Beverly Hills
Planning Division
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Planning Commission Report

Meeting Date: July 23, 2015

Subject: **8955 West Olympic Boulevard**
Conditional Use Permit
Request for a Conditional Use Permit to allow a vehicle sales and service use (O'Gara Coach Company) to be established in a C-3T-2 zone; to allow renovations to an existing building that would result in an increase in height; and to allow a reduction in the required number of parking spaces. Pursuant to the provisions set forth in the California Environmental Quality Act, the Commission will also consider adoption of a Categorical Exemption for the project.
PROJECT APPLICANT: Murray D. Fischer

Recommendation: That the Planning Commission:
1. Conduct a public hearing and receive testimony on the Project; and
2. Adopt the attached resolution conditionally approving a Conditional Use Permit to allow the proposed use, height, and reduction in parking requirement.

REPORT SUMMARY

A request for a Conditional Use Permit (CUP) has been made to allow a vehicle sales and service use to be established at 8955 Olympic Boulevard. The project will also include interior and exterior modifications to the existing building resulting in an increase in height, as well as improvements to the surface parking area, which include a new driveway on Olympic Boulevard. Pursuant to the Beverly Hills Municipal Code (BHMC), vehicle sales and service uses in the C-3T-2 zone, as well as building additions that exceed 35' in height, require a Conditional Use Permit. The project also proposes to reduce the number of required parking spaces based on the parking demand for the proposed use. The Planning Commission may consider a reduction in required parking spaces as part of the CUP.

This report provides an overview of the proposed project and analyzes key project components including the proposed use and its operations, architectural and urban design, commercial/residential compatibility, traffic, and parking. This report also provides a summary of the potential pros and cons associated with the project, and based on the analysis contained in this report, the proposed project is not expected to result in any significantly adverse impacts, and the recommendation in this report is for project approval.

Attachment(s):
A. Required Findings
B. Public Notice
C. Draft Resolution
D. Southeast Task Force Recommendations
E. Traffic and Parking Analysis
F. Architectural Plans

Report Author and Contact Information:
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BACKGROUND

File Date	1/27/2015
Application Complete	2/25/2015
Subdivision Deadline	N/A
CEQA Deadline	60 days from CEQA Determination
CEQA Determination	Class 1 categorical exemption for limited modifications to an existing commercial building
Permit Streamlining	Take action on project within 60 days of CEQA determination.
Applicant(s)	O'Gara Coach Company
Owner(s)	Chanukah, LLC (Ramin Matian)
Representative(s)	Murray D. Fischer
Prior PC Action	None
Prior Council Action	None
CC/PC Liaison	None
CHC Review	None

PROPERTY AND NEIGHBORHOOD SETTING

Property Information

Address	8955 Olympic Boulevard
Assessor's Parcel No.	4333-004-019, 4333-004-018, 4333-004-017
Zoning District	C-3T-2
General Plan	General Commercial – Low Density
Existing Land Use(s)	Vacant commercial building and surface parking lot. Most recent use was a vehicle sales and service use.
Lot Dimensions & Area	254.80' x 120.00' – approx. 30,576 square feet
Year Built	1947
Historic Resource	None
Protected Trees/Grove	None

Adjacent Zoning and Land Uses

North	R-1.6X: Single Family Residential (separated by alley)
East (across La Peer)	C-3T-2: Commercial Transition (restaurant; chiropractic and insurance offices)
South (across Olympic)	C-3T-2: Commercial Transition (2-story multi-tenant commercial)
West (across Almont)	C-3T-2: Commercial Transition (Infiniti Vehicle Sales and Service)

Circulation and Parking

Adjacent Street(s)	South Almont Drive, South La Peer Drive
Traffic Volume	Avg. Daily Trips on Olympic Boulevard: Approx. 19,800 EB and 18,200 WB Avg. Daily Trips on S. Almont Drive: Approx. 950 Avg. Daily Trips on S. La Peer Drive: Approx. 4,079
Adjacent Alleys	Two-way, east-west alley at north end of property, and two-way, north-south alley beginning at north end of property

Parkways & Sidewalks	Olympic Boulevard sidewalk – 15' from face of curb to property line
	S. Almont Drive sidewalk – 12.5' from face of curb to property line
	S. La Peer Drive sidewalk – 12.5' from face of curb to property line

Neighborhood Character

The project site is located along Olympic Boulevard between South Almont Drive and South La Peer Drive in the southeast area of the City. The site is adjacent to single family residential use to the rear, separated by an alley. Along Olympic Boulevard, the site is adjacent to varying types of retail and office uses, including a vacant restaurant space, chiropractic offices, and insurance offices to the east and an Infiniti dealership and service location to the west. Across Olympic Boulevard is a two-story mini shopping center, with a variety of retail stores including shipping and office services, restaurants and cafes, pharmacy, cosmetics, tutoring, and jewelers. Olympic Boulevard is a six-lane travel corridor with frequent transit service and relatively high traffic volumes compared to South Almont and South La Peer Drives, which function as local, residential streets.

