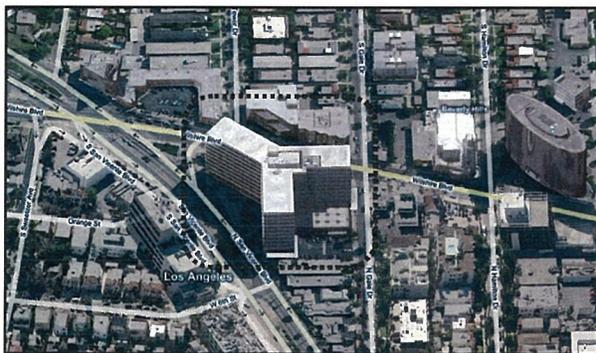
<sup>1</sup> Pursuant to Beverly Hills Municipal Code §10-3-2730 requires that assembly areas without fixed seating provide parking at a ratio of 1 space for every 28 square feet and general office space must be parked at 1 space for every 350 square feet. The proposed educational institution contains approximately 2,500 SF of assembly space and approximately 2,600 square feet of general office spaces. Consequently, the total required parking for the proposed education use is 98 spaces.



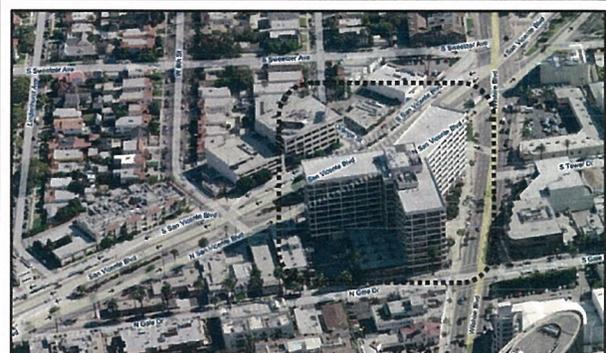
Project Site Looking North



Project Site Looking West



Project Site Looking South



Project Site Looking East



Wilshire Boulevard Elevation



Gale Drive Elevation

## PROJECT DESCRIPTION

The proposed project consists of the operation of an approximately 5,100 gross square foot education institution within a portion of the second floor of the existing commercial building at the subject property. As proposed, the space would 16 small classrooms and a central general office area. Class sizes would range from 2-10 students. A summary of the general business operations has been provided in Attachment B. The existing commercial building has a total gross floor area of approximately 433,000 square feet, meaning that the proposed educational institution would occupy less than 1.2% of the building's total floor area. The educational institution would be accessed through the Wilshire Boulevard building entrance.

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, 1,048 parking spaces are provided on-site, as surface parking spaces or in the subterranean parking structure.

#### Requested Permits

The applicant is seeking approval of a Conditional Use Permit to allow the establishment an educational institution and to allow the joint use of on-site parking facilities in order to satisfy the more stringent parking requirements associated with the establishment of an educational institution 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 28 square feet of floor area for an assembly areas within educational institution (without fixed seating) and at a rate of 1 space for every 350 square feet of floor area for general office use. 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, a Conditional Use Permit is also required for the proposed educational institution use on the subject property, which is commercially zoned (C-3) and located outside the Business Triangle.

#### **GENERAL PLAN<sup>2</sup> POLICIES**

The General Plan includes numerous goals and policies intended to help guide development in the City. Some of the 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.

---

<sup>2</sup> Available online at [http://www.beverlyhills.org/services/planning\\_division/general\\_plan/genplan.asp](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 Guidelines<sup>3</sup>, 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	7/31/2014	7 Days
Newspaper Notice	10 Days	7/27/2014	7/25/2014	13 Days
Mailed Notice (Owners & Residents - 300' Radius)	10 Days	7/27/2014	7/25/2014	13 Days
Property Posting	N/A	N/A	N/A	N/A
Website	N/A	N/A	7/31/2014	7 Days

### Public Comment

The City has not received any public comments regarding the project as of the writing of this report

## ANALYSIS<sup>4</sup>

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.

**Nighttime Use.** As proposed, Beverly Hills Lingual Institute would hold classes weekly on Mondays through Thursdays, with the first class beginning at 9:00 AM and the last class beginning at 7:35 PM. During the day, a maximum of 30 students would be on site at any one time between the hours of 9:00 AM to 6:00 PM. After 6:00 PM, it is anticipated that a maximum of 100 students will be attending classes at any one time. No classes would be held on Friday,

---

<sup>3</sup> The CEQA Guidelines and Statue are available online at <http://ceres.ca.gov/ceqa/guidelines>

<sup>4</sup> 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.

Saturday, or Sunday. The chart on the below provides an overview of the total number of classes offered during 2013.

<b>Beverly Hills Lingual Institute</b>				
<b>Number of Active Classes, Daytime vs. Evening</b>				
	Daytime Classes (between 9am – 6pm)	Evening Classes (after 6pm)	Total Classes	Percent of Evening Classes
New Year Term	43	124	167	74.3%
Spring I Term	40	123	163	75.5%
Spring II Term	39	124	163	76.1%
Summer Term	39	112	151	74.2%
Fall I Term	38	110	148	74.3%
Fall II Term	39	110	149	73.8%
Averages	39.6	117.2	156.8	74.8%

The chart indicates that the majority of classes offered by the institution have historically been held after 6:00 PM. As indicated by the applicant, the 2014 class schedule is consistent with the 2013 schedule; however, staff anticipates that the class schedule could be altered over time. Consequently, staff recommends the Commission consider a conditional of approval that would set forth a specific percentage of the classes that must be offered by the institution after 6:00 PM. Since the majority of the students will be attending classes during the nighttime as opposed to daytime, the proposed educational institution has been determined to be primarily a nighttime use. Therefore, the project satisfies the code requirements for establishing joint parking facilities

**Traffic.** Staff directed the applicant to prepare a traffic and parking study to ensure that no traffic impacts would result from the establishment of the proposed education institution. The study is provided in Attachment E and concludes that approximately 220 additional vehicle trips could be generated by the project daily. As indicated by the consultant, this number of trips would not result in a significant impact to any of the study intersections or street segments surrounding the project site. Additionally, in order to provide a conservative assessment of the project's trip generation no trip credits were given to the educational institution from the tenant that previously occupied the space. The traffic study has been peer 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 parking demand analysis was prepared by the applicant's consultant in order to assess existing, future, and peak parking demand at the subject property. The parking demand analysis is based on empirical parking data provided by AMPCO, the parking management company for the project site, and was gathered during a four day period (Monday through Thursday) between 7:00 AM and 9:00 PM. The data concluded that the building's parking structure had a peak occupancy of 827 parking stalls at 11:00 AM (Monday through Thursday). This data was collected Monday July 7, 2014 through Friday July 14, 2014, during which the building was at approximately 90% occupancy. During the peak occupancy time, a surplus of approximately 221 spaces existed within the structure. Based on the data collected, if the

building were at 100% occupancy, a surplus of approximately 97 spaces would still exist within the structure during the peak occupancy time<sup>5</sup>. It is estimated that the Beverly Hills Lingual Institute would only generate approximately 5 trips during the peak occupancy times. The proposed educational institution would be used primarily after 6:00 PM during which the on-site parking structure has an average of 639 open parking spaces during Mondays through Thursdays. Consequently, 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 and that the use of joint parking will not result in a parking shortfall. Since the site contains adequate parking and it is not desirable to encourage parking on the adjacent residential streets, staff recommends the Commission consider a condition of approval that would require the applicant to provide two (2) hours of free validated parking to all students and guests of the educational institution.

### **NEXT STEPS**

It is recommended that the Planning Commission conduct the public hearing and adopt the attached resolution conditionally approving the requested joint use of parking facilities.

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, City Planner

I:\Planning\Shena Rojemann\PC\Commission Level\Wilshire Blvd 8383 - BH Lingual Institute CUP\Wilshire 8383 - BHLI\_CUP - Draft SR.doc

---

<sup>5</sup> The 100% occupancy parking calculations were reached by assuming the last 10% of vacant building space would be occupied by general office and that the general office space would be parking at a ratio of 1 space for every 350 square feet of office area.

**ATTACHMENT A**  
**Required Findings and Recommended Conditions of Approval**

**FINDINGS FOR JOINT PARKING**

---

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.*

**CONDITIONAL USE PERMIT FINDINGS FOR EDUCATIONAL INSTITUTION**

---

1. *The Planning Commission may issue a Conditional Use Permit to authorize educational uses in the C-3 Zone if the Commission determines that the proposed use will not be detrimental to adjacent property or to the public welfare or safety.*

**RECOMMENDED CONDITIONS OF APPROVAL**

---

Project Specific Conditions

1. The conditions of approval set forth in this resolution are specifically tailored to address the operation of an educational institution that substantially conforms to the project presented to and approved by the Planning Commission at its meeting of August 7, 2014. To ensure that a subsequent educational institutions 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 educational institutions at the subject site is compatible with adjacent land uses.
2. The Applicant shall maintain an annual class schedule in which no less than 70% of the total number of classes offered are held after 6:00 PM.
3. The Applicant shall provide two (2) hours of free validated parking to all students and guests of the educational institution (Beverly Hills Lingual Institute).
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

## **ATTACHMENT A**

### **Required Findings and Recommended Conditions of Approval**

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.

**ATTACHMENT B**  
**Applicant Summary of BHLI General Business Operations**

Begins on the following page.

May 19, 2014

To: City of Beverly Hills

From: James Fallon   
Beverly Hills Lingual Institute

**BEVERLY HILLS LINGUAL INSTITUTE  
DESCRIPTION OF OPERATIONS  
AND 8383 WILSHIRE BLVD**

**Beverly Hills Lingual Institute - General Description**

The Beverly Hills Lingual Institute (“Institute”) currently leases approximately 7,000 square feet at 439 North Canon Drive, Suite 207 which consists of twenty-three small classrooms and a central office area. The Institute offers eight-week language classes in over 25 different languages. Each class (language and level) is scheduled to meet weekly for 80 minutes. Most classes meet in the evening at either 6:00 p.m. or 7:35 p.m. but some day classes are held that currently meet at 9:00 a.m., 10:30 a.m., 12:00 noon, and a few classes are held on some weekdays later in the afternoon at various starting times such as 1:30 p.m., 3:00 p.m., 3:30 p.m. and 4:00 p.m. Due primarily to parking constraints, daytime use of the facility is currently limited by the CUP to a maximum of (1) 30 students at any one time, 9:00 a.m. to 12:00 noon, (2) 12 students at any one time from 12:00 noon to 3:00 p.m., and (3) 18 students at any one time from 3:00 p.m. to 6:00 p.m. Full utilization of the facility is allowed in the evening hours with a CUP maximum of 138 students at a time after 6:00 p.m. The use is considered a primarily nighttime use. No classes are held on Fridays, Saturdays or Sundays. The classrooms can accommodate up to ten students and an instructor, but average six students. There is a ten minute break between day class times and a 15 minute break between evening classes to mitigate transitional crowds and the impact on traffic and parking.

The Institute has submitted an application requesting a Conditional Use Permit (CUP) and Joint Use of Parking for an educational institution to move the Institute’s operation to the second floor of 8383 Wilshire Blvd. The new location will decrease the usable area of the Institute by almost 2,000 square feet and will have seven fewer classrooms (see Figure 1). Our operating philosophy will remain the same and the class days and times will not change. We will remain primarily an evening language school with full class

schedules using the sixteen classrooms in the evening and a more restricted number of classes offered during the daytime hours as described above. We request a CUP that allows a maximum of 100 students at a time after six p.m. and (because we are moving out of the golden triangle and sufficient daytime parking is available) allows a daytime maximum of 30 students at a time from 9:00 am to 6:00 p.m. We will continue to not have any scheduled classes on Friday, Saturday or Sunday. A summary of the current and the proposed limits for each class time currently on the schedule (see attached pamphlet) for the current term is shown below.

	<u>Allowed Number of Students at any Time</u>		
	Current Limits	Proposed Changes	Proposed Limits
9:00 a.m. – 10:30 a.m.	30	0	30
10:30 a.m. – 12:00 noon	30	0	30
12:00 noon – 1:30 p.m.	12	18	30
1:30 p.m. – 3:00 p.m.	12	18	30
3:30 p.m. – 4:30 p.m.	18	12	30
4:00 p.m. – 5:00 p.m.	18	12	30
6:00 p.m. – 7:30 p.m.	138	-38	100
7:35 p.m. – 9:05 p.m.	138	-38	100

In addition to the students discussed above, normal operations include one teacher per classroom in session, and 1-3 administration people working in the central office area at any time. We currently have 2 full-time and one half-time administrators (2.5 Full-Time Equivalents). No significant change in administration staffing is anticipated with the proposed expansion and we have every incentive to maintain the number of administrative staff at a minimum level.

### **8383 Wilshire – General Description and Parking**

8383 Wilshire is among the largest and most prestigious office properties in Beverly Hills. Built in 1971, this distinctive “Y” shaped, 10 story building is located at the corner of Wilshire and San Vicente at the eastern gateway to Beverly Hills. The 432,720 square foot building, located on 2.34 acres, is home to 134 different clients with an exciting creative tenant mix including attorneys, musicians, accountants, talent agents, and even a Yoga business.\* In 2008, Douglas Emmett made a full building renovation including upgrades and updates to the exterior facades and grounds, and interior common areas, corridors, restrooms, elevators, and the parking area.

The parking structure at 8383 Wilshire Blvd has the capacity to park 1,048 cars, primarily on three levels of subterranean parking as shown in Figures 2-5. The parking facility is primarily tandem parking (78%), but also contains 104 single slots, and 104 visitor and valet slots, as indicated in the following table:

YOGA STUDIO IS 8,000 FT<sup>2</sup>, AND REMAINING IS GENERAL OFFICE USE.

Category	Surface	Level 1	Level 2	Level 3	Total
Tandem	6	179	324	320	829
Single	15	32	29	28	104
Visitor	0	64	0	0	64
Valet	0	40	0	0	40
Handicap	4	3	0	0	7
Delivery	4	0	0	0	4
Totals	29	318	353	348	1,048

The parking structure can be accessed from either North Gale Drive immediately to the west of the property, or directly off the south-bound lanes of San Vicente, and is operated and managed by AMPCO who maintain multiple parking attendants on each level of parking to facilitate the efficient use of the tandem spaces.

A recent survey of the parking usage during the day-time hours shows that for Monday through Thursday, the parking garage has an average of over 200 open parking spaces from 9:00 am to 4:00 pm. Furthermore, as shown in the following table the evening hours parking is very open; the parking garage begins to empty before 5:00 pm and on average there are over 600 open parking spaces by 6:00 pm.

Time	Average Number of Cars M – Th	Average Open Spaces M - Th	Time	Average Number of Cars M – Th	Average Open Spaces M - Th
7:00	121	927	15:00	769	279
8:00	222	826	16:00	745	303
9:00	454	594	17:00	662	386
10:00	737	311	18:00	409	639
11:00	827	221	19:00	212	836
12:00	820	228	20:00	126	922
13:00	768	280	21:00	51	997
14:00	743	305			

Source: AMPCO Parking, 4/28 – 5/1/14 Parking Survey

**Summary** – The Beverly Hills Lingual Institute has operated in Beverly Hills since its inception in 1996. We have obtained three different CUPs from the City of Beverly Hills in order to operate our language school; (1) first at 9601 Wilshire, (2) when we moved to 439 North Canon, and (3) when we expanded at 439 North Canon. 8383 Wilshire is located in a Commercial (C-3) zone similar to these earlier Beverly Hills locations. We have signed a lease at 8383 Wilshire that is contingent on securing another CUP. Our current lease with the City of Beverly Hills expires late in 2014. We look forward to working with the City to finalize this CUP as soon as possible.

5/19/14

**CITY OF BEVERLY HILLS**  
**Application for Conditional Use Permit**

If the applicant is not the property owner, a letter of authorization is required

**Property Owner:**

Douglas Emmett 2008, LLC  
a Delaware LLC  
8383 Wilshire Blvd  
Beverly Hills, CA 90211  
(310) 255-7770

**Applicant:**

BHLI, Inc  
dba Beverly Hills Lingual Institute  
439 N. Canon Drive, Suite 207  
Beverly Hills, CA 90210  
(310) 858-0717

**1. The following property:**

8383 Wilshire Boulevard is situated in the County of Los Angeles, State of California and is described as follows:

LOTS 458 THROUGH 476 INCLUSIVE OF TRACT NO. 4988, IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 54 PAGES 98 AND 99 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

Assessor's Parcel Number 4334-022-081.