Project Site Looking North

Existing Project Site Viewed from Olympic Boulevard

PROJECT DESCRIPTION

The proposed project consists of the establishment of a vehicle sales and service use in the C-3T-2 Commercial Transition zone on a site located in the southeast area of the City. The site is currently occupied by an existing commercial building built in 1947 with one-story and a mezzanine, which has been operated by various tenants as a vehicle sales and service use since its original construction. The proposed tenant is O'Gara Coach Company, and establishing the proposed use includes renovation of the existing structure to reconfigure the interior layout, a reduction in the size of the existing mezzanine, and the addition of an upper level lounge for customers. The project also consists of architectural renovations that would result in an increase to the total height of the building by adding an architectural stair enclosure. The renovations result in a net reduction of floor area throughout the building. Other renovations include improvements to the existing surface parking lot, including striping to accommodate a maximum number of parking spaces including tandem spaces; establishing a vehicle loading/unloading area; construction of a new driveway from Olympic Boulevard into the surface parking lot; and relocating an existing bus stop further west along Olympic Boulevard. Landscaping will also be improved along the property lines with the installation of new planters surrounding the surface parking area along the alley, South La Peer Drive, and Olympic Boulevard.

Development Standard	Required/Allowed	Existing	Proposed	Notes
Site Area	N/A	30,576 SF	30,576 SF	No change
Floor Area	N/A	21,225 SF	20,009 SF	Net reduction of 1,216 SF
Ground Level	*N/A*	*17,886 SF*	*17,926 SF*	+40 SF
Mezzanine	*N/A*	*3,339 SF*	*1,198 SF*	-2,141 SF
Upper Level	*N/A*	*0 SF*	*885 SF*	+885 SF
Floor Area Ratio	1.33:1 max, 2.00:1 with CUP	0.69:1	0.65:1	Net reduction
Height	35' max, 45' with CUP	26'-1"	41'-0"	Height per BHMC - measured to top of stair enclosure.
Main Parapet		*22'-0"*	*22'-0"*	
Top of Vaulted Roof		*26'-1"*	*26'-1"*	
Elevator Enclosure		*N/A*	*35'-2"*	New building element
Stair Enclosure		*N/A*	*41'-0"*	New building element
Stories	2 stories max, 3 stories with CUP	1 story	1 story	Mezzanine and catwalk/upper level lounge are not considered 'stories' per BHMC.
Parking	57 standard spaces (1 per 350)	24 spaces	11 tandem spaces 12 standard spaces; 1 ADA Accessible space; *24 total spaces*	Existing parking is legally nonconforming. Reduction in number of required parking spaces requires Planning Commission approval.

Required Entitlements. As proposed, the project requires the following entitlements in order to be established:

- **Conditional Use Permit:** BHMC §10-3-1632 establishes that all uses permitted and conditionally permitted in the C-3 zone shall also be permitted and conditionally permitted, respectively, in the C-3T-2 zone. BHMC §10-3-1604 requires a Conditional Use Permit for the establishment of vehicle sales and service uses in C-3 zones. Furthermore, BHMC §10-3-1632(B) requires Planning Commission approval for any structure exceeding two stories or 35' in height with density up to 1.33:1, not to exceed three stories or 45' and/or density of 2:1. Since the applicant is proposing to re-establish a vehicle sales and service use, and increase the height of the existing building to two stories and 41' with a total density of 0.65:1, a Conditional Use Permit is required.

- **Change in Parking Requirement:** BHMC §10-3-3801 allows for the Planning Commission to reduce the parking and loading space requirements set forth in the Municipal Code for conditionally permitted uses upon presentation of evidence satisfactory to the Planning Commission that the parking and loading spaces required by the Municipal Code exceed the demand for parking and loading spaces that will be generated by the proposed use. The applicant is requesting that the parking requirement be set at 13 parking spaces. The proposed project also includes the use of 11 additional tandem parking spaces in order to provide excess parking and match the same number of existing, legally nonconforming parking spaces currently available on the site.

GENERAL PLAN[1] POLICIES

The General Plan includes numerous goals and policies intended to help guide development in the City. Some policies relevant to the Planning Commission's review of the project include:

- **Policy LU 2.1 City Places: Neighborhoods, Districts, and Corridors.** Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.

- **Policy LU 2.4 Architectural and Site Design.** Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development.

- **Policy LU 12.1 Functional and Operational Compatibility.** Require that retail, office, entertainment, and other businesses abutting residential neighborhoods be managed to assure that businesses do not create an unreasonable and detrimental impact on neighborhoods with respect to safety, privacy, noise, and quality of life by regulating hours of operation, truck deliveries, internal noise, staff parking and on-site loitering, trash storage and pick-up and other similar business activities.

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

- **Policy LU 12.2 Building, Parking Structure, and Site Design.** Require that buildings, parking structures, and properties in commercial and office districts be designed to assure compatibility with abutting residential neighborhoods, incorporating such elements as setbacks, transitional building heights and bulk, architectural treatment of all elevations, landscape buffers, enclosure of storage facilities, air conditioning, and other utilities, walls and fences, and non-glare external lighting.

- **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 15.3 Revitalization of Vacant and Underutilized Buildings.** Promote the revitalization of distressed, underutilized, and vacant buildings to sustain economic vitality, activity, and provide income for City services.

- **Policy ES 1.4 Retain Existing Industries.** Consistent with future economic sustainability plans, encourage existing industries such as luxury retail, tourism, hoteling, finance, entertainment and media businesses and services to remain and expand within the City.

ENVIRONMENTAL ASSESSMENT

The Project has been assessed in accordance with the authority and criteria contained in 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. Projects that involve the operation and permitting of uses within an existing building involving negligible or no expansion of use are categorically exempt from CEQA pursuant to Section 15301 of the State CEQA Guidelines. The project represents establishment of a vehicle sales and service tenant on a vacant site where the same use had previously been established. Also, the project includes renovations to an existing building that will result in a net reduction of floor area. Therefore, this project has been determined to be exempt from further environmental review.

PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Notice Period
Posted Notice (Agenda)	N/A	N/A	7/16/15	7 Days
Newspaper Notice	10 Days	7/13/15	7/10/15	13 Days
Mailed Notice (Owners & Occupants - 500' Radius + block face)	10 Days	7/13/15	7/13/15	10 Days
Property Posting	10 Days	7/13/15	7/13/15	10 Days
Website	N/A	N/A	7/16/15	7 Days

In addition to the public notice provided above, the applicant hosted a community meeting in November 2014 at its existing showroom to give residents an opportunity to see the project and provide comments on the proposal.

Public Comment
As of the writing of this report, staff had not received any public comments regarding the project.

ANALYSIS[2]

Project approval, conditional approval or denial is based upon specific findings for each discretionary application requested by the applicant. The specific findings that must be made in order to approve the project are provided as Attachment A to this report, and may be used to guide the Planning Commission's deliberation of the subject project.

In reviewing the requested entitlements, the Commission may wish to consider the following information as it relates to the project and required findings

Proposed Use and Operations. The tenant for the project site is O'Gara Coach Company, which is a luxury automobile sales and service company with two existing business sites in Beverly Hills located in the southeast area of the City. The request is to rehabilitate the existing building and surface parking lot at the project site in order to relocate the existing Bentley and Bugatti operations at 8833 Olympic Boulevard and the existing Lamborghini operations at 125 S. Robertson Boulevard to a centralized location at 8955 Olympic Boulevard. The new location will include a showroom along Olympic Boulevard for Bentley, Bugatti, and Lamborghini with service areas intended to be used for electrical programming and diagnostic testing services. There is no proposed use of compressors or heavy mechanical service tools at the project site, and the applicant estimates that at most, up to five vehicles per day would be serviced for electrical programming. All mechanical repairs will be performed at a separate service facility located in the City of Los Angeles.

The applicant has indicated that all new vehicles to be delivered via large trucks are offloaded at a separate facility in the City of Los Angeles, and new vehicle inventory is driven to the 8955 Olympic site on an individual basis without the use of vehicle delivery trucks. Employees are expected to park off-site at a leased parking lot located at 1030 South Robertson Boulevard in the City of Los Angeles. This off-site parking is located approximately 0.3 miles from the subject property, and is an approximately 10 minute walk going north on South Robertson, then turning left onto Olympic Boulevard and walking west toward the subject property. All customer vehicles visiting the site will be parked by valet at the 8955 Olympic Boulevard site.

The applicant has indicated that there will be no amplified paging system at the facility, and a pedestrian warning light system will be installed at the west end of the facility to advise pedestrians of vehicles exiting the service door onto South Almont Drive. The applicant is also proposing to place signage on the building with a 24-hour phone number for nearby residents to call in case any operational issues arise. Employee lunch areas are provided within the building, and the building and grounds are proposed to be cleaned and maintained daily. Hours of operation for automobile service uses are proposed to be by appointment only, and appointments will be given Monday

[2] The information provided in this section is based on analysis 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 make alternate findings. A change to the findings may result in a final action that is different from the staff recommended action in this report.

through Friday from 10:00AM – 7:00PM. Hours of operation for automobile sales are proposed as follows: Monday through Friday from 10:00am – 7:00pm; Saturday from 10:00am – 5:00pm; and Sunday from 11:00am – 4:00pm.

As part of the analysis for the proposed project, staff researched any code enforcement activity over the past five years at the existing O'Gara dealership locations in the City of Beverly Hills. During that period of time, one complaint was filed for the 125 S. Robertson location in November 2011 regarding test drives being conducted contrary to the approved route. A notice was sent to the manager, and the case was closed after no further complaints were received.

Urban Design. The existing structure has been vacant for a number of years, and openings facing Olympic Boulevard have been closed off, resulting in a stark, blank wall for the majority of the block. The proposed project will result in significant new openings in the building wall along Olympic Boulevard, utilizing glass to provide pedestrians and passersby with views into the showroom along the entire Olympic Boulevard frontage. This will result in a significant improvement to the aesthetic experience of the building.

The project site is currently occupied by an existing one-story building with a height of approximately 26'-1" at the highest point. While the proposed maximum height of the renovated building is 41', that height only applies to the architectural canopy being provided over the stair shaft on the east end of the structure. The next highest point is the proposed elevator shaft on the west end of the building, which reaches a height of 37'. The majority of the proposed project, however, will have a maximum height of 22'-1" as viewed from the residential areas to the rear, and a height of up to approximately 35' as viewed from the Olympic Boulevard frontage. The use of glass and openings in the façade will result in a reduced perception of massing from the street frontage.

The proposed improvements to the parking area include landscaping around the perimeter, as well as provision of a new 6' setback from the alley as is typically required for commercial-residential transition areas. Landscaping will be provided in the 6' alley setback along the parking lot, providing additional visual buffer from adjacent residential buildings, as well as improved sight lines and turning radius for vehicles exiting the parking area into the alley. The proposed landscaping and setback of the surface parking area will result in an improvement to the visual impact of the existing conditions as viewed from the alley and South La Peer Drive.