**whose owner of record is:**

Douglas Emmett 2008, LLC

**and Applicant has been:**

Lessee

**of said property since:**

New

**2. The Applicant requests that a conditional use permit be granted in order to permit said property to be used for the following purposes:**

We are requesting a Conditional Use Permit for Educational Uses in a C-3 Zone. The Beverly Hills Lingual Institute is an educational institute for Adults. Specifically, it is a language center with language courses for adults and translating and interpreting services. Class sizes are limited to no more than ten clients per class. Courses are offered in over 25 languages.

We are seeking from the planning commission allowance of the joint use of up to 50% of the parking facilities of a use considered to be primarily a daytime use to satisfy the

parking facilities required for the proposed nighttime use.” as allowed under Section 10-3.2730 of the Municipal Code.

**3. By reason of the following circumstances the proposed location of the conditional use or uses requested herein will not be detrimental to adjacent property or to the public welfare:**

The Beverly Hills Lingual Institute has signed a lease for approximately 5,100 square feet of the second floor of 8383 Wilshire which will be configured to a central office space and 16 small rooms for our 2 – 10 person language classes. We are working within the existing parameters of the building’s interior. Significant parking is located immediately below the building in a 1,048 car parking garage, and the focus on evening classes means that most of the parking requirements will be in the evening when the parking demands are lowest.

**4. The granting of such conditional use permit subject to the following conditions will preserve the integrity and character of the district, the utilities and value of adjacent property, and the general welfare of the community:**

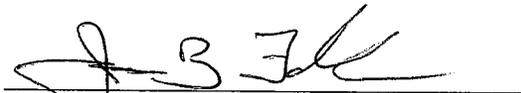
The clients of the Beverly Hills Lingual Institute are predominately adult professionals who attend the courses after their normal work day. This is an upscale clientele from Beverly Hills and the immediate surrounding areas who patronize local restaurants and businesses. Also the top quality language courses help to culturally enrich this already diverse community. Many Beverly Hills residents benefit from our services, as do local businesses from our customer’s patronage.

**5. What original covenants or restrictions concerning type of improvements permitted, if any, were placed on the property involved by subdivision tract developers:**

None

I declare under penalty of perjury the foregoing is true and correct except as to those matters stated as information and belief.

Executed on MAY 19, 2014, at MANHATTAN BEACH, CA.

  
Applicant’s signature

**ATTACHMENT C**  
**Public Notice**

Begins on the following page.



## NOTICE OF PUBLIC HEARING

**DATE:** August 7, 2014  
**TIME:** 9:00 AM, or as soon thereafter as the matter may be heard  
**LOCATION:** City Council Chambers  
Beverly Hills City Hall  
455 North Rexford Drive  
Beverly Hills, CA 90210

The Planning Commission of the City of Beverly Hills, at its SPECIAL meeting on Thursday, August 7, 2014, will hold a public hearing beginning at **9:00 AM**, 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 approximately 5,100 square foot educational institution (Beverly Hills Lingual Institute) within the commercial building located at **8383 Wilshire Boulevard**. The request would allow the education institution to meet the City's parking requirements by sharing parking spaces with the office tenants in the building since the education institution would experience peak parking demand during evening hours, whereas the office uses experience peak parking demand during afternoon hours. The Planning Commission may authorize the required parking for primarily nighttime uses to be satisfied through such a shared parking arrangement if it can be demonstrated that sufficient parking is available and that the educational institution 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 **Shena Rojemann, Associate Planner** in the Planning Division at **310.285.1192** or by email at **srojemann@beverlyhills.org**. Application materials associated with the project are on file with the Community Development Department and can be reviewed by any interested person. Please contact the project planner listed above to schedule an appointment to view the application materials. Appointments should be scheduled 72 hours in advance to ensure the documents are available for viewing.

Approved as to form:

  
Ryan Gohlich, Senior Planner

Mailed: July 25, 2014

**ATTACHMENT D**  
**Draft Resolution**

Begins on the following page.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS CONDITIONALLY APPROVING A CONDITIONAL USE PERMIT FOR AN EDUCATIONAL INSTITUTION AND THE JOINT USE OF PARKING FACILITIES IN ORDER TO SATISFY PARKING REQUIREMENTS FOR AN APPROXIMATELY 5,100 SQUARE FOOT EDUCATIONAL INSTITUTION (BEVERLY HILLS LINGUAL INSTITUTE) TO BE LOCATED ON THE SECOND FLOOR OF THE EXISTING COMMERCIAL BUILDING LOCATED ON THE PROPERTY AT 8383 WILSHIRE BOULEVARD.

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

Section 1. James B. Fallon, Applicant, on behalf of Beverly Hills Lingual Institute, (collectively the "Applicant") has submitted an application for a Conditional Use Permit to allow the establishment of an educational institution, and a request to allow the joint use of parking facilities for the establishment of an approximately 5,100 square foot educational institution to be located on the second floor of a building located outside the Business Triangle on the property locate at 8383 Wilshire Boulevard (the "Project"). The Conditional Use Permit and joint use of parking facilities are entitlements that may be granted 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 5,100 gross square foot education institution within a portion of the second 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 educational institution will occupy less than 1.2% of the building's total floor area. The institution will be accessed through the primary building entrance on Wilshire Boulevard. The Project requires a total of 98 parking spaces, which are proposed to be provided through the joint use of on-site parking facilities, as the Project is considered to be primarily a nighttime use.

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 July 25, 2014 to all property owners and residential tenants within a 300-foot radius of the property. Additionally, notice was published in two newspapers of local circulation, the *Beverly Hills Courier* and the *Beverly Hills Weekly*. On August 7, 2014 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 considered whether it could make the following findings in support of the Project:

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 parking demand analysis was prepared by the applicant's traffic consultant and peer reviewed by the City's Transportation Engineer. The analysis is based on empirical parking data provided by AMPCO, the parking management company for the project site, and was gathered during a four day period (Monday through Thursday) between 7:00 AM and 9:00 PM. The data concluded that the building's parking structure had a peak occupancy of 827 parking stalls at 11:00 AM

(Monday through Thursday). This data was collected Monday July 7, 2014 through Friday July 14, 2014, during which the building was at approximately 90% occupancy. During the peak occupancy time, a surplus of approximately 221 spaces existed within the structure. The new educational institution will be used primarily after 6:00 PM, during which time the on-site parking structure has an average of 639 open parking spaces Monday through Thursday. Consequently, the Project will not result in an adverse impact or shortfall of parking spaces during any period of the day.

2. The educational institution will hold classes weekly, Monday through Thursday, with the first class beginning at 9:00 AM and the last class beginning at 7:35 PM. During the day, it is anticipated that a maximum of 30 students will be on site at any one time between the hours of 9:00 AM to 6:00 PM. After 6:00 PM, it is anticipated that a maximum of 100 students will be attending classes at any one time. No classes would be held on Friday, Saturday, or Sunday. Since the majority of the students will attend classes during the nighttime as opposed to the daytime, the proposed educational institution will be primarily a nighttime use.

Section 7. In considering the request for a Conditional Use Permit allowing an education use in the C-3 Zone, the Planning Commission considered whether it could make the following finding in support of the Project:

1. The proposed use will not be detrimental to adjacent property or to the public welfare or safety.

Section 8. Based on the foregoing, the Planning Commission hereby finds and determines as follows:

1. The educational institution (Beverly Hills Lingual Institute) will be located on the second floor of an existing commercial building within the C-3 Zone and will be accessed through the Wilshire Boulevard building entrance. The property contains adequate parking onsite to meet the demands for the existing uses onsite as well as the proposed educational institution. As conditioned, the educational institution shall provide two (2) hours of free validated parking to its students, which will discourage street parking on the neighboring residential streets. Since the educational use will be located entirely within an existing commercial building and parking for the use will be provided onsite, the Project will not be detrimental to adjacent property or to the public welfare or safety.

Section 9. Based on the foregoing, the Planning Commission hereby grants the requested Conditional Use Permit and joint use of parking facilities, subject to the following conditions:

1. The conditions of approval set forth in this resolution are specifically tailored to address the operation of an educational institution that substantially conforms to the Project presented to and approved by the Planning Commission at its meeting of August 7, 2014. To ensure that a subsequent educational institution 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 educational use shall be reviewed by the Director of Community

Development to determine whether such subsequent educational use substantially conforms to the Project approved by the Planning Commission. If the Director determines that the subsequent use does 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 Conditional Use Permit and/or approval of joint parking facilities, or may impose additional conditions as necessary to ensure that the operation of a subsequent educational institution at the subject site is compatible with adjacent land uses.

2. The Applicant shall provide two (2) hours of free validated on-site parking to all students and guests of the educational institution (Beverly Hills Lingual Institute).

3. 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.

4. 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.

5. 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.

6. RECORDATION. The resolution approving the Conditional Use Permit and 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.

7. EXPIRATION. Conditional Use Permit and 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.

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

9. This approval is for those plans submitted to the Planning Commission on August 7, 2014, 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.

10. 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.

11. 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.

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

13. 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.

Section 10. 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: August 7, 2014

---

Howard S. Fisher  
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 E**  
**Traffic and Parking Study**

**Architectural Plans**

Begins on the following page.

---

**BEVERLY HILLS LINGUAL INSTITUTE  
RELOCATION PROJECT TRAFFIC  
AND PARKING IMPACT STUDY  
BEVERLY HILLS - CALIFORNIA**

---

Prepared for:

**BEVERLY HILLS LINGUAL INSTITUTE**  
Beverly Hills, California

Prepared on:

**July 21, 2014**



---

***COCO TRAFFIC PLANNERS, INC.***

---





**Beverly Hills Lingual Institute  
Relocation Project  
Traffic and Parking Impact Study  
Beverly Hills - California**

Prepared for:

**BEVERLY HILLS LINGUAL INSTITUTE**  
Beverly Hills, California

Prepared on:

July 21, 2014

Prepared by:

**COCO TRAFFIC PLANNERS, INC.**  
10835 Santa Monica Boulevard, Suite 202  
Los Angeles, California 90025  
Ph • Fax: (310) 470-4870  
E-mail: [info@cocotraffic.com](mailto:info@cocotraffic.com)



## TABLE OF CONTENTS

PROJECT DESCRIPTION .....	1
DATA SOURCES .....	2
AREA ROADWAY SYSTEM DESCRIPTION .....	3
Wilshire Boulevard .....	3
Gale Drive .....	4
SITE TRAFFIC GENERATION .....	4
TRAFFIC DISTRIBUTION .....	5
ANALYSIS OF TRAFFIC CONDITIONS .....	5
STREET SEGMENT ANALYSIS .....	7
TRAFFIC OPERATIONS AND DATA ANALYSIS .....	7
SUMMARY AND CONCLUSIONS .....	9
APPENDIX A - TRAFFIC COUNT CALCULATION SHEETS	
APPENDIX B - INTERSECTION CAPACITY UTILIZATION CALCULATION SHEETS	





# **COCO TRAFFIC PLANNERS, INC.**

**TRAFFIC • DESIGN • PARKING • MODELING • URBAN PLANNING**

10835 Santa Monica Blvd., Suite 202 • Los Angeles, California 90025 • Ph/Fax: (310) 470-4870 • E-mail: info@cocotraffic.com

July 21, 2014

Mr. Jim Fallon  
Beverly Hills Lingual Institute  
439 North Canon Drive, Suite 207  
Beverly Hills, California 90210-3908

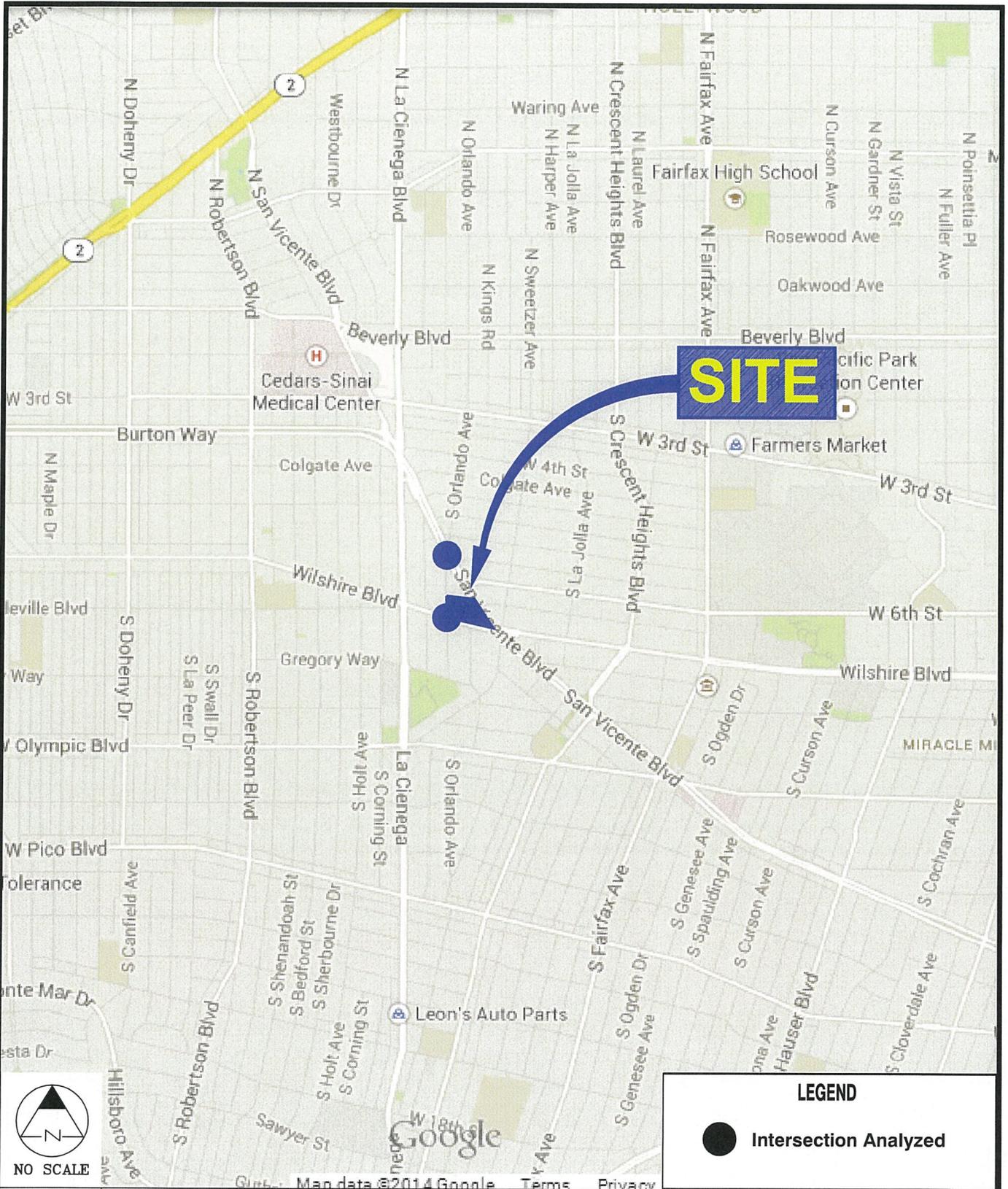
**Subject: Beverly Hills Lingual Institute Relocation Traffic and Parking Impact Study - Beverly Hills, California**

Dear Mr. Fallon,

As authorized, we have conducted a comprehensive traffic and parking engineering analysis of the traffic impact associated with your proposed Beverly Hills Lingual Institute Relocation (BHLI) project. The school currently is located at 439 North Canon Drive in the City of Beverly Hills, California. The subject project consists of relocating the BHLI in an office building located at 8383 Wilshire Boulevard, also in the City of Beverly Hills. The general scope of work was determined through discussions with Mr. Bijan Vaziri, Transportation Engineer, and Mr. Ryan Gohlich, Planner, of the City of Beverly Hills. For the purpose of this study Mr. Vaziri expressed a concern for the project's impact upon two intersections. They include: Gale Drive at **1) Wilshire Boulevard**, and **2) San Vicente Boulevard**. In addition, Mr. Vaziri requested that we conduct a "street segment" analysis on Gale Drive, between Wilshire, and San Vicente Boulevards. This report contains the findings and conclusions of our study with necessary supporting data.

## **PROJECT DESCRIPTION**

The project relocation site is shown on Figure 1 with its relationship to Wilshire Boulevard and the surrounding street system. At its present location the project consists of about 7,000 gross square feet (sf) of office space in a commercial building located at 439 North Canon Drive, Suite 207, and entails twenty-three small classrooms. The Institute offers eight-week language classes in about 25 different languages. Each class is scheduled to meet weekly for 80 minutes, the first class starting at 9:00 AM, with the last class starting at 7:35 PM. Due primarily to parking constraints, daytime use of the facility is limited by CUP to a maximum of 30 students at any given time between 9:00 AM and 12:00 noon; between 12:00 noon and 3:00 PM the number of students is restricted to 12; while between 3:00 and 6:00 PM the number is restricted to 18 students. After that, the CUP allows full utilization of the facility with a



**LEGEND**

- Intersection Analyzed



**COCO TRAFFIC PLANNERS, INC.**  
 TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING  
 10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

**SITE LOCATION MAP**

maximum of 138 students. This schedule is maintained Monday through Thursday; no classes are held during the rest of the week. The classrooms average six students, but can accommodate up to ten students and an instructor. In order to reduce the school's traffic and parking impact, the classes are staggered with a ten minute break during the daytime, and a 15 minute break during the evening.

The Institute has submitted an application requesting a Conditional Use Permit (CUP) and Joint Use of Parking to relocate the school to the second floor of the 8383 Wilshire Boulevard office building, with minor changes to the number of students allowed. The building consists of 432,720 sf of office space, and is supported by a subterranean parking structure with a total of 1,048 parking stalls, located beneath the building. The parking structure is operated and managed by AMPCO, a parking management company. Access to the parking structure is provided by a two-way driveway on San Vicente Boulevard, and a two-way driveway on North Gale Drive.

At the new location the school will have about 5,000 sf of usable area, and a total of sixteen classrooms. There BHLI will maintain the same schedule it currently uses thus, remaining primarily an evening language school. The submitted CUP requests a daytime maximum of 30 students at any given time between 9:00 AM and 6:00 PM, and a maximum of 100 students after 6:00 PM. In addition, the school will continue to schedule no classes on Fridays, Saturdays, or Sundays. No significant change in administration staffing is anticipated as a result of the proposed relocation.

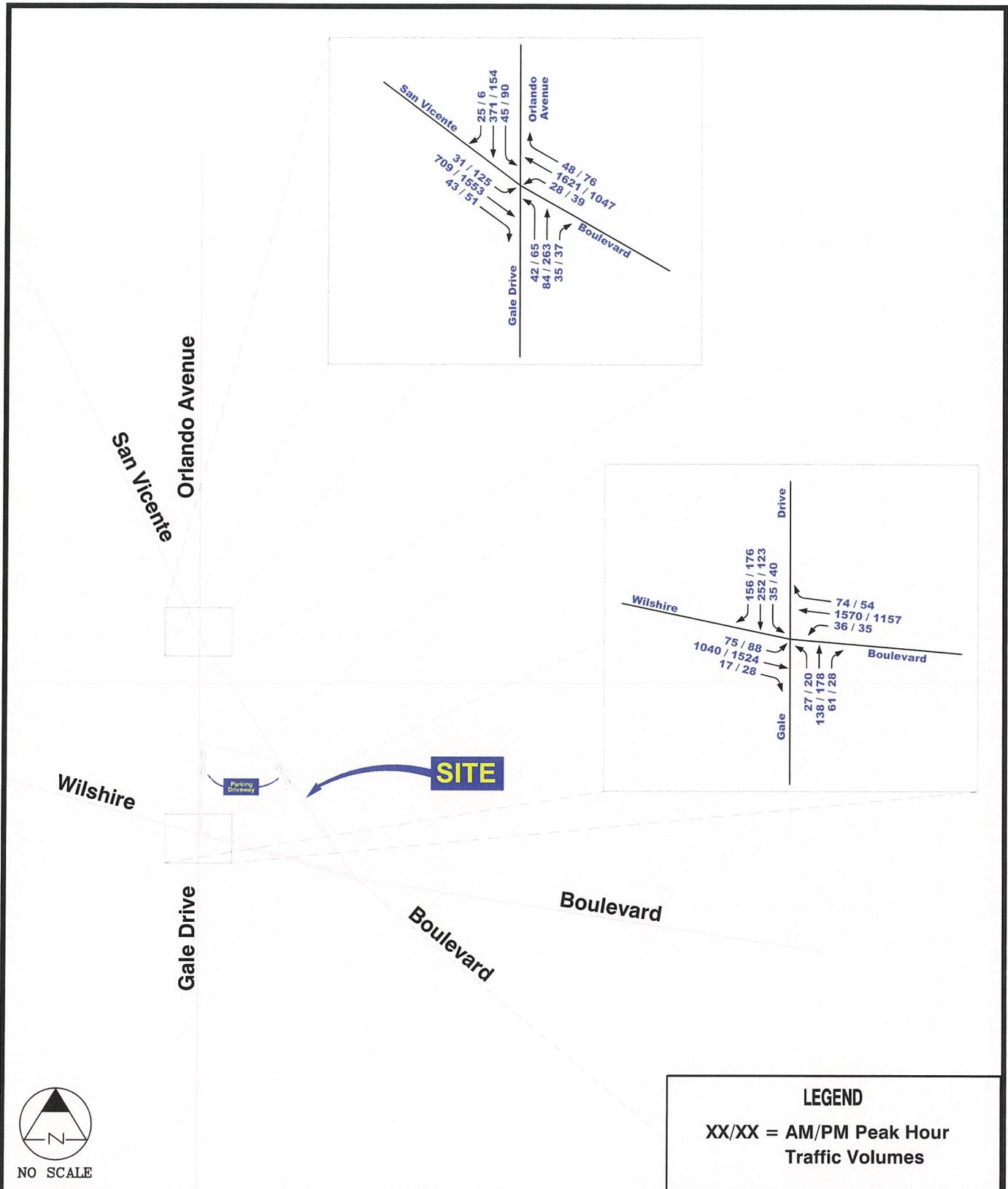
## **DATA SOURCES**

Field investigations were made by our personnel to ascertain existing intersection geometry and street characteristics in the vicinity of the site, the location and operation of the project's access points, as well as the design and internal circulation of the parking areas. Site plans and other pertinent information concerning the proposed project were provided by Mr. James Fallon, of BHLI.

Manual traffic counts were conducted at our direction on Tuesday, July 15, 2014 at the two intersections analyzed. The traffic counts were conducted during morning (AM) and evening (PM) peak periods, which were found to fall between the 7:00 to 9:00 AM and the 4:00 to 6:00 PM peak periods respectively. The peak hours used in our analysis consist of the peak consecutive 15-minute counts within the peak periods. The AM and PM peak volumes counted have been used for calculation purposes and represent the critical times associated with this part of the City of Beverly Hills.

The existing volumes used in the analysis are shown in Figure 2, both for the AM and the PM traffic conditions. In addition, a 24-hour automatic machine count was conducted on Gale drive, north of the project's driveway. The results of all the traffic counts used in our analysis are summarized in Appendix A.





**COCO TRAFFIC PLANNERS, INC.**  
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING  
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

**EXISTING (2014)  
AM/PM PEAK HOUR  
TRAFFIC VOLUMES**

***Beverly Hills Lingual Institute Relocation Project Traffic & Parking  
Impact Study - Beverly Hills, California***

---

Hourly parking occupancy data were provided by AMPCO for a four day period (Monday through Thursday) between April 28, and May 1, 2014, between 7:00 AM and 9:00 PM. The average of those four days is reported in the following table.

Time	Average Number of Cars M – Th	Average Open Spaces M - Th	Time	Average Number of Cars M – Th	Average Open Spaces M - Th
7:00	121	927	15:00	769	279
8:00	222	826	16:00	745	303
9:00	454	594	17:00	662	386
10:00	737	311	18:00	409	639
11:00	827	221	19:00	212	836
12:00	820	228	20:00	126	922
13:00	768	280	21:00	51	997
14:00	743	305			

Source: AMPCO Parking, 4/28 – 5/1/14 Parking Survey

As indicated above, the subject building’s parking structure had a peak occupancy of 827 parking stalls at 11:00 AM. The balance of 221 stalls was the minimum number of parking stalls available during the survey time. In addition, AMPCO provided parking occupancy data for the weekdays between Monday July 7, and Friday July 11, 2014. The results of the latest survey are included in Appendix A. As expected, the values reported are consistent with the ones reported above, suggesting that the summer doesn’t have a significant impact upon the business traffic and parking patterns.

In order to validate the AMPCO data, manual parking counts were conducted at our direction at the office building’s parking driveways on Tuesday, July 15, 2014. The surveys counted the number of vehicles entering and leaving the parking facility, and their direction of travel. The counts were conducted between 8:00 AM, and 7:00 PM. The data was tabulated in 30-minute intervals, and is presented in the Traffic Generation section of this report.

## **AREA ROADWAY SYSTEM DESCRIPTION**

**Wilshire Boulevard** is an east-west arterial roadway designated as Major Highway Class I, providing a total of six travel lanes, during peak periods, separated by a two-way left turn lane. During off peak hours the roadway provides two travel lanes in each direction, plus a two-way left turn median lane. The street serves retail and commercial developments. All major intersections with Wilshire Boulevard are



controlled by traffic signals with left turn phasing. Painted left turn lanes also are provided at non-signalized locations. "Tow Away No Stopping 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM" signs are posted on both sides of the street. One-hour parking meters allow parking between 9:00 AM and 4:00 PM on both sides of the street. Wilshire Boulevard has an average daily traffic (ADT) of about 49,000 vehicles in the vicinity of the project site.

**Gale Drive** is a north-south collector street with one lane in each direction of travel, with no painted centerline. All major intersections with Gale Drive are signalized. The street serves commercial developments near Wilshire Boulevard, and low density residential uses north of that. At its intersection with San Vicente Boulevard, Gale Drive provides a separate right turn lane, controlled by a Stop Sign. Parking is prohibited between Wilshire Boulevard and the project's west parking driveway. North of that permit parking is available. No Speed limit signs were observed on Gale Drive, which has an ADT of about 6,500 vehicles in the vicinity of the project site.

## **SITE TRAFFIC GENERATION**

Studies by the Institute of Transportation Engineers (ITE), Caltrans, ourselves and others have identified generalized factors which relate traffic characteristics with quantity and type of development. These traffic generation factors are useful in estimating the total future characteristics of a project yet to be constructed and occupied. Judgment is required on the part of the analyst to select the appropriate factors which best match the type of developments contemplated.

In order to evaluate the quantity of traffic generated by the subject school, ITE traffic generation factors from the 9th Edition of the Traffic Generation Manual were applied to the proposed project under the requested number of students. ITE factors were applied for the daily and the morning and evening on street peak periods. These relate to a one-hour period within the 7:00 to 9:00 AM and the 4:00 to 6:00 PM periods respectively.

Table 1 shows in detail the generation factors used for analysis purposes along with the related volumes. The calculations assume that all students come to school by car and thus generate two vehicular trips each per day. This is a worst-case condition since some students may not have a vehicle of their own and would tend to use public transportation thus, reducing the traffic and the parking generated.

Based upon the above mentioned conditions, the proposed BHLI relocation could generate about 220 vehicle trips per day (110 inbound and 110 outbound). The AM peak was estimated at 5 vehicle trips (4 inbound and 1 outbound). The PM peak was estimated at 77 vehicle trips (23 inbound and 54 outbound). As indicated above these



**TABLE 1**

**PROJECT TRAFFIC GENERATION  
Beverly Hills Lingual Institute Relocation Traffic and Parking Impact Study - Beverly Hills**

LAND USE	SIZE	UNIT	LAND USE CODE	AVERAGE DAILY TRAFFIC		AM PEAK HOUR				PM PEAK HOUR			
				Trip Ends (TE) Rate (1)	TE (2)	TE Rate (1) In	Out	Trip Ends (2) In	Out	TE Rate (1) In	Out	Trip Ends (2) In	Out
<b>Proposed Project Estimated Traffic Generation - ITE Data</b>													
School (morning occupancy)	30	STDT	550	3.31	99	0.12	0.03	4	1	0.23	0.54	N/A	N/A
School (evening occupancy)	100	STDT	550	3.31	331	0.12	0.03	N/A	N/A	0.23	0.54	23	54
<b>Proposed Project Estimated Peak Traffic Generation (Driveway)</b>				<b>215</b>		<b>(AM Total = 5)</b>		<b>4</b>	<b>1</b>	<b>(PM Total = 77)</b>		<b>23</b>	<b>54</b>
<b>Proposed Project Peak Traffic Generation (analysis purposes)</b>				<b>215</b>		<b>(AM Total = 5)</b>		<b>4</b>	<b>1</b>	<b>(PM Total = 77)</b>		<b>23</b>	<b>54</b>

1) TE Rate is the average number of Trip Ends generated per "SIZE" Unit (i.e. KGsf) per ITE Trip Generation Manual - 9th Edition.

2) Trip End is a one-way vehicle movement entering or leaving the traffic generator.

volumes constitute a worst case scenario. The actual project traffic generation is expected to be significantly lower than that reported in Table 1. Still, these traffic volumes are very low, and are not expected to have a significant or measurable impact at any of the key intersections.

## **TRAFFIC DISTRIBUTION**

Once the total quantity of traffic generated by a project is known, estimates are made of the directional distribution of this traffic. This will allow for an assignment of the vehicle trips to the roadway system to analyze the impacts. Figure 3 shows the site traffic distribution used in the analysis. The values shown are expressed in terms of percentage of total traffic generated. On a regional level, it was estimated that about 25 percent of the total site traffic volumes will be oriented to and from the north; 20 percent to and from the east; 30 percent to and from the west; and 25 percent to and from the south.

Based upon the regional traffic distribution, the traffic volumes are then assigned locally to the study intersections for the AM and PM peak periods. The expected site traffic volumes were distributed to the adjacent street system based upon the manual traffic counts conducted, observations of peak hour traffic movements, the characteristics of the nearby street system, and the distribution of the population in the site environs. The assignment was based upon the assumption that traffic will follow the shortest route available. No attempt was made to reassign the traffic to alternate routes. This would have reflected common motorists behavior trying to avoid congested intersections. The methodology used therefore, presents a worst case scenario.

Figure 4 shows the traffic assignment for the proposed project's inbound and outbound vehicles, expressed as percentages of the total traffic generated. Figure 5 shows the proposed project's resulting morning and evening traffic volumes at the key intersections. Similarly, Figure 6 shows the inbound and outbound traffic assignment at the project's driveways, expressed as percentages of the total traffic generated, while Figure 7 shows the resulting traffic volumes again for the morning and evening conditions, at the driveway level.

## **ANALYSIS OF TRAFFIC CONDITIONS**

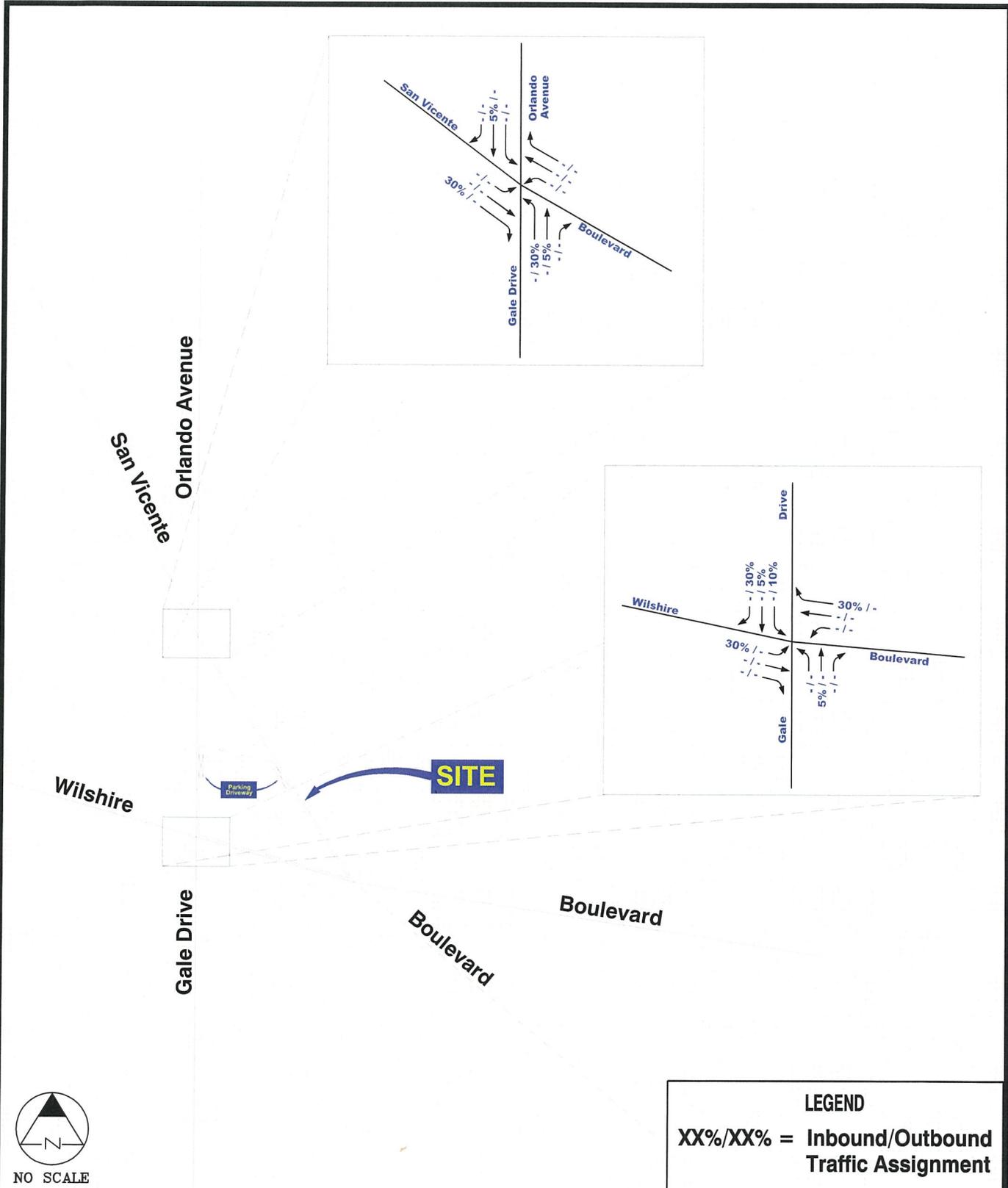
In order to analyze the operating characteristics at the key signalized locations, the Intersection Capacity Utilization (ICU) method was used. The basic ICU methodology consists of calculating the volume/capacity ratios for each of the critical turning movements which would determine traffic signal timing, add an allowance for yellow clearance times, and determine the total percentage of available capacity which is utilized by the approach volumes. A capacity of 1,600 vehicles per lane per hour of green time (vphG) was used for all movements.