Commercial/Residential Considerations. The site is proposed to be used for vehicle sales and service, and the specialized nature of the types of vehicles sold by the tenant is anticipated to minimize potential impacts. There will be no mechanical repairs done on the site, hence there will be no use of mechanical lifts, compressors, body work, or painting, thus reducing the potential for any noise or odor impacts to neighboring properties. Additionally, the applicant has indicated that there will be no amplified paging system utilized at the facility. This will result in minimal noise being generated, and combined with the relatively limited hours of operation, will reduce the likelihood of significant noise impacts to the adjacent residential neighbors.

The proposed renovations to the structure include increasing the height of the building to accommodate a lounge and viewing area located near the Olympic Boulevard frontage. The upper level lounge is open on two sides looking toward Olympic Boulevard and the north side of the property. This area is located approximately 110' from the rear property line, and has an additional

buffer provided by the 15' alley separating the building from the adjacent residential properties. The project site proposes the use of 20' tall lights to illuminate the parking lot at night, as well as a number of accent lights in the parking area. These lights may potentially cause glare into neighboring properties, however conditions are proposed to be placed on the project to require all lights to be facing downwards and shielded to avoid excess light and glare from spilling over into neighboring properties.

Traffic and Parking. The existing site includes 24 parking spaces. The proposal consists of maintaining a total of 24 parking spaces through the use of 11 tandem parking spaces, 12 standard parking spaces, and converting one space into an ADA accessible space. The project proposal includes the construction of a new curb cut and driveway into the surface parking area off of Olympic Boulevard to establish an entry-only driveway to the project site. The new driveway will result in the relocation of an existing Metro Local Route 28 bus stop to a new location approximately 75' to the west. All vehicles visiting the showroom are proposed to be parked by valet attendants in the surface parking lot. Vehicles exiting the parking area will exit by turning right into the alley using the existing access that leads to S. La Peer Drive. Customers bringing vehicles to the project site for electronic programming service will be directed to enter the service area via the existing driveway on South Almont Drive, and upon exit, vehicles will be directed to turn left onto South Almont Drive and turn onto Olympic Boulevard.

The applicant provided a traffic study prepared by Crain & Associates, which was peer reviewed by the City's Senior Transportation Engineer. Crain & Associates conducted a trip analysis of the existing O'Gara Coach Company location at 8833 Olympic Boulevard in order to estimate the potential trip generation for the proposed project. The trip generation results are provided in the tables below:

Project Weekday Trip Generation
(Crain & Associates, Table 3a)

		AM Peak Hour		PM Peak Hour	
	Daily	*Inbound*	*Outbound*	*Inbound*	*Outbound*
Project Floor Area (19,875 SF)	62	9	8	9	6
Electronics Programming	10	1	1	2	2
Totals	**72**	**10**	**9**	**11**	**8**

Project Saturday Trip Generation
(Crain & Associates, Table 3b)

		Midday Peak Hour	
	Daily	*Inbound*	*Outbound*
Project Floor Area (19,875 SF)	65	11	9
Electronics Programming	10	3	3
Totals	**75**	**14**	**12**

Based on these results, further analysis was conducted to determine how many of the trips would potentially impact the nearby residential streets of S. Almont Drive and S. La Peer Drive. The results of the residential street segment analysis are provided in the tables below:

Weekday Residential Street Segment Analysis
(Crain & Associates, Table 4a)

Location	*Time of Day*	*Existing Weekday Volume*	*Added Project Volume*	*Total Volume*	*Percent Increase Due to Project*
Almont Dr. b/w Gregory Wy & E-W Alley	Daily	950	3	953	0.3%
	AM Pk Hr*	88	1	89	1.1%
	PM Pk Hr	85	1	86	1.2%
La Peer Dr. b/w Gregory Wy & E-W Alley	Daily	4,079	6	4,085	0.1%
	AM Pk Hr*	257	2	259	0.8%
	PM Pk Hr	457	2	459	0.4%

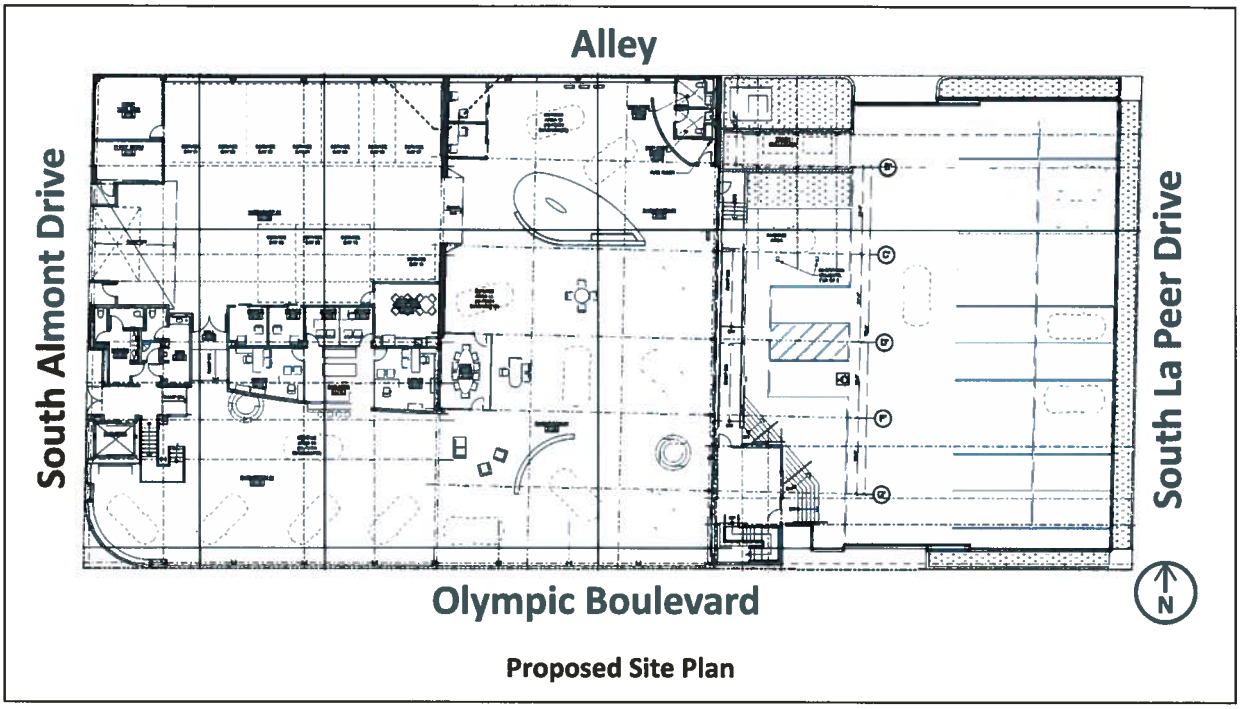
**Between 9:30 AM – 12:00 PM*

Saturday Residential Street Segment Analysis
(Crain & Associates, Table 4b)

Location	*Time of Day*	*Existing Saturday Volume*	*Added Project Volume*	*Total Volume*	*Percent Increase Due to Project*
Almont Dr. b/w Gregory Wy & E-W Alley	Daily	514	3	517	0.6%
	Midday Pk Hr	54	1	55	1.8%
La Peer Dr. b/w Gregory Wy & E-W Alley	Daily	1,720	6	1,726	0.3%
	Midday Pk Hr	155	2	157	1.3%

As shown in the traffic study, the project is anticipated to result in a maximum increase of 3 trips onto adjacent residential streets at the peak hours. Based on existing traffic volumes, this represents a maximum increase of 1.2% on weekdays on S. Almont Drive, and a maximum increase of 1.8% on Saturdays on S. Almont Drive. S. La Peer Drive would see a maximum increase of 0.8% on weekdays and a maximum increase of 1.3% on Saturdays as a result of the proposed project. The results of this analysis indicate that traffic impacts to the adjacent residential streets resulting from visitors and

general operation of the proposed automobile sales and service use would be minimal. This is in part due to the new one-way entrance to the showroom parking area proposed on Olympic Boulevard, which would reduce the number of customers driving onto S. La Peer Drive or S. Almont Drive to access the existing parking area entrance off the two-way alley.



Proposed Site Plan

Due to the specialized nature of high-end luxury automobile sales and service uses, parking was also studied to determine the actual parking demand for the proposed use based on the existing operation of the O'Gara Coach Company location at 8833 Olympic Boulevard. Field observations by the consultant showed that the peak parking demand for the 8833 Olympic Boulevard location was 5 parking spaces, and based on square footage, it is estimated that the proposed project would generate a peak parking demand of 8 parking spaces for visitors. Conservatively estimating that an additional 5 vehicles could be brought in simultaneously for electronics programming servicing, the total anticipated peak parking demand for the proposed uses at the site is 13 parking spaces. Thus, the applicant is requesting that the parking requirement be reduced from the legally nonconforming 24 spaces to 13 spaces based on the parking demand study. The proposed project includes provision of 12 standard parking spaces and 1 ADA accessible space intended to meet the anticipated demand of 13 spaces. The applicant proposes to provide 11 additional tandem parking spaces as excess parking, resulting in a total of 24 parking spaces. While the total number of parking spaces on the site would remain unchanged, the proposed project includes tandem spaces whereas the existing lot can accommodate 24 fully accessible parking spaces. All parking operations are proposed to be done by valet. Establishing the use at the subject property is not anticipated to result in the need for any new employees, as existing employees from other locations will be relocated to the subject property. Employee parking will remain unchanged, with all employees parking at a leased parking lot located at 1030 South Robertson Boulevard, and walking to the subject property. Thus, it is not anticipated that any on-site parking will be needed for employees, hence employee parking was not considered in the parking study.

There are two proposed test drive routes that are anticipated to be used as part of the project's ongoing operation:

1. The first and shorter route commences westbound on Olympic Boulevard to Doheny Drive, northbound on Doheny Drive to Wilshire Boulevard, eastbound on Wilshire Boulevard to Robertson or La Cienega Boulevard, and westbound on Olympic Boulevard to enter the project site via the new driveway on Olympic Boulevard.
2. The second and longer route commences westbound on Olympic Boulevard to Avenue of the Stars in Century City, then northbound on Avenue of the Stars to Santa Monica Boulevard, then eastbound on South Santa Monica Boulevard to Wilshire Boulevard, then eastbound on Wilshire Boulevard to Robertson Boulevard, then southbound on Robertson Boulevard to Olympic Boulevard, then westbound on Olympic Boulevard to enter the project site via the new driveway on Olympic Boulevard.

The proposed test drive routes are entirely on commercial streets, and do not enter or pass through any residential streets in the City with the exception of Doheny Drive, which is fronted by multi-family and commercial buildings on both sides between Olympic and Wilshire Boulevards. While these routes will potentially add additional traffic, it is not anticipated that there will be a high volume of test drives due to the niche type of automobiles to be sold at the subject property. The proposed streets have enough capacity to accommodate the relatively low number of anticipated test drives, and the proposed streets are not fronted by single-family homes.