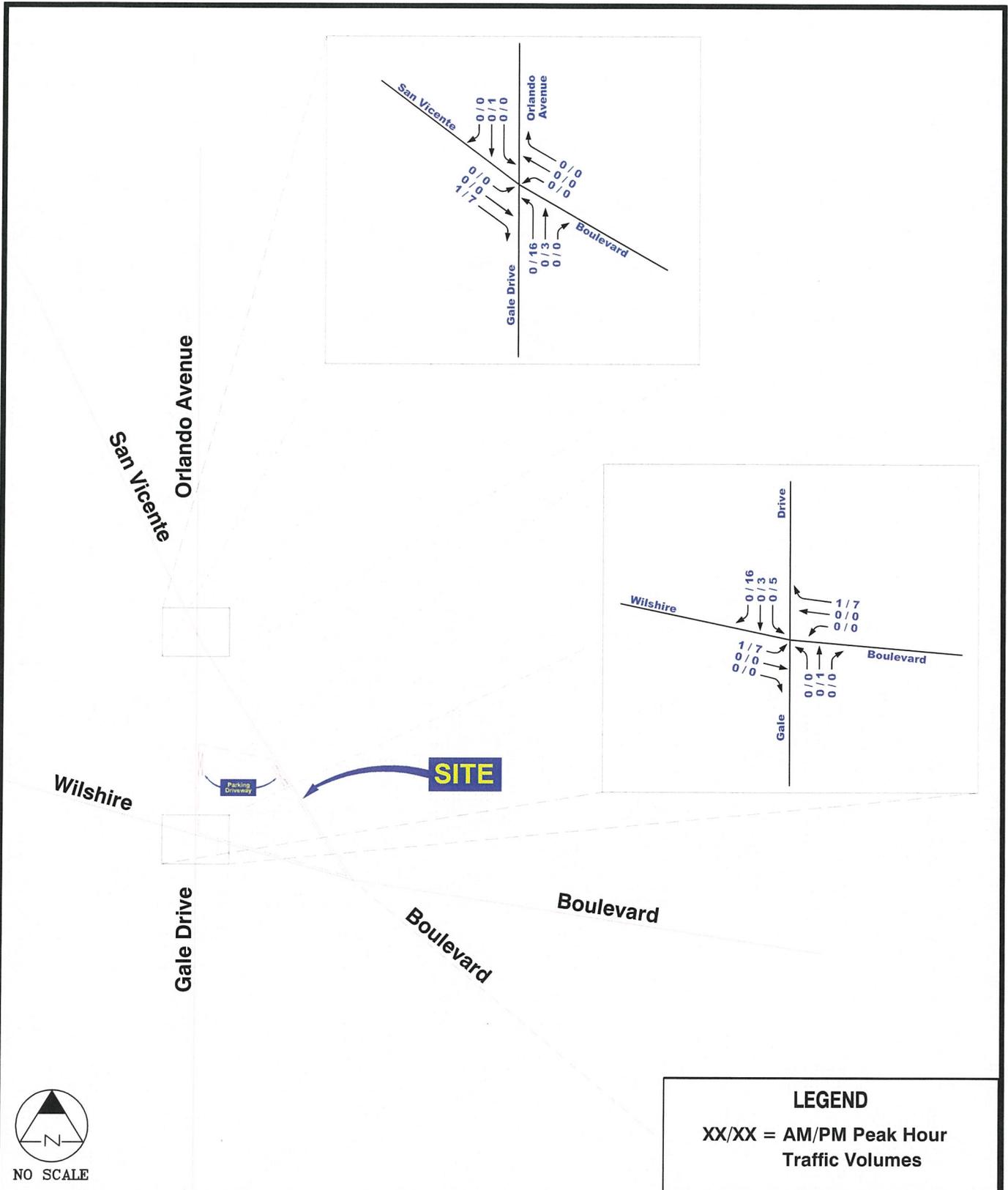
 **COCO TRAFFIC PLANNERS, INC.**  
 TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING  
 10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

**SITE REGIONAL TRAFFIC DISTRIBUTION**



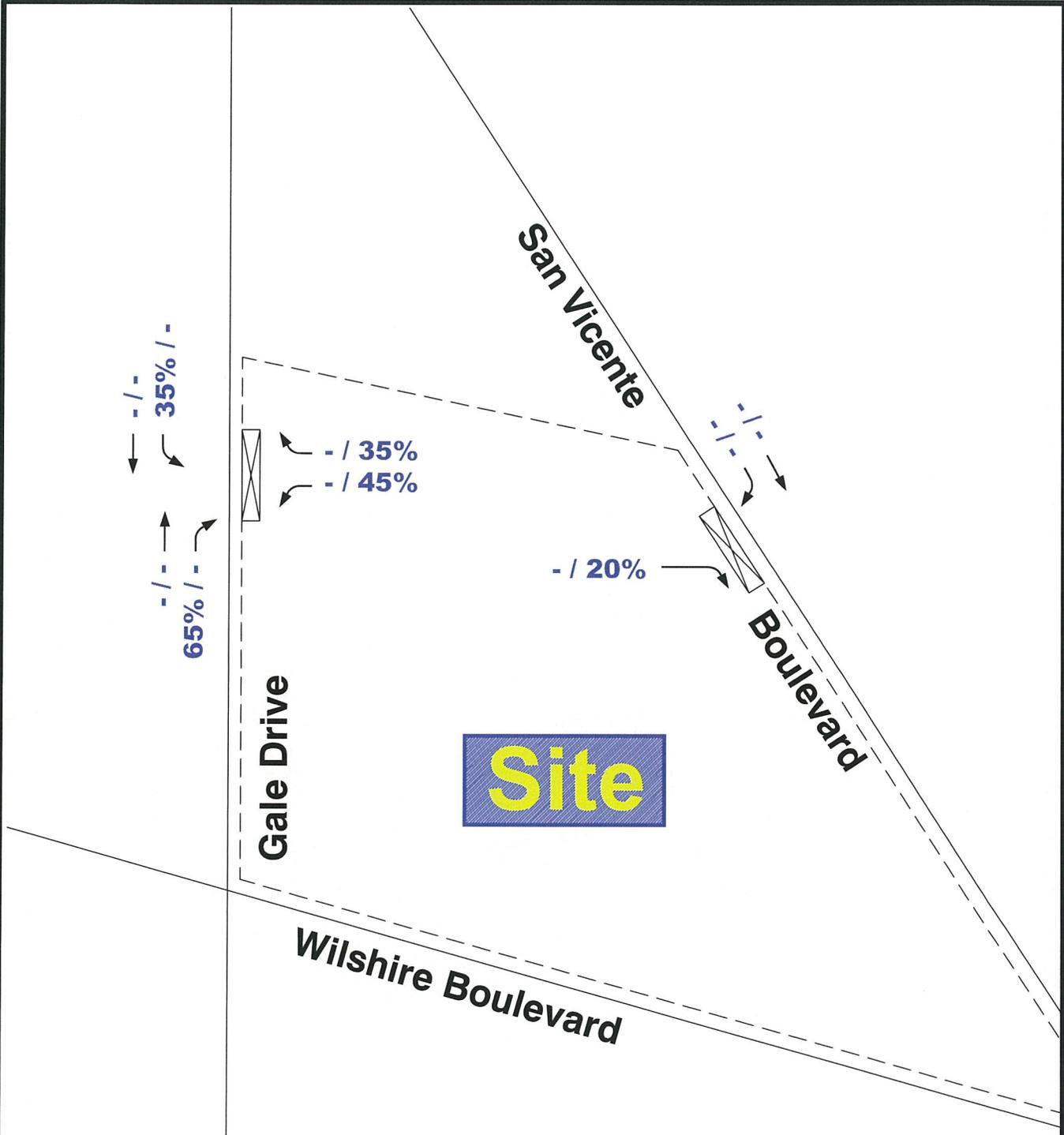
**COCO TRAFFIC PLANNERS, INC.**  
TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING  
10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

**PROPOSED PROJECT TRAFFIC ASSIGNMENT**



 **COCO TRAFFIC PLANNERS, INC.**  
 TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING  
 10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

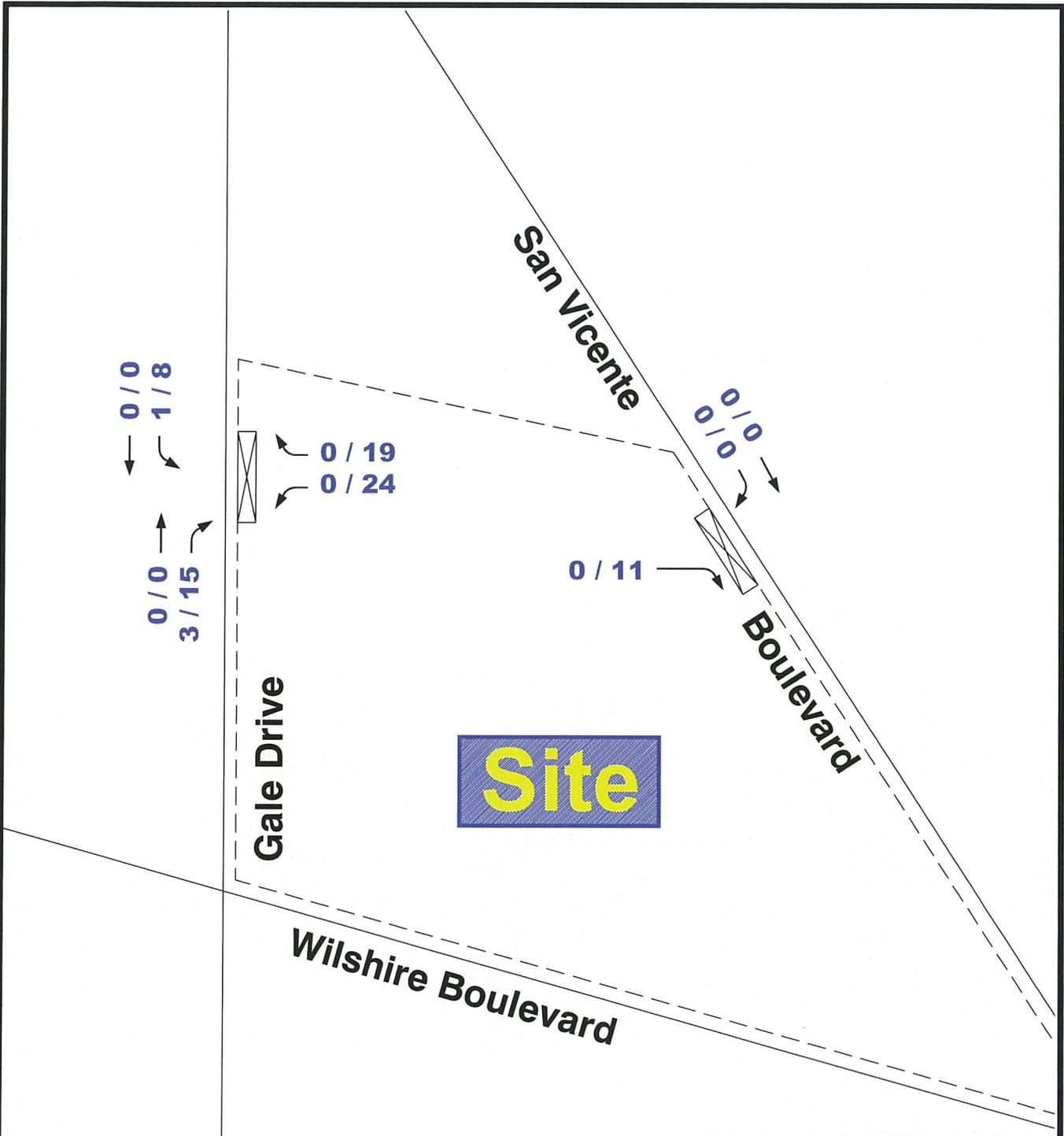
**PROPOSED PROJECT TRAFFIC VOLUMES**



**LEGEND**  
 XX%/XX% = Inbound / Outbound  
 Traffic Assignment

 **COCO TRAFFIC PLANNERS, INC.**  
 TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING  
 10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

**PROPOSED PROJECT  
 DRIVEWAY TRAFFIC  
 ASSIGNMENT**



**LEGEND**  
 XX/XX = AM/PM Peak Hour Traffic Volumes



**COCO TRAFFIC PLANNERS, INC.**  
 TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING  
 10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

**PROPOSED PROJECT DRIVEWAY TRAFFIC VOLUMES**

The ICU value is related to Level of Service (LOS). LOS A through C represent good operating conditions with minimal delays. The ICU's associated with these levels are 0.000 to 0.600 for LOS A, 0.601 to 0.700 for LOS B, and 0.701 to 0.800 for LOS C respectively. LOS C is used by the City of Hawthorne as an urban design value. Some queues may occur with ICU's between 0.801 and 0.900, and LOS D which is taken as tolerable for short periods of time. LOS E represents congested traffic conditions with short stop-and-go type of operations characteristic of service volumes approaching capacity, represented by an ICU of between 0.901 and 1.000. LOS F represents forced flow conditions, extended stop-and-go type of operations, and service volumes beyond capacity. This condition is characterized by ICU's greater than 1.000.

The City of Beverly hills has established thresholds of traffic, beyond which a project's impact is "significant", thus requiring implementation of mitigation measures. These thresholds relate to the increase in the ICU index a project determines during peak hours. Specifically, the traffic impact is significant if: **a)** a project increases the ICU by 0.02 or more at an intersection operating at LOS E or worse; or **b)** a project increases the ICU by 0.03 or more at an intersection operating at LOS D or better.

The ICU technique was applied to the study intersections for the following conditions of increasing traffic:

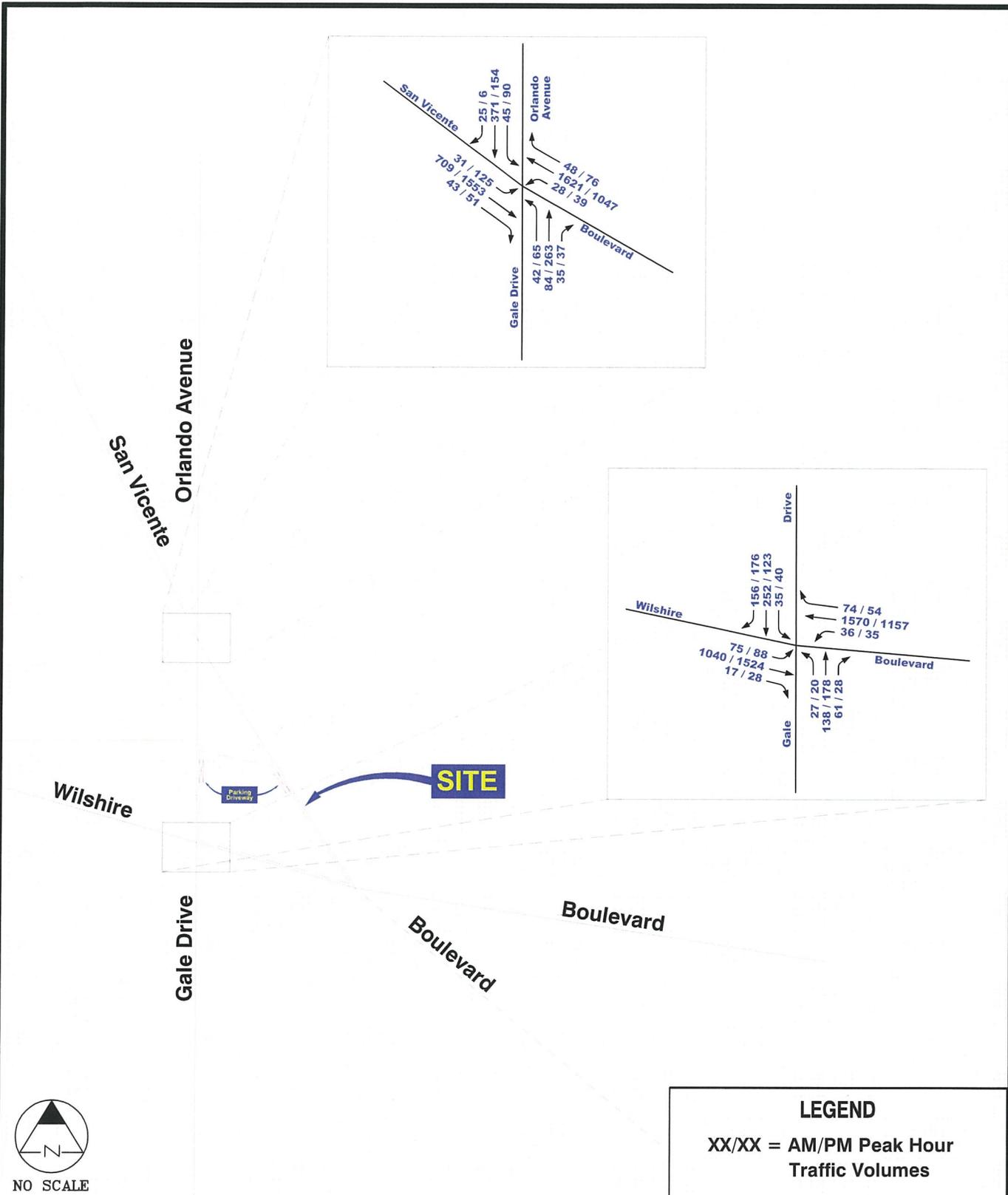
1. Existing (2014) traffic volumes.
2. Future (2014) with site project traffic volumes (total future volumes).
3. Condition 5 with mitigation measures (where applicable).

Figure 8 shows the total future (2014) traffic volumes for each of the turning movements for the AM and the PM peak hours. Figure 9 shows the analyzed intersections' current lane configuration, along with the existing traffic signal phasing, as used in the analysis.

It should be noted that the peak hours for the different intersections analyzed and for the traffic generators evaluated in this analysis (site) will not necessarily occur during the same single hour. In order to be conservative they have been assumed to occur simultaneously.

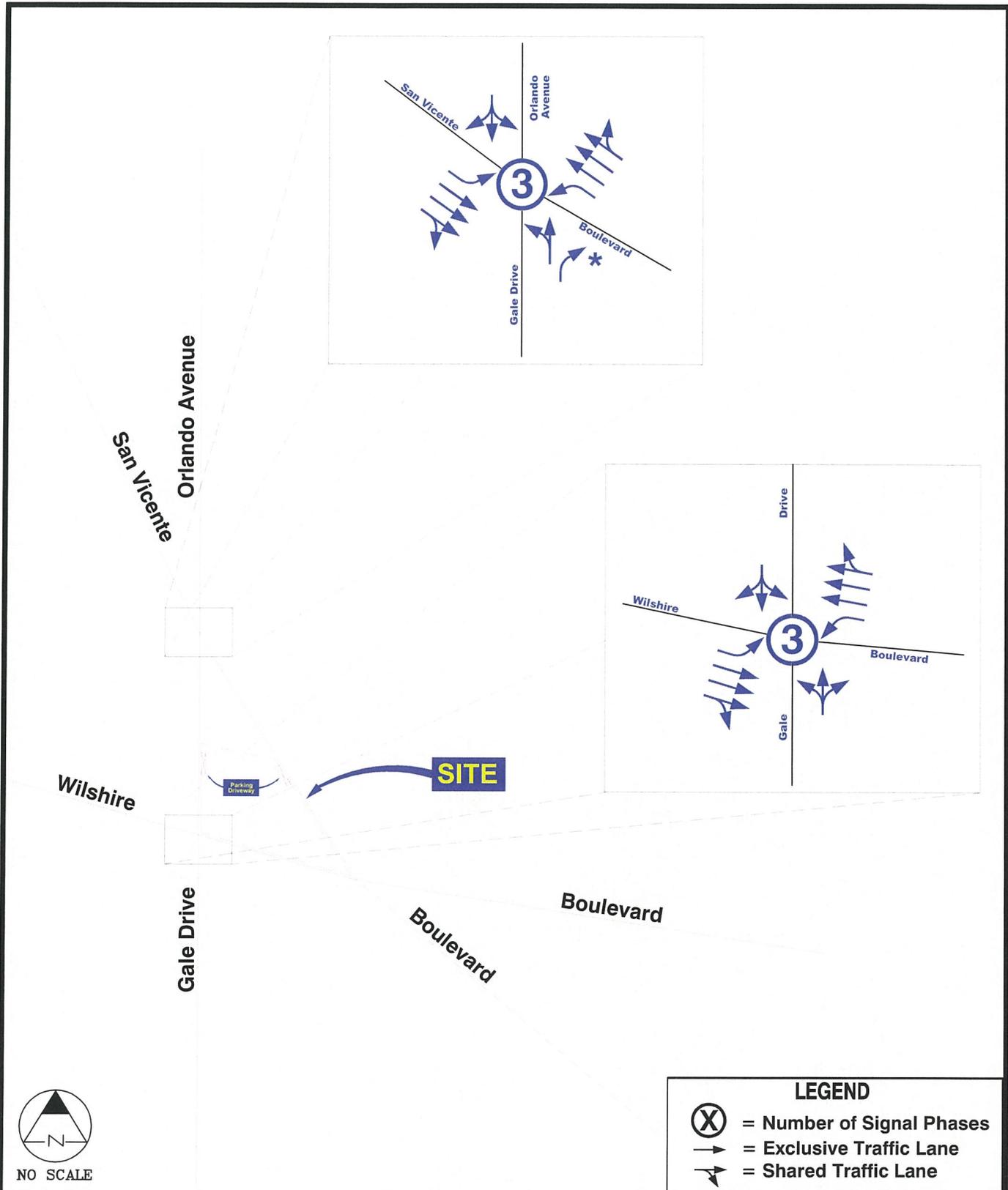
The results of the ICU calculations were summarized in Table 2. Appendix B shows the details of the ICU calculations for the analyzed intersections and for all the above mentioned traffic conditions for the AM and the PM peak periods. As reported in Table 2, under existing conditions both intersections operate at LOS C and B, during the AM and the PM peak hours respectively.





**COCO TRAFFIC PLANNERS, INC.**  
 TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING  
 10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

**FUTURE (2014)  
 PEAK HOURS  
 TRAFFIC VOLUMES  
 WITH SITE TRAFFIC**



**COCO TRAFFIC PLANNERS, INC.**  
 TRAFFIC AND TRANSPORTATION ENGINEERING AND CONSULTING  
 10835 SANTA MONICA BLVD., STE 202, LOS ANGELES CA 90025

**EXISTING (2014) KEY INTERSECTIONS LANE CONFIGURATION**

**TABLE 2**

**ICU AND LOS  
SUMMARY**

**Beverly Hills Lingual Institute Relocation Traffic and Parking Impact Study - Beverly Hills**

INTERSECTION	TIME PERIOD	Existing (2014)	Future (2014)	Future 2014 With Related Projects	Future 2014 With Proposed Project	Total (2014) Traffic w/Mitigtn Measures	Intersection Capacity Utilization Method Traffic Impact Analysis: Change In Icu Index		
		Traffic Volumes	Expanded Volumes	Traffic Volumes	Traffic Volumes	Traffic Volumes	Rel Projects Impact	Site Traffic Impact W/O Mitig.	Site Traffic Impact W/Mitig.
<b>North/South @ East/West</b>	<b>AM PM</b>	<b>ICU LOS</b>	<b>ICU LOS</b>	<b>ICU LOS</b>	<b>ICU LOS</b>	<b>ICU LOS</b>	<b>Rel Projects Impact</b>	<b>Site Traffic Impact W/O Mitig.</b>	<b>Site Traffic Impact W/Mitig.</b>
<b>Gale Dr./Orlando Ave. @ San Vicente Boulevard</b>	AM	0.742 <b>C</b>	0.742 <b>C</b>	0.742 <b>C</b>	0.742 <b>C</b>	0.742 <b>C</b>	<b>0.000</b> Not Significant	<b>0.000</b> Not Significant	<b>0.000</b> Not Significant
	PM	0.663 <b>B</b>	0.663 <b>B</b>	0.663 <b>B</b>	0.677 <b>B</b>	0.677 <b>B</b>	<b>0.000</b> Not Significant	<b>0.013</b> Not Significant	<b>0.013</b> Not Significant
<b>Gale Drive @ Wilshire Boulevard</b>	AM	0.766 <b>C</b>	0.766 <b>C</b>	0.766 <b>C</b>	0.768 <b>C</b>	0.768 <b>C</b>	<b>0.000</b> Not Significant	<b>0.001 *</b> Not Significant	<b>0.001 *</b> Not Significant
	PM	0.657 <b>B</b>	0.657 <b>B</b>	0.657 <b>B</b>	0.672 <b>B</b>	0.672 <b>B</b>	<b>0.000</b> Not Significant	<b>0.015 *</b> Not Significant	<b>0.015 *</b> Not Significant

\* = Intersection with peak impact

Max AM Impact	<b>0.000</b>	<b>0.001</b>	<b>0.001</b>
Max PM Impact	<b>0.000</b>	<b>0.015</b>	<b>0.015</b>

The addition of the site project traffic causes no significant or even measurable impacts at the locations analyzed. During the morning peak hour the maximum ICU increase will be 0.001, experienced at the intersection of Gale/Wilshire. The maximum evening ICU increase will be experienced at the same intersection, with an ICU index change of 0.015, still at LOS B. No mitigation measures were proposed, as none was necessary.

## **STREET SEGMENT ANALYSIS**

As indicated earlier the City required that a street segment analysis be conducted on Gale Drive between San Vicente Boulevard and Wilshire Boulevard. The 24-hour automatic machine count provided the traffic volumes on Gale Drive, right north of the building. The following is based upon the City of Beverly Hills guidelines, relating to midblock street segments traffic impacts, which establish that a project's impact is "significant" if it contributes: a) more than 16% of the Daily or Peak-Hour Volumes, on a street with a total (including the site traffic) ADT of 2,000 vehicles or less; b) more than 12% on a street with a total ADT of between 2,001 and 4,000 vehicles; c) more than 8% with a total ADT of between 4,001 and 6,750 vehicles; and d) more than 6.25% on a street with a total ADT greater than 6,750 vehicles. The Gale Drive traffic count showed an ADT of 6,478 vehicles, with an AM hourly peak of 547 vehicles, and a PM hourly peak of 565 vehicles. As indicated in Table I, the proposed relocation project will conservatively generate about 220 vehicle trips per day, which constitutes a 3.28 percent of the total daily traffic (6,478 + 220). As indicated in Figure 7, the project traffic volumes will be one vehicle during the AM peak hour, and 24 vehicles during the PM peak. These values constitute a 0.18 percent of the total AM peak (547 + 1), and a 4.56 percent of the total PM peak (565 + 27). The traffic impact therefore is well below the allowable increase of 8 percent consequently, the project will have no significant street segment impact.

## **TRAFFIC OPERATIONS AND DATA ANALYSIS**

The 8383 Wilshire Boulevard office building is supported by a three-level underground parking garage with a total parking supply of 1,048 stalls. Monthly parkers usually park in the lower levels, where valet service is provided to facilitate and coordinate parking access. In addition, valet parking is provided at the upper level for visitors. Based upon the BHLI schedule, Table 3 shows that the proposed BHLI relocation project will require a peak of 40 parking stalls for a 10 minutes period starting at 10:20 AM, 11:50 AM, and 1:20 PM. Between 6:00 and 8:50 PM the parking need will be for 100 stalls.

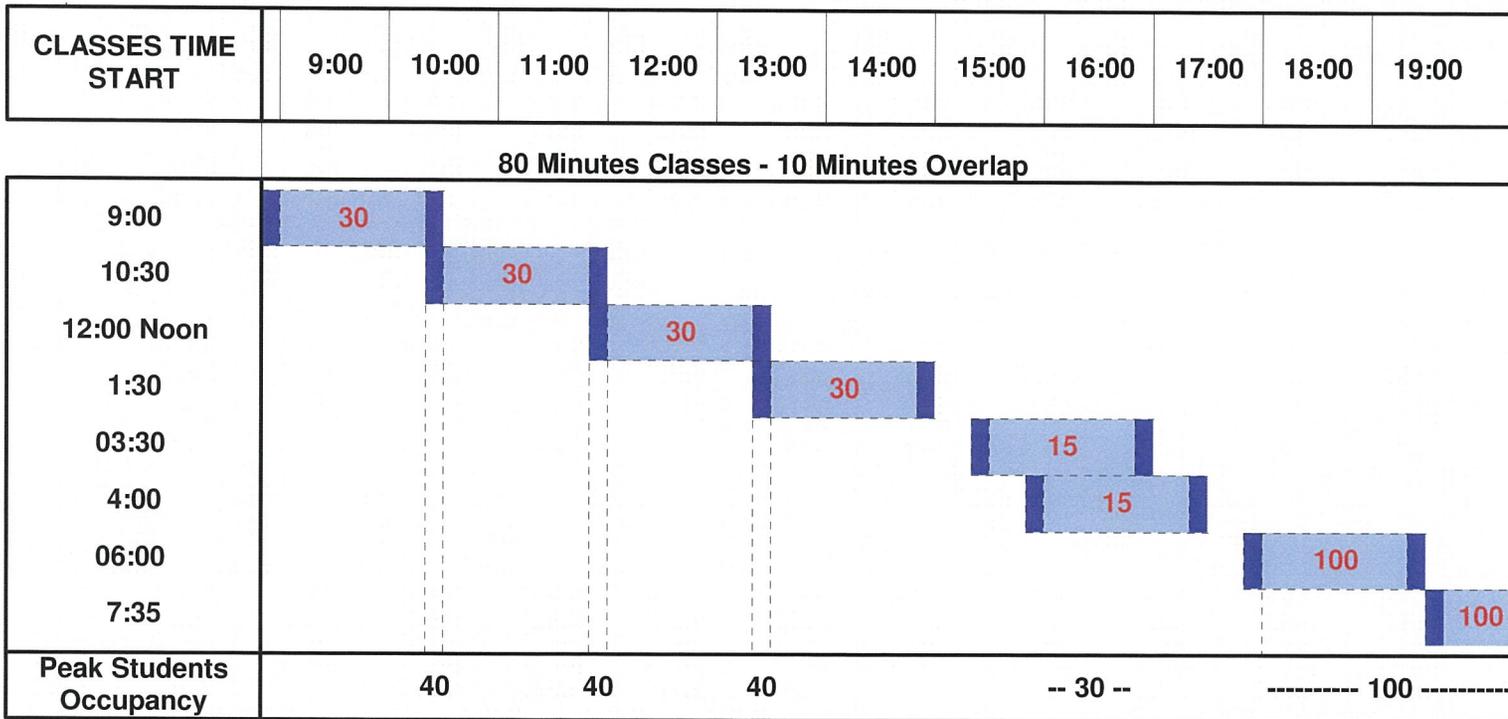
These parking volumes were combined with the results of the survey of the building's parking structure conducted on Tuesday, July 15, 2014. Table 4 shows that the peak parking demand occurred at 11:30 AM, when 833 vehicles were parked. That constitutes a 79% occupancy rate, with 215 stalls, or 21% of supply, still available. Data provided by the building's management shows that at the time of the parking



**TABLE 3**

**PROJECT PARKING NEEDS**

**Beverly Hills Lingual Institute Relocation Traffic and Parking Impact Study - Beverly Hills**



\* Note: Peak Student Occupancy based upon a linear arrival/departure rate starting 15 minutes before/after class time.