Southeast Area Planning Efforts. On August 7, 2012 during the City Council's Study Session, the Southeast Task Force presented its recommendations for the development of the southeast area of the City (defined as the area of the City located southeast of Wilshire Boulevard and Reeves Drive [both sides of those boundary streets] and all areas east of Robertson Boulevard within the City boundaries). The proposed project is located within the southeast area. A full list of the Task Force's recommendations has been included for the Commission's consideration in Attachment D of this report. The recommendations from the Task Force were generally related to parking, business attraction/retention, programming, mobility, capital improvement projects, and a desire to attract neighborhood-serving businesses. The Task Force specifically recommended conducting business retention efforts for existing businesses such as O'Gara Coach, and targeting vacant properties in the area. It should also be noted that Southeast in Motion, a community planning effort for the southeast area, has been initiated and is currently underway. Meetings and workshops with the community and local stakeholders are expected to take place over the course of the next several months regarding future development in the southeast area, including the Olympic Boulevard corridor. It is anticipated that these workshops, in addition to the Southeast Task Force recommendations, will form the basis of a community plan for the southeast area.

Potential Pros and Cons. A summary of the potential pros and cons identified by staff and discussed above in this report are summarized below for consideration by the Planning Commission:

Potential Pros	Potential Cons
• Revitalization of a currently vacant and dilapidated building and surface parking lot • Retaining a well-recognized luxury automobile sales and service business within the City • Total height, scale, and mass not significantly more than existing building • Limited traffic and parking impacts due to low-volume nature of business	• Potential for light and glare impacts • Potential for additional trips on adjacent residential streets • Adds to the concentration of automobile dealerships on Olympic Boulevard • Use is not considered to be neighborhood-serving

NEXT STEPS

It is recommended that the Planning Commission conduct the public hearing and adopt a resolution conditionally approving the proposed project.

Alternatively, the Planning Commission may consider the following actions:

1. Deny the project, or portions of the project, based on specific findings.
2. Direct staff or applicant as appropriate and continue the hearing to a date (un)certain, consistent with permit processing timelines.

Report Reviewed By:

Michele McGrath, Principal Planner

ATTACHMENT A

REQUIRED FINDINGS

ATTACHMENT A
Required Findings

Conditional Use Permit Findings.

1. The Planning Commission may authorize conditional uses if the Planning Commission finds that the proposed location of any such use will not be detrimental to adjacent property or to the public welfare.

2. The following criteria shall be considered by the Planning Commission when reviewing Conditional Use Applications for vehicle sales, service or fuel station uses:
    a) Whether the proposed use is compatible with the area and surrounding uses;
    b) Whether the proposed use will have adequate buffering between the use and residential areas'
    c) Whether the proposed use will create an adverse traffic impact or a traffic safety hazard to pedestrians or to vehicles, including, but not limited to, an adverse impact on traffic circulation or parking;
    d) Whether the proposed use will create excessive noise, unpleasant odors, noxious fumes, excessive lighting, or substantial interference with neighboring properties or uses due to the activities associated with the proposed use or its hours of operations.

3. The parking and loading space requirements set forth in other provisions of the Zoning Code may be reduced by the Planning Commission for automobile dealerships upon the presentation of evidence satisfactory to the Commission that the parking and loading spaces required by other provisions of the Zoning Code exceed the demand for parking and loading spaces that will be generated by the proposed use.

ATTACHMENT B

PUBLIC NOTICE

NOTICE OF PUBLIC HEARING

DATE: July 23, 2015

TIME: 1:30 PM, or as soon thereafter as the matter may be heard

LOCATION: Commission Meeting Room 280A
Beverly Hills City Hall
455 North Rexford Drive
Beverly Hills, CA 90210

The Planning Commission of the City of Beverly Hills, at its REGULAR meeting on Thursday, July 23, 2015, will hold a public hearing beginning at **1:30 PM**, or as soon thereafter as the matter may be heard to consider:

> A request for a conditional use permit to allow O'Gara Coach Company, a vehicle sales and service use, to be established in a C-3T-2 zone; to allow renovations to an existing building that would result in a total height of 41' and 2 stories, and to allow a reduction in the required number of parking spaces. The proposed renovations would result in a net reduction of 1,563 square feet of floor area. The subject property is located at **8955 Olympic Boulevard**, between South Almont Drive and South La Peer Drive in the southeast area of the city.

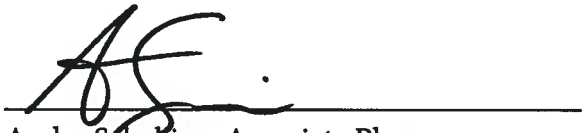
This project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. The project qualifies for a Class 1 Categorical Exemption (Existing Facilities) in accordance with the requirements of Section 15301 of the Guidelines for "additions to existing structures provided that the additions will not result in an increase of more than 10,000 square feet", 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 **Andre Sahakian, Associate Planner** in the Planning Division at (310) 285-1127, or by email at **asahakian@beverlyhills.org**. Copies of the project plans and associated application materials are on file in the Community Development Department, and can be reviewed by any interested person at 455 North Rexford Drive, Beverly Hills, CA 90210.

Sincerely:



Andre Sahakian, Associate Planner

Mailed: July 13, 2015

ATTACHMENT C

DRAFT RESOLUTION

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS CONDITIONALLY APPROVING A CONDITIONAL USE PERMIT TO ALLOW O'GARA COACH COMPANY, A VEHICLE SALES AND SERVICE USE, TO BE ESTABLISHED IN A C-3T-2 ZONE; TO ALLOW RENOVATIONS TO AN EXISTING BUILDING THAT WOULD RESULT IN AN INCREASE IN HEIGHT; AND TO ALLOW A REDUCTION IN THE REQUIRED NUMBER OF PARKING SPACES FOR THE PROPERTY LOCATED AT 8955 OLYMPIC BOULEVARD.

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

Section 1. Murray D. Fischer, representative of O'Gara Coach Company (the "Applicant"), has submitted an application for a Conditional Use Permit to allow the remodel of an existing building for the purpose of establishing a vehicle sales and service use on the property located at 8955 Olympic Boulevard (the "Project"). The Project does not meet all by-right land use and development standards, and therefore requires entitlements that can be granted by the Planning Commission pursuant to the issuance of a Conditional Use Permit.

Section 2. The proposed project consists of the establishment of a vehicle sales and service use in the C-3T-2 Commercial Transition zone on a site located in the southeast area of the City. The site is currently occupied by an existing commercial building built in 1947 with one-story and a mezzanine, which has been operated by various tenants as a vehicle sales and service use since its original construction. The proposed tenant is O'Gara Coach Company, and establishing the proposed use includes renovation of the existing structure to reconfigure the

interior layout, a reduction in the size of the existing mezzanine, and the addition of an upper level lounge for customers. The project also consists of architectural renovations that would result in an increase to the total height of the building by adding an architectural stair enclosure. The renovations result in a net reduction of floor area throughout the building. Other renovations include improvements to the existing surface parking lot, including striping to accommodate a maximum number of parking spaces including tandem spaces; establishing a vehicle loading/unloading area; construction of a new driveway from Olympic Boulevard into the surface parking lot; and relocating an existing bus stop further west along Olympic Boulevard. Landscaping will also be improved along the property lines with the installation of new planters surrounding the surface parking area along the alley, South La Peer Drive, and Olympic Boulevard.

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 environmental regulations of the City. The project qualifies for a categorical exemption pursuant to Section 15301 (Class 1(e)) of the Guidelines. Specifically, the project represents establishment of a vehicle sales and service tenant on a vacant site where the same use had previously been established. Also, the project includes renovations to an existing building that will result in a net reduction of floor area. The Planning Commission hereby finds that the Project will not have a significant environmental impact 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 13, 2015 to all property owners and residential occupants within a 500-foot radius of the property plus block face. Notice of the Project and public hearing was also published in two newspapers of local circulation, including the *Beverly Hills Courier* on July 10, 2015 and the *Beverly Hills Weekly* on July 16, 2015. On July 23, 2015 the Planning Commission considered the application at a duly noticed public hearing. Evidence, both written and oral, was presented at the meeting.

Section 5. In reviewing the request for a Conditional Use Permit to allow vehicle sales and service use on the project site, the Planning Commission considered whether it could make the following findings in support of the Project:

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

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

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

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

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

Section 6. Based on the foregoing, the Planning Commission hereby finds and determines as follows with respect to the Conditional Use Permit to allow vehicle sales and service use on the project site:

1. The proposed vehicle sales and service use will be located within an existing, vacant commercial building on the property that has previously operated as a vehicle sales and service use. To the north of the project site is a residential neighborhood that is separated from the site by a 15' alley. The proposed service use will not include mechanical lifts, compressors, paint jobs, or body work on vehicles, which significantly reduces the potential for noise or odor impacts on adjacent properties. A traffic, parking, and circulation study has been prepared which indicates that the proposed use will not result in any significant traffic or parking related impacts on the neighborhood. Although the study determined the impacts would not be significant, conditions have been imposed relating to test drive routes that will further limit traffic impacts, specifically in the residential neighborhood to the north. Conditions have also been placed on various operational aspects of the project, such as hours of operation, use of amplified sound, allowed types of vehicle service, and employee parking, which will further reduce any potential impacts of the proposed use on adjacent properties. Since the proposed use will be located within an existing commercial building that has historically been used for vehicle sales and service, the type of vehicle service use will not create substantial noise or odors, and the proposed project has been

conditioned to minimize potential operational impacts, the proposed use will not be detrimental to adjacent property or to the public welfare.

2. The proposed vehicle sales and service use is commercial in nature, has traditionally been located in this area of the City as well as on the same project site, and is generally consistent with the surrounding uses along Olympic Boulevard which are comprised of retail, restaurants, offices, and other vehicle service uses. The new use will be located within an existing, vacant commercial building on the property that has previously operated as a vehicle sales and service use. To the north of the project site is a residential neighborhood that is separated from the site by a 15' alley. A traffic, parking, and circulation study has been prepared which indicates that the proposed use will not result in any significant traffic or parking related impacts on the neighborhood. Although the study determined the impacts would not be significant, conditions have been imposed relating to test drive routes that will further limit traffic impacts, specifically in the residential neighborhood to the north. Conditions have also been placed on various operational aspects of the project, such as hours of operation, use of amplified sound, allowed types of vehicle service, and employee parking, which will further contribute to the compatibility of the proposed use with the area and surrounding neighborhood. Since the proposed use will be located within an existing commercial building that has historically been used for vehicle sales and service, the site is located along a commercial corridor with other vehicle sales and services uses, and has been conditioned to minimize potential operational impacts, the proposed use will be compatible with the area and surrounding uses.