**TABLE 4**

**PARKING ACCUMULATION SURVEY  
Beverly Hills Lingual Institute Relocation Traffic and Parking Impact Study - Beverly Hills**

DAY	Wednesday July 16, 2014				Full Occupancy Parking Needs					
SUPPLY	1048 Stalls with 389.45 Ksf (1)				1048 Stalls		427.72 Ksf (2)			
TIME	Stalls Occupied	% of Total	Stalls Avlbl	% of Total	Site Needed Stalls	Estimated Parking Needs Bldg. (2)	W/Project	% of Total	Stalls Avlbl	% of Total
8:00 AM	237	23%	811	77%	0	260	260	25%	788	75% *
8:30	301	29%	747	71%	0	331	331	32%	717	68%
9:00	496	47%	552	53%	30	545	575	55%	473	45%
9:30	652	62%	396	38%	30	716	746	71%	302	29%
10:00	712	68%	336	32%	30	782	812	77%	236	23%
10:30	782	75%	266	25%	35	859	894	85%	154	15%
11:00	821	78%	227	22%	30	902	932	* 89%	116	11%
11:30	833 *	79%	215	21%	5	915	920	88%	128	12%
12:00 Nn	819	78%	229	22%	30	899	929	89%	119	11%
12:30	775	74%	273	26%	30	851	881	84%	167	16%
1:00	758	72%	290	28%	30	832	862	82%	186	18%
1:30	749	71%	299	29%	35	823	858	82%	190	18%
2:00	773	74%	275	26%	30	849	879	84%	169	16%
2:30	781	75%	267	25%	30	858	888	85%	160	15%
3:00	769	73%	279	27%	5	845	850	81%	198	19%
3:30	771	74%	277	26%	30	847	877	84%	171	16%
4:00	753	72%	295	28%	60	827	887	85%	161	15%
4:30	723	69%	325	31%	60	794	854	81%	194	19%
5:00	672	64%	376	36%	35	738	773	74%	275	26%
5:30	524	50%	524	50%	5	575	580	55%	468	45%
6:00	473	45%	575	55%	100	519	619	59%	429	41%
6:30	338	32%	710	68%	100	371	471	45%	577	55%
7:00	241	23%	807	77%	100	265	365	35%	683	65%
7:30	186	18%	862	82%	100	204	304	29%	744	71%
8:00	149	14%	899	86% *	100	164	264	25%	784	75%
PEAK	833	79%	899	86%	100	915	932	89%	788	75%

Note: The asterisk (\*) indicates the occurrence of parking peaks.

1) Assumes a worst case scenario of 90% building occupancy.

2) Total size of the building less the proposed project.

survey, about 98 percent of the total space was leased. In order to evaluate the building's future parking needs in a conservative fashion it was assumed that the present office building's occupancy is 90 percent of the available commercial space, or about 389,450 sf. Consequently, the survey parking needs were increased by 11 percent to estimate the parking demand at full occupancy. Table 4 shows the above calculations, with the addition of the BHLI project's parking need. As indicated in Table 4, the total future occupancy of the parking structure will 932 parking stalls, at 11:00 AM, or an 89% occupancy rate, with 116 stalls, or 11% of supply, still available.

The parking demand found by our survey also is presented in graphic format in a Parking Accumulation Study Chart. The number of parking stalls occupied is plotted by time of day. For the purpose of comparison, a line representing the total building's parking supply (1048 stalls) also is included. The availability of parking is represented by the space between that line and the number of vehicles parked by time of day respectively.

Given that a minimum of 116 stalls will be available at all times, we conclude that the proposed project will not cause any parking shortages, and no overflow on the surrounding streets will occur. Even under periods of peak parking demand, the 8383 Wilshire Boulevard building will have sufficient parking to accommodate the added needs under the worst case of parking demand. Valet parking also is expected to lessen the impact of potential parking shortages by tandem parking additional vehicles.

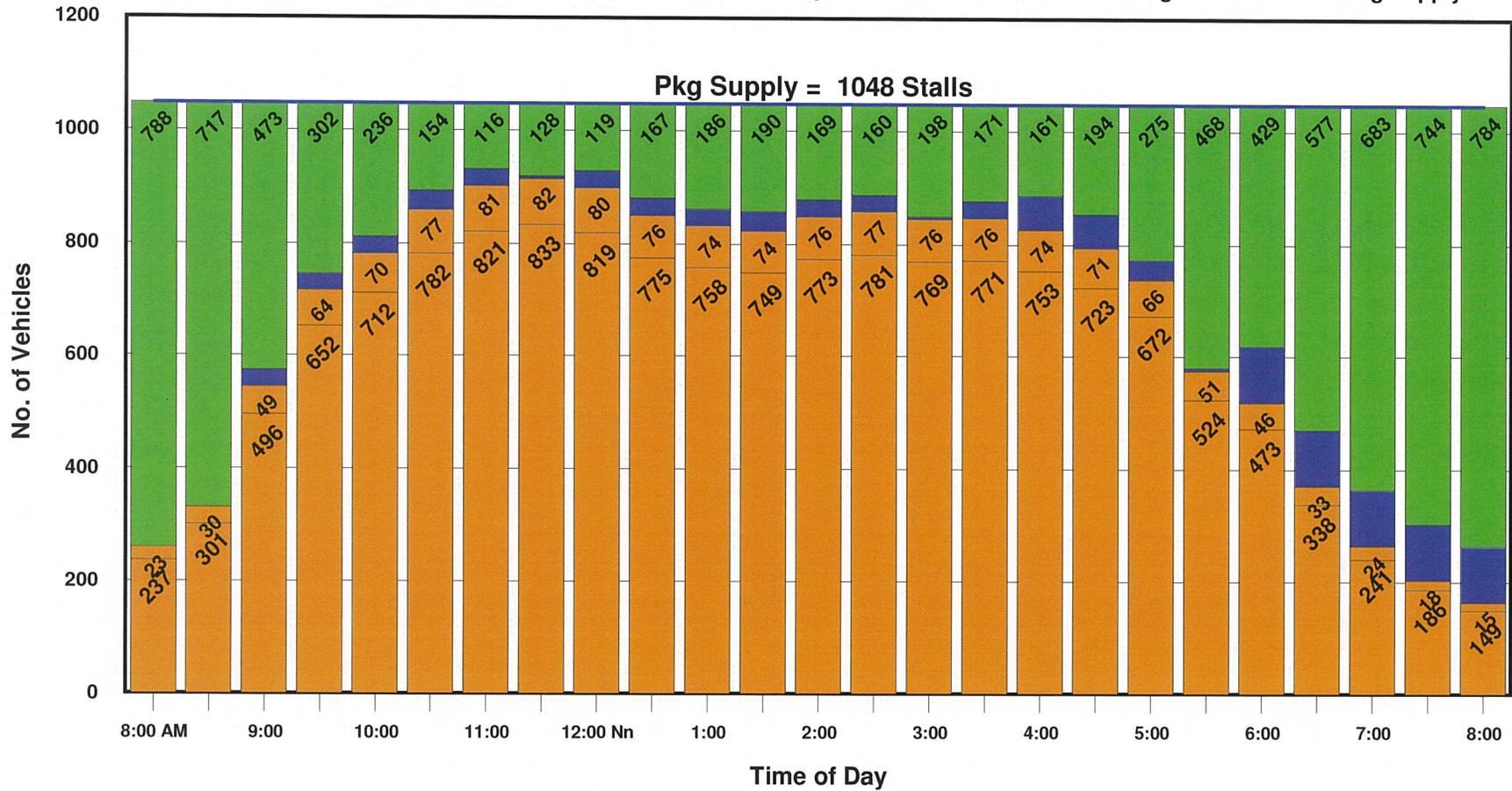
\* \* \* \* \*



# Parking Accumulation Survey

Beverly Hills Lingual Institute Relocation Traffic and Parking Impact Study - Beverly Hills

Occupied Stalls Full Occupancy Increase Project Needs Available Parking Stalls Parking Supply



**SUMMARY AND CONCLUSIONS**

The Beverly Hills Lingual Institute has proposed to relocate its office into a 5,000 sf space located within the 8383 Wilshire Boulevard office building. The space consists of sixteen classrooms for the purpose of providing language classes to up to 100 students per day. A traffic and parking analysis was conducted to evaluate the impacts associated with the subject relocation.

It was found that the proposed project will have no significant or measurable impact upon nearby intersections. Similarly, no adverse impact will be experienced at the building's parking driveways. Motorists are not expected to notice any change in traffic levels resulting from the proposed project.

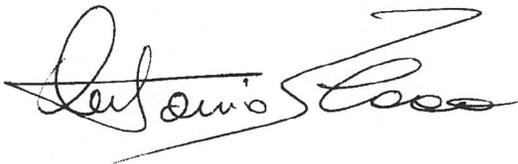
The office building is supported by a 1048-stall subterranean parking garage. Surveys were conducted in order to identify the current building's parking occupancy levels throughout the day. It was found that the 8383 Wilshire Boulevard Building has a peak parking occupancy of about 79 percent of supply. Projections were made to estimate the proposed project's parking needs under a worst case scenario and verify the adequacy of the existing parking garage to support the proposed use. It was found that even under the worst case scenario type of conditions evaluated, the parking garage will provide parking in excess of overall demand. No parking overflow onto public streets is expected as a result of the proposed Beverly Hills Lingual Institute Relocation's project.

\* \* \* \* \*

Please call me if you have any questions with regard to our study. It has been a pleasure to serve you on this most interesting project.

Very truly yours,

**COCO TRAFFIC PLANNERS, INC.**



Dr. Antonio S. Coco, P.E.  
President

**ASC/mp  
#2k14025TS**





# **APPENDICES**



**APPENDIX A**

**PEAK HOUR MANUAL  
AND AUTOMATIC TRAFFIC COUNTS  
CALCULATION SHEETS**



# ITM Peak Hour Summary

Prepared by:

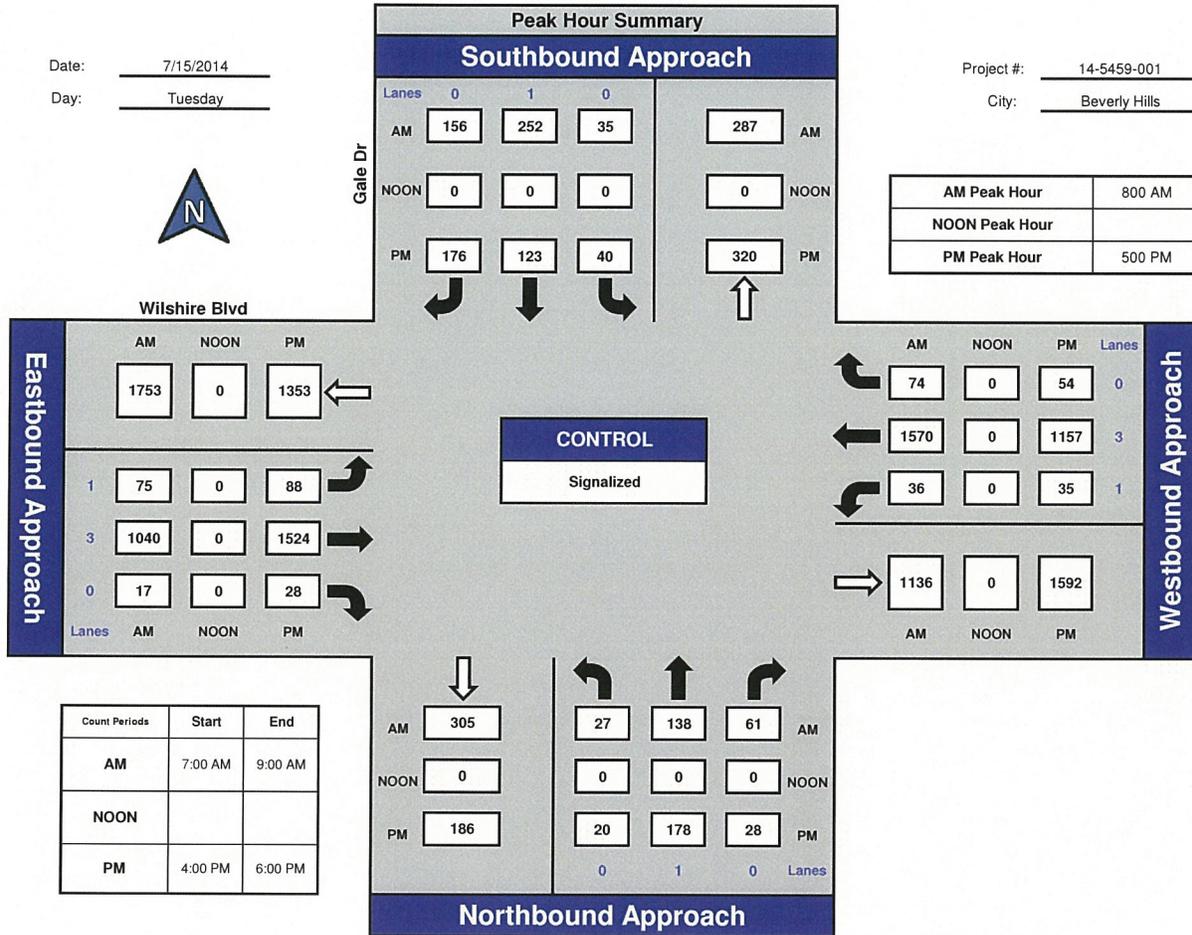


National Data & Surveying Services

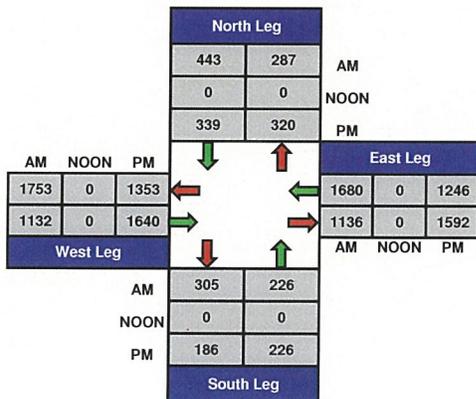
## Gale Dr and Wilshire Blvd, Beverly Hills

Date: 7/15/2014  
Day: Tuesday

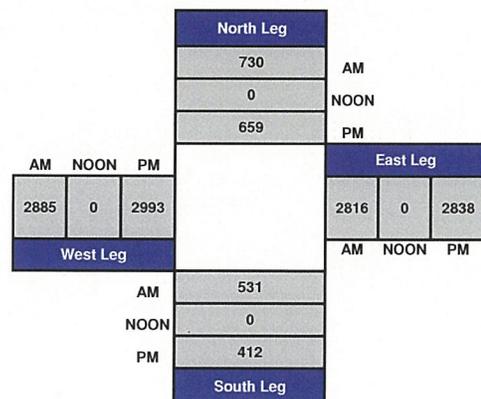
Project #: 14-5459-001  
City: Beverly Hills



### Total Ins & Outs



### Total Volume Per Leg



# ITM Peak Hour Summary

Prepared by:

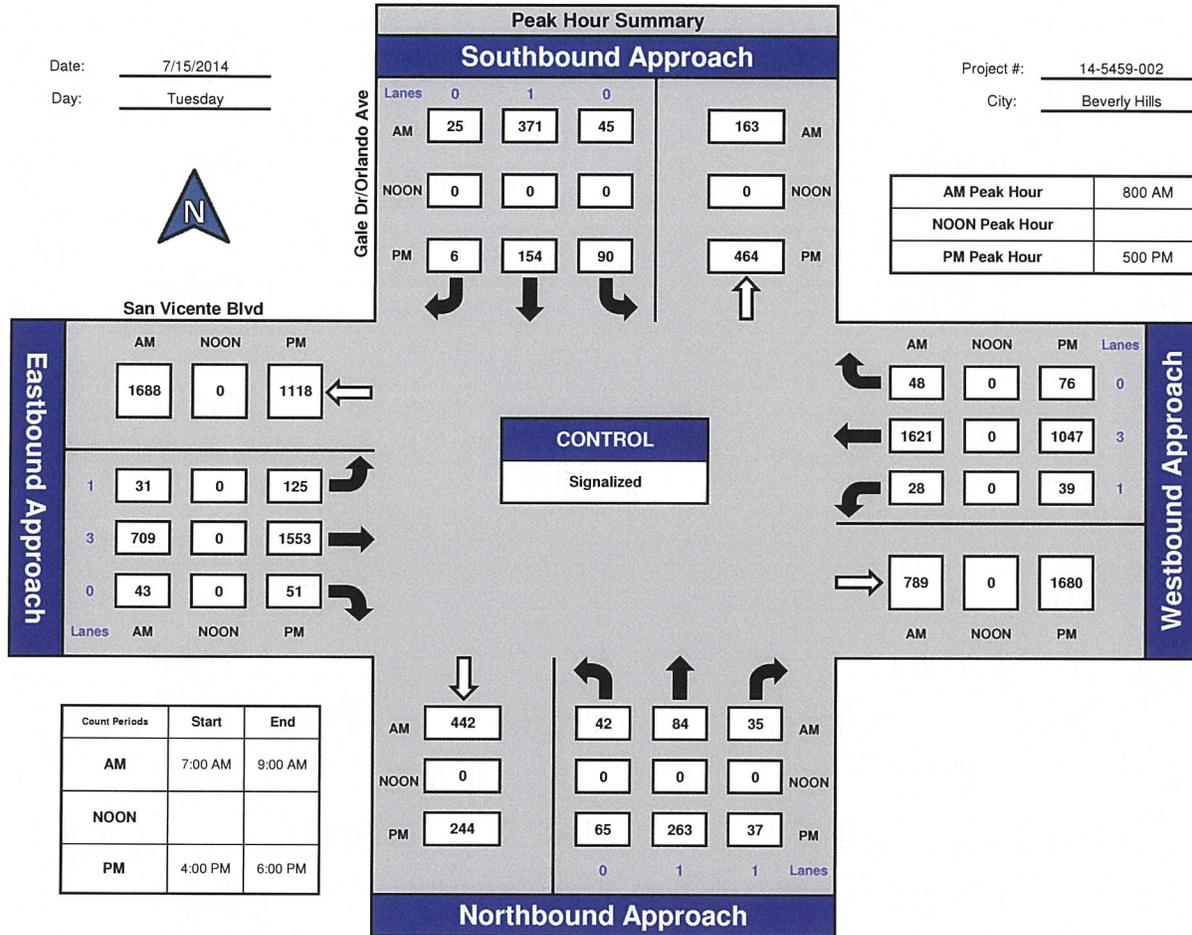


National Data & Surveying Services

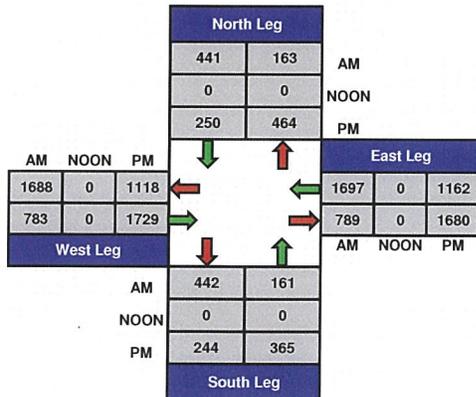
## Gale Dr/Orlando Ave and San Vicente Blvd, Beverly Hills

Date: 7/15/2014  
Day: Tuesday

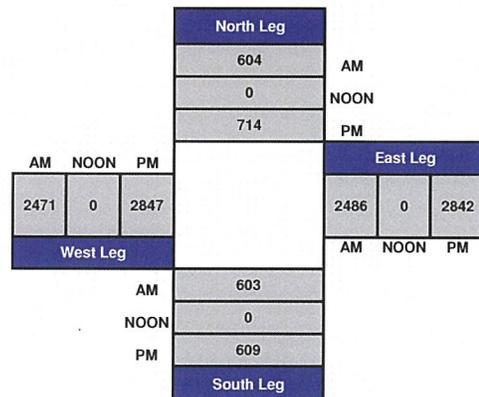
Project #: 14-5459-002  
City: Beverly Hills



### Total Ins & Outs



### Total Volume Per Leg



### VOLUME

Gale Dr between Wilshire Blvd & San Vicente Blvd

Day: Tuesday  
Date: 7/15/2014

City: Beverly Hills  
Project #: CA14\_5460\_001

DAILY TOTALS						NB	SB	EB	WB	Total	
						2,931	3,547	0	0	6,478	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	1			1	12:00	57	56			113
00:15	4	2			6	12:15	38	40			78
00:30	0	4			4	12:30	46	57			103
00:45	0	4	4	11	4	12:45	51	192	56	209	401
01:00	0	0			0	13:00	52	46			98
01:15	0	2			2	13:15	51	66			117
01:30	2	2			4	13:30	53	51			104
01:45	0	2	0	4	0	13:45	46	202	63	226	428
02:00	1	1			2	14:00	44	62			106
02:15	2	4			6	14:15	34	59			93
02:30	1	2			3	14:30	49	73			122
02:45	0	4	0	7	0	14:45	51	178	59	253	431
03:00	1	0			1	15:00	66	34			100
03:15	0	1			1	15:15	46	50			96
03:30	0	1			1	15:30	67	75			142
03:45	0	1	0	2	0	15:45	69	248	49	208	456
04:00	0	1			1	16:00	67	72			139
04:15	1	0			1	16:15	47	47			94
04:30	1	1			2	16:30	59	75			134
04:45	0	2	1	3	1	16:45	65	238	66	260	498
05:00	0	2			2	17:00	72	53			125
05:15	0	2			2	17:15	89	67			156
05:30	1	3			4	17:30	99	43			142
05:45	1	2	8	15	9	17:45	87	347	55	218	565
06:00	1	7			8	18:00	81	46			127
06:15	6	17			23	18:15	91	38			129
06:30	7	18			25	18:30	73	48			121
06:45	6	20	19	61	25	18:45	71	316	49	181	497
07:00	10	26			36	19:00	67	32			99
07:15	19	36			55	19:15	66	44			110
07:30	21	41			62	19:30	65	43			108
07:45	24	74	67	170	91	19:45	56	254	34	153	407
08:00	39	64			103	20:00	46	31			77
08:15	42	88			130	20:15	29	36			65
08:30	37	115			152	20:30	31	31			62
08:45	33	151	129	396	162	20:45	34	140	29	127	267
09:00	37	115			152	21:00	32	21			53
09:15	27	109			136	21:15	21	29			50
09:30	23	76			99	21:30	20	23			43
09:45	40	127	71	371	111	21:45	17	90	19	92	182
10:00	34	77			111	22:00	10	16			26
10:15	25	80			105	22:15	12	20			32
10:30	32	62			94	22:30	6	17			23
10:45	43	134	51	270	94	22:45	9	37	11	64	101
11:00	27	54			81	23:00	3	12			15
11:15	40	49			89	23:15	1	6			7
11:30	31	55			86	23:30	6	3			9
11:45	57	155	60	218	117	23:45	3	13	7	28	41
<b>TOTALS</b>	<b>676</b>	<b>1528</b>			<b>2204</b>	<b>TOTALS</b>	<b>2255</b>	<b>2019</b>			<b>4274</b>
<b>SPLIT %</b>	<b>30.7%</b>	<b>69.3%</b>			<b>34.0%</b>	<b>SPLIT %</b>	<b>52.8%</b>	<b>47.2%</b>			<b>66.0%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						2,931	3,547	0	0	6,478
AM Peak Hour	11:45	08:30			08:30	PM Peak Hour	17:30	16:30		17:15
AM Pk Volume	198	468			602	PM Pk Volume	358	261		567
Pk Hr Factor	0.868	0.907			0.929	Pk Hr Factor	0.904	0.870		0.909
7 - 9 Volume	225	566			791	4 - 6 Volume	585	478		1063
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:30		17:00
7 - 9 Pk Volume	151	396			547	4 - 6 Pk Volume	347	261		565
Pk Hr Factor	0.899	0.767			0.844	Pk Hr Factor	0.876	0.870		0.905

# ENTRY/EXIT REPORT

From: 07/07/2014 06:00

To: 07/07/2014 23:00

Fee Computers, Express Parc

Printed on 07/16/2014 15:50

## CUMULATIVE ACTIVITY

Available Spaces: 1,045

Spaces Occupied at Start: 29

Time Interval	Entry Vehicles	%	Exit Vehicles	%	Occupied Spaces	% Full
0:00 -0:59	0	0.00%	0	0.00%	29	2.78%
1:00 -1:59	0	0.00%	0	0.00%	29	2.78%
2:00 -2:59	0	0.00%	0	0.00%	29	2.78%
3:00 -3:59	0	0.00%	0	0.00%	29	2.78%
4:00 -4:59	0	0.00%	0	0.00%	29	2.78%
5:00 -5:59	0	0.00%	0	0.00%	29	2.78%
6:00 -6:59	78	4.88%	1	0.06%	106	10.14%
7:00 -7:59	131	8.20%	26	1.60%	211	20.19%
8:00 -8:59	295	18.47%	36	2.22%	470	44.98%
9:00 -9:59	296	18.53%	22	1.35%	744	71.20%
10:00 -10:59	144	9.02%	72	4.43%	816	78.09%
11:00 -11:59	93	5.82%	92	5.67%	817	78.18%
12:00 -12:59	50	3.13%	110	6.77%	757	72.44%
13:00 -13:59	86	5.39%	99	6.10%	744	71.20%
14:00 -14:59	69	4.32%	50	3.08%	763	73.01%
15:00 -15:59	72	4.51%	95	5.85%	740	70.81%
16:00 -16:59	72	4.51%	119	7.33%	693	66.32%
17:00 -17:59	74	4.63%	323	19.89%	444	42.49%
18:00 -18:59	67	4.20%	281	17.30%	230	22.01%
19:00 -19:59	47	2.94%	135	8.31%	142	13.59%
20:00 -20:59	19	1.19%	94	5.79%	67	6.41%
21:00 -21:59	1	0.06%	60	3.69%	8	0.77%
22:00 -22:59	3	0.19%	9	0.55%	2	0.19%
23:00 -23:59	0	0.00%	0	0.00%	2	0.19%
<b>Totals</b>	<b>1,597</b>	<b>100.00%</b>	<b>1,624</b>	<b>100.00%</b>		

Minimum number in: 2

Maximum number in: 817

# ENTRY/EXIT REPORT

From: 07/08/2014 06:00

To: 07/08/2014 23:00

Fee Computers, Express Parc

Printed on 07/16/2014 15:50

## CUMULATIVE ACTIVITY

Available Spaces: 1,045

Spaces Occupied at Start: 24

Time Interval	Entry Vehicles	%	Exit Vehicles	%	Occupied Spaces	% Full
0:00 -0:59	0	0.00%	0	0.00%	24	2.30%
1:00 -1:59	0	0.00%	0	0.00%	24	2.30%
2:00 -2:59	0	0.00%	0	0.00%	24	2.30%
3:00 -3:59	0	0.00%	0	0.00%	24	2.30%
4:00 -4:59	0	0.00%	0	0.00%	24	2.30%
5:00 -5:59	0	0.00%	0	0.00%	24	2.30%
6:00 -6:59	85	5.10%	3	0.18%	106	10.14%
7:00 -7:59	125	7.50%	27	1.60%	204	19.52%
8:00 -8:59	259	15.54%	29	1.72%	434	41.53%
9:00 -9:59	298	17.88%	15	0.89%	717	68.61%
10:00 -10:59	176	10.56%	58	3.44%	835	79.90%
11:00 -11:59	99	5.94%	90	5.34%	844	80.77%
12:00 -12:59	69	4.14%	131	7.77%	782	74.83%
13:00 -13:59	82	4.92%	90	5.34%	774	74.07%
14:00 -14:59	90	5.40%	76	4.51%	788	75.41%
15:00 -15:59	83	4.98%	107	6.35%	764	73.11%
16:00 -16:59	86	5.16%	110	6.52%	740	70.81%
17:00 -17:59	80	4.80%	330	19.57%	490	46.89%
18:00 -18:59	72	4.32%	266	15.78%	296	28.33%
19:00 -19:59	41	2.46%	183	10.85%	154	14.74%
20:00 -20:59	16	0.96%	100	5.93%	70	6.70%
21:00 -21:59	1	0.06%	57	3.38%	14	1.34%
22:00 -22:59	5	0.30%	14	0.83%	5	0.48%
23:00 -23:59	0	0.00%	0	0.00%	5	0.48%
<b>Totals</b>	<b>1,667</b>	<b>100.00%</b>	<b>1,686</b>	<b>100.00%</b>		

Minimum number in: 5

Maximum number in: 844

# ENTRY/EXIT REPORT

From: 07/09/2014 06:00

To: 07/09/2014 23:00

Fee Computers, Express Parc

Printed on 07/16/2014 15:50

## CUMULATIVE ACTIVITY

Available Spaces: 1,045

Spaces Occupied at Start: 31

Time Interval	Entry Vehicles	%	Exit Vehicles	%	Occupied Spaces	% Full
0:00 -0:59	0	0.00%	0	0.00%	31	2.97%
1:00 -1:59	0	0.00%	0	0.00%	31	2.97%
2:00 -2:59	0	0.00%	0	0.00%	31	2.97%
3:00 -3:59	0	0.00%	0	0.00%	31	2.97%
4:00 -4:59	0	0.00%	0	0.00%	31	2.97%
5:00 -5:59	0	0.00%	0	0.00%	31	2.97%
6:00 -6:59	79	4.84%	0	0.00%	110	10.53%
7:00 -7:59	144	8.83%	27	1.62%	227	21.72%
8:00 -8:59	285	17.47%	41	2.46%	471	45.07%
9:00 -9:59	317	19.44%	42	2.52%	746	71.39%
10:00 -10:59	153	9.38%	93	5.59%	806	77.13%
11:00 -11:59	90	5.52%	81	4.86%	815	77.99%
12:00 -12:59	67	4.11%	103	6.19%	779	74.55%
13:00 -13:59	86	5.27%	85	5.11%	780	74.64%
14:00 -14:59	81	4.97%	74	4.44%	787	75.31%
15:00 -15:59	78	4.78%	87	5.23%	778	74.45%
16:00 -16:59	59	3.62%	149	8.95%	688	65.84%
17:00 -17:59	64	3.92%	308	18.50%	444	42.49%
18:00 -18:59	84	5.15%	282	16.94%	246	23.54%
19:00 -19:59	38	2.33%	142	8.53%	142	13.59%
20:00 -20:59	2	0.12%	96	5.77%	48	4.59%
21:00 -21:59	0	0.00%	44	2.64%	4	0.38%
22:00 -22:59	4	0.25%	11	0.66%	0	0.00%
23:00 -23:59	0	0.00%	0	0.00%	0	0.00%
<b>Totals</b>	<b>1,631</b>	<b>100.00%</b>	<b>1,665</b>	<b>100.00%</b>		

Minimum number in: 0

Maximum number in: 815

# ENTRY/EXIT REPORT

From: 07/10/2014 06:00

To: 07/10/2014 23:00

Fee Computers, Express Parc

Printed on 07/16/2014 15:50

## CUMULATIVE ACTIVITY

Available Spaces: 1,045

Spaces Occupied at Start: 26

Time Interval	Entry Vehicles	%	Exit Vehicles	%	Occupied Spaces	% Full
0:00 -0:59	0	0.00%	0	0.00%	26	2.49%
1:00 -1:59	0	0.00%	0	0.00%	26	2.49%
2:00 -2:59	0	0.00%	0	0.00%	26	2.49%
3:00 -3:59	0	0.00%	0	0.00%	26	2.49%
4:00 -4:59	0	0.00%	0	0.00%	26	2.49%
5:00 -5:59	0	0.00%	0	0.00%	26	2.49%
6:00 -6:59	96	5.71%	0	0.00%	122	11.67%
7:00 -7:59	130	7.73%	43	2.52%	209	20.00%
8:00 -8:59	254	15.11%	30	1.76%	433	41.44%
9:00 -9:59	312	18.56%	21	1.23%	724	69.28%
10:00 -10:59	174	10.35%	52	3.04%	846	80.96%
11:00 -11:59	92	5.47%	95	5.56%	843	80.67%
12:00 -12:59	78	4.64%	124	7.26%	797	76.27%
13:00 -13:59	103	6.13%	113	6.62%	787	75.31%
14:00 -14:59	88	5.23%	89	5.21%	786	75.22%
15:00 -15:59	84	5.00%	102	5.97%	768	73.49%
16:00 -16:59	68	4.05%	137	8.02%	699	66.89%
17:00 -17:59	79	4.70%	328	19.20%	450	43.06%
18:00 -18:59	75	4.46%	273	15.98%	252	24.11%
19:00 -19:59	40	2.38%	163	9.54%	129	12.34%
20:00 -20:59	5	0.30%	76	4.45%	58	5.55%
21:00 -21:59	0	0.00%	47	2.75%	11	1.05%
22:00 -22:59	3	0.18%	15	0.88%	0	0.00%
23:00 -23:59	0	0.00%	0	0.00%	0	0.00%
<b>Totals</b>	<b>1,681</b>	<b>100.00%</b>	<b>1,708</b>	<b>100.00%</b>		

Minimum number in: 0

Maximum number in: 846

## ENTRY/EXIT REPORT

From: 07/11/2014 06:00

To: 07/11/2014 23:00

Fee Computers, Express Parc

Printed on 07/16/2014 15:51

### CUMULATIVE ACTIVITY

Available Spaces: 1,045

Spaces Occupied at Start: 29

Time Interval	Entry Vehicles	%	Exit Vehicles	%	Occupied Spaces	% Full
0:00 -0:59	0	0.00%	0	0.00%	29	2.78%
1:00 -1:59	0	0.00%	0	0.00%	29	2.78%
2:00 -2:59	0	0.00%	0	0.00%	29	2.78%
3:00 -3:59	0	0.00%	0	0.00%	29	2.78%
4:00 -4:59	0	0.00%	0	0.00%	29	2.78%
5:00 -5:59	0	0.00%	0	0.00%	29	2.78%
6:00 -6:59	65	4.30%	1	0.07%	93	8.90%
7:00 -7:59	126	8.34%	24	1.57%	195	18.66%
8:00 -8:59	260	17.22%	31	2.03%	424	40.57%
9:00 -9:59	275	18.21%	25	1.63%	674	64.50%
10:00 -10:59	165	10.93%	89	5.82%	750	71.77%
11:00 -11:59	96	6.36%	104	6.80%	742	71.00%
12:00 -12:59	79	5.23%	118	7.71%	703	67.27%
13:00 -13:59	90	5.96%	119	7.78%	674	64.50%
14:00 -14:59	80	5.30%	81	5.29%	673	64.40%
15:00 -15:59	61	4.04%	110	7.19%	624	59.71%
16:00 -16:59	100	6.62%	146	9.54%	578	55.31%
17:00 -17:59	58	3.84%	273	17.84%	363	34.74%
18:00 -18:59	38	2.52%	230	15.03%	171	16.36%
19:00 -19:59	9	0.60%	113	7.39%	67	6.41%
20:00 -20:59	5	0.33%	33	2.16%	39	3.73%
21:00 -21:59	2	0.13%	14	0.92%	27	2.58%
22:00 -22:59	1	0.07%	19	1.24%	9	0.86%
23:00 -23:59	0	0.00%	0	0.00%	9	0.86%
<b>Totals</b>	<b>1,510</b>	<b>100.00%</b>	<b>1,530</b>	<b>100.00%</b>		

Minimum number in: 9

Maximum number in: 750

## **APPENDIX B**

# **INTERSECTION CAPACITY UTILIZATION CALCULATION SHEETS**



INTERSECTION CAPACITY UTILIZATION

Gale Dr./Orlando Ave. @ San Vicente Boulevard - Beverly Hills / California

Number of Phases: 3 - Growth/Year: 1.00 %

N-S St : Gale Dr./Orlando Ave.

E-W St : San Vicente Boulevard

Project: Beverly Hills Lingual Institute Relocation Traffic and Parking Impact Study / 2K14025TS

Date: 21 Jul 2014

Date of Count : 2014

Projection Year: 2014

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

Movement	Existing (2014) Traffic Volumes			2014 Scenario plus Traffic Expansion to 2014 Traffic Volumes			Future (2014) Volumes with Related Projects (Background) Traffic Volumes			Background (2014) Volumes Plus Proposed Project's Traffic Volumes			Total Future (2014) Traffic With Mitiation Measures			
	(1) Volume	Mvmnt Capacity	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added Total Volumes	Mvmnt Capacity	Volume V/C Ratio	
Nb left	42	0	0.000 *	0	42	0.000 *	0	42	0.000 *	0	42	0.000 *	0	42	0	0.000 *
Nb Thru	84	1600	0.079	0	84	0.079	0	84	0.079	0	84	0.079	0	84	1600	0.079
Nb Right	35	1600	0.022	0	35	0.022	0	35	0.022	0	35	0.022	0	35	1600	0.022
Sb left	45	0	0.000	0	45	0.000	0	45	0.000	0	45	0.000	0	45	0	0.000
Sb Thru	371	1600	0.276 *	0	371	0.276 *	0	371	0.276 *	0	371	0.276 *	0	371	1600	0.276 *
Sb Right	25	0	0.000	0	25	0.000	0	25	0.000	0	25	0.000	0	25	0	0.000
Eb Left	31	1600	0.019 *	0	31	0.019 *	0	31	0.019 *	0	31	0.019 *	0	31	1600	0.019 *
Eb Thru	709	4800	0.157	0	709	0.157	0	709	0.157	0	709	0.157	0	709	4800	0.157
Eb Right	43	0	0.000	0	43	0.000	0	43	0.000	1	44	0.000	0	44	0	0.000
Wb Left	28	1600	0.018	0	28	0.018	0	28	0.018	0	28	0.018	0	28	1600	0.018
Wb Thru	1621	4800	0.348 *	0	1621	0.348 *	0	1621	0.348 *	0	1621	0.348 *	0	1621	4800	0.348 *
Wb Right	48	0	0.000	0	48	0.000	0	48	0.000	0	48	0.000	0	48	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
ICU Index			<b>0.742</b>			<b>0.742</b>			<b>0.742</b>			<b>0.742</b>				<b>0.742</b>
LOS			<b>C</b>			<b>C</b>			<b>C</b>			<b>C</b>	<b>ATSAC = 0.0%</b>			<b>C</b>

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

Nb left	65	0	0.000	0	65	0.000	0	65	0.000	16	81	0.000	0	81	0	0.000
Nb Thru	263	1600	0.205 *	0	263	0.205 *	0	263	0.205 *	3	266	0.217 *	0	266	1600	0.217 *
Nb Right	37	1600	0.023	0	37	0.023	0	37	0.023	0	37	0.023	0	37	1600	0.023
Sb left	90	0	0.000 *	0	90	0.000 *	0	90	0.000 *	0	90	0.000 *	0	90	0	0.000 *
Sb Thru	154	1600	0.156	0	154	0.156	0	154	0.156	1	155	0.157	0	155	1600	0.157
Sb Right	6	0	0.000	0	6	0.000	0	6	0.000	0	6	0.000	0	6	0	0.000
Eb Left	125	1600	0.078	0	125	0.078	0	125	0.078	0	125	0.078	0	125	1600	0.078
Eb Thru	1553	4800	0.334 *	0	1553	0.334 *	0	1553	0.334 *	0	1553	0.336 *	0	1553	4800	0.336 *
Eb Right	51	0	0.000	0	51	0.000	0	51	0.000	7	58	0.000	0	58	0	0.000
Wb Left	39	1600	0.024 *	0	39	0.024 *	0	39	0.024 *	0	39	0.024 *	0	39	1600	0.024 *
Wb Thru	1047	4800	0.234	0	1047	0.234	0	1047	0.234	0	1047	0.234	0	1047	4800	0.234
Wb Right	76	0	0.000	0	76	0.000	0	76	0.000	0	76	0.000	0	76	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
ICU Index			<b>0.663</b>			<b>0.663</b>			<b>0.663</b>			<b>0.677</b>				<b>0.677</b>
LOS			<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>	<b>ATSAC = 0.0%</b>			<b>B</b>

1) Count by: NDS Data

INTERSECTION CAPACITY UTILIZATION

Gale Drive @ Wilshire Boulevard - Beverly Hills / California

Number of Phases: 3 - Growth/Year: 1.00 %

N-S St : Gale Drive

E-W St : Wilshire Boulevard

Project: Beverly Hills Lingual Institute Relocation Traffic and Parking Impact Study / 2K14025TS

Date: 21 Jul 2014

Date of Count : 2014

Projection Year: 2014

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

Movement	Existing (2014) Traffic Volumes			2014 Scenario plus Traffic Expansion to 2014 Traffic Volumes			Future (2014) Volumes with Related Projects (Background) Traffic Volumes			Background (2014) Volumes Plus Proposed Project's Traffic Volumes			Total Future (2014) Traffic With Mitiation Measures			
	(1) Volume	Mvmnt Capacity	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added	Total	Mvmnt Capacity	Volume V/C Ratio
Nb left	27	0	0.000 *	0	27	0.000 *	0	27	0.000 *	0	27	0.000 *	0	27	0	0.000 *
Nb Thru	138	1600	0.141	0	138	0.141	0	138	0.141	0	138	0.141	0	138	1600	0.141
Nb Right	61	0	0.000	0	61	0.000	0	61	0.000	0	61	0.000	0	61	0	0.000
Sb left	35	0	0.000	0	35	0.000	0	35	0.000	0	35	0.000	0	35	0	0.000
Sb Thru	252	1600	0.277 *	0	252	0.277 *	0	252	0.277 *	0	252	0.277 *	0	252	1600	0.277 *
Sb Right	156	0	0.000	0	156	0.000	0	156	0.000	0	156	0.000	0	156	0	0.000
Eb Left	75	1600	0.047 *	0	75	0.047 *	0	75	0.047 *	1	76	0.048 *	0	76	1600	0.048 *
Eb Thru	1040	4800	0.220	0	1040	0.220	0	1040	0.220	0	1040	0.220	0	1040	4800	0.220
Eb Right	17	0	0.000	0	17	0.000	0	17	0.000	0	17	0.000	0	17	0	0.000
Wb Left	36	1600	0.023	0	36	0.023	0	36	0.023	0	36	0.023	0	36	1600	0.023
Wb Thru	1570	4800	0.343 *	0	1570	0.343 *	0	1570	0.343 *	0	1570	0.343 *	0	1570	4800	0.343 *
Wb Right	74	0	0.000	0	74	0.000	0	74	0.000	1	75	0.000	0	75	0	0.000
Yellow Allowance		0.100			0.100			0.100			0.100					0.100
I C U Index		<b>0.766</b>			<b>0.766</b>			<b>0.766</b>			<b>0.768</b>					<b>0.768</b>
LOS		<b>C</b>			<b>C</b>			<b>C</b>			<b>C</b>			<b>ATSAC = 0.0%</b>		<b>C</b>

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

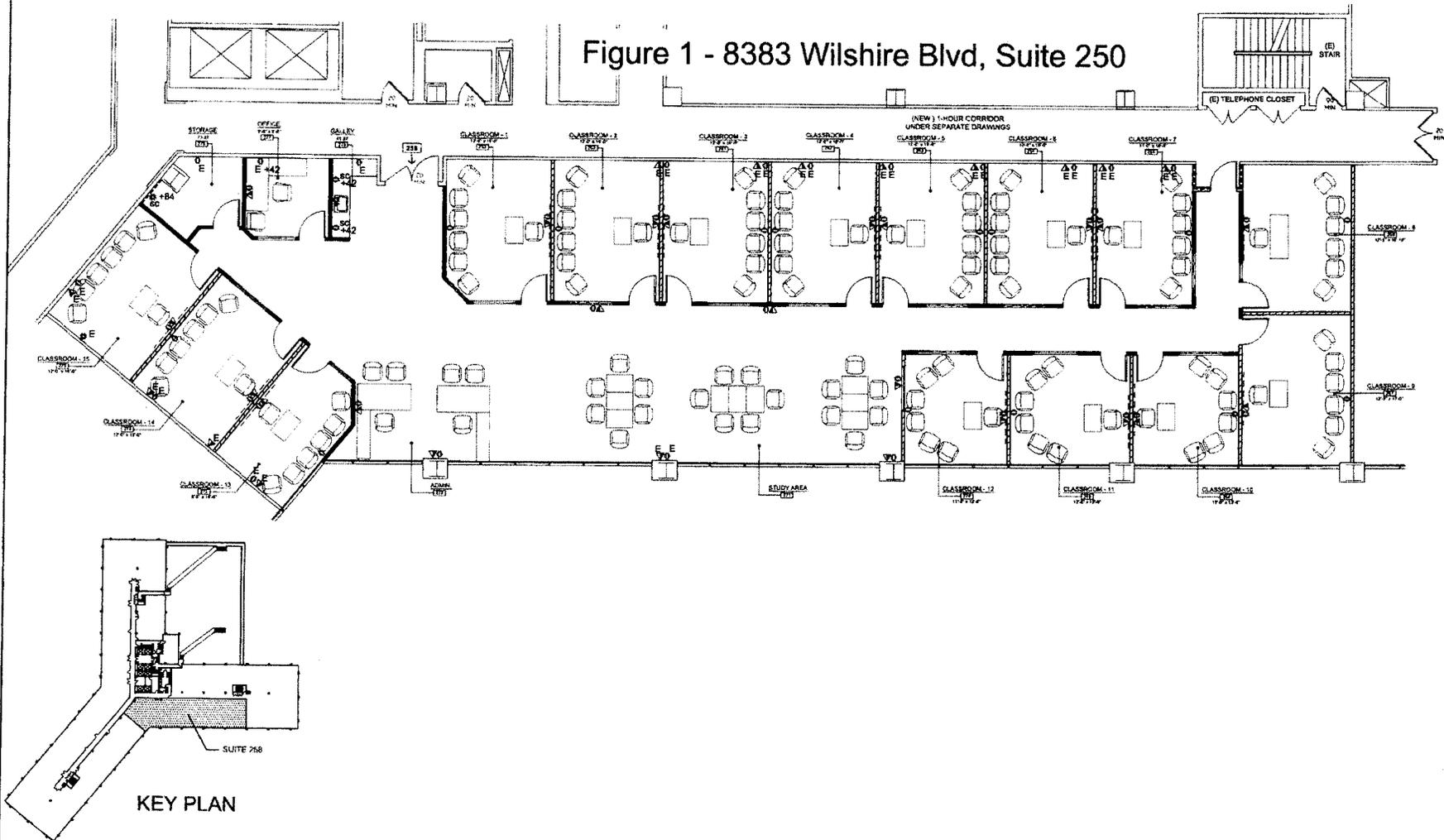
Nb left	20	0	0.000 *	0	20	0.000 *	0	20	0.000 *	0	20	0.000 *	0	20	0	0.000 *
Nb Thru	178	1600	0.141	0	178	0.141	0	178	0.141	1	179	0.142	0	179	1600	0.142
Nb Right	28	0	0.000	0	28	0.000	0	28	0.000	0	28	0.000	0	28	0	0.000
Sb left	40	0	0.000	0	40	0.000	0	40	0.000	5	45	0.000	0	45	0	0.000
Sb Thru	123	1600	0.212 *	0	123	0.212 *	0	123	0.212 *	3	126	0.227 *	0	126	1600	0.227 *
Sb Right	176	0	0.000	0	176	0.000	0	176	0.000	16	192	0.000	0	192	0	0.000
Eb Left	88	1600	0.055	0	88	0.055	0	88	0.055	7	95	0.059	0	95	1600	0.059
Eb Thru	1524	4800	0.323 *	0	1524	0.323 *	0	1524	0.323 *	0	1524	0.323 *	0	1524	4800	0.323 *
Eb Right	28	0	0.000	0	28	0.000	0	28	0.000	0	28	0.000	0	28	0	0.000
Wb Left	35	1600	0.022 *	0	35	0.022 *	0	35	0.022 *	0	35	0.022 *	0	35	1600	0.022 *
Wb Thru	1157	4800	0.252	0	1157	0.252	0	1157	0.252	0	1157	0.254	0	1157	4800	0.254
Wb Right	54	0	0.000	0	54	0.000	0	54	0.000	7	61	0.000	0	61	0	0.000
Yellow Allowance		0.100			0.100			0.100			0.100					0.100
I C U Index		<b>0.657</b>			<b>0.657</b>			<b>0.657</b>			<b>0.672</b>					<b>0.672</b>
LOS		<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>			<b>ATSAC = 0.0%</b>		<b>B</b>

1) Count by: NDS Data



**ATTACHMENT F**  
**Architectural Plans**

Figure 1 - 8383 Wilshire Blvd, Suite 250



DATE	ISSUANCE	REVISION NO.	DATE	DESCRIPTION
04.24.14	ISSUE FOR REVIEW	1		
04.28.14	ISSUE FOR REVIEW			
04.30.14	ISSUE FOR REVIEW			

**Douglas Emmett**

BEVERLY HILLS  
 LANGUAGE INSTITUTE  
 8383 WILSHIRE  
 8383 WILSHIRE BLVD.,  
 BEVERLY HILLS, CA. 90026

SPACE PLANNER	JG	USF 5,147 SF
DRAWN BY	RS	
JOB NO.	SP	
		A-4.0