3. The proposed vehicle sales and service use will be located within the existing, vacant commercial building on a commercial property that is adjacent to residential properties. The project site is separated from the neighboring residential uses by a 15' wide alley along the north side of the property. As conditioned, the building's windows and doors along the north elevation directly facing the alley and residential areas will be sealed off, and the vehicle service entrance will be accessed from the portion of South Almont Drive that is further away from the alley and adjacent residential properties. The one vehicular driveway along the alley is intended for one-way exiting from the surface parking area, and vehicles will be directed via signage to turn right into the alley and exit the alley onto South La Peer Drive, utilizing a small portion of the entire alley for traffic circulation. As part of the project, a new 6' setback from the alley will be provided along the surface parking area, and landscaping will be installed and maintained in the setback area to screen the parking area as well as the trash enclosure. Thus, the proposed use will have adequate buffering from residential uses.

4. A traffic, parking, and circulation study has been prepared for the proposed use, and peer reviewed by the City's Transportation Engineer. The project is anticipated to result in a maximum increase of 2 trips onto adjacent residential streets during the peak hours. Based on existing traffic volumes, this represents a maximum increase of 1.2% on weekdays on South Almont Drive, and a maximum increase of 1.8% on Saturdays on South Almont Drive. South La Peer Drive would see a maximum increase of 0.8% on weekdays and a maximum

increase of 1.3% on Saturdays as a result of the proposed project. The results of this analysis indicate that traffic impacts to the adjacent residential streets resulting from visitors and general operation of the proposed automobile sales and service use would be minimal. While the study determined that the impacts would not be significant, it is recognized that the project will result in additional traffic in the area and conditions have been imposed on the project to minimize traffic impacts. Specific conditions regarding signage for visitors existing the parking area, as well as vehicle test drives have been included. These conditions will reduce the amount of traffic in the residential areas, thereby reducing the potential traffic safety hazards to pedestrians. Therefore, the proposed project will not create an adverse traffic impact or traffic safety hazard to pedestrians or vehicles, including, but not limited to, an adverse impact on traffic circulation or parking.

5. The site is proposed to be used for vehicle sales and service, and the specialized nature of the types of vehicles sold by the tenant will minimize potential impacts. Hours of operation for automobile service uses will be by appointment only, and appointments will be given Monday through Friday. Hours of operation for automobile sales are as follows: Monday through Friday from 10:00am – 7:00pm; Saturday from 10:00am – 5:00pm; and Sunday from 11:00am – 4:00pm. There will be no mechanical repairs done on the site; hence there will be no use of mechanical lifts, compressors, body work, or painting, thus reducing the potential for any noise or odor impacts to neighboring properties. Additionally, there will be no amplified paging system utilized at the facility. This will result in minimal noise being generated, and combined with the relatively limited hours of

operation, will reduce the likelihood of significant noise impacts to the adjacent residential neighbors. The project site proposes the use of 20' tall lights to illuminate the parking lot at night, as well as a number of accent lights in the parking area. As conditioned, all lights will face downwards and be shielded to avoid excess light and glare from spilling over into neighboring properties. For these reasons, the proposed use will not create excessive noise, unpleasant odors, noxious fumes, excessive lighting, or substantial interference with neighboring properties or uses due to the activities associated with the proposed use or its hours of operation.

Section 9. In reviewing the request for the Planning Commission to reduce the parking requirements set forth in the Beverly Hills Municipal Code for automobile dealerships, the Planning Commission considered whether it could make the following finding in support of the Project:

1. That the Planning Commission was presented of satisfactory evidence that the parking spaces required by other provisions of the Beverly Hills Municipal Code exceed the demand for parking spaces that will be generated by the proposed use.

Section 10. Based on the foregoing, the Planning Commission hereby finds and determines as follows with respect to the request to reduce the parking space requirements set forth in the Beverly Hills Municipal Code for the proposed use:

1. The project site contains an existing, legally nonconforming building with 24 parking spaces. Thus, pursuant to the Beverly Hills Municipal Code,

the proposed project would be required to maintain at least 24 parking spaces. A traffic, parking, and circulation study has been prepared for the proposed use, and peer reviewed by the City's Transportation Engineer. The parking demand for the project was determined using empirical parking demand rates developed from the traffic count volumes collected for the 8833 Olympic Boulevard facility, which is where the proposed use currently operates. It was assumed that over the course of the day, any arriving vehicle needed to be parked, whether for a short or long period of time, thereby generating demand for a parking space, while a departing vehicle removed demand for a parking space. Vehicles not reflective of the facility's parking demand, such as employees who will be required to park at an off-site facility, were excluded. Based on this analysis, the highest average hourly parking demand for the three days counted was 5 spaces, which was used to calculate the empirical peak parking demand ratio for the 8833 Olympic Boulevard facility, resulting in a peak parking demand ratio of 0.38 spaces per 1,000 square feet of floor area for the proposed use. Applying the peak parking demand ratio to the proposed project's 20,009 square feet of floor area, the result is a peak parking demand of 8 spaces. For purposes of a more conservative calculation, assuming that all of the vehicles undergoing electronics programming servicing would also be simultaneously parked on-site until they were picked up by their owners, the project peak parking demand would increase by up to 5 additional spaces, for a total peak parking demand of 13 spaces. Based on this evidence, the parking spaces required by other provisions of the Beverly Hills Municipal Code exceed the demand for parking spaces that will be

generated by the proposed use, and the Planning Commission hereby establishes the parking requirement for this project to be 13 parking spaces.

Section 11. Based on the foregoing, the Planning Commission hereby grants the requested Conditional Use Permit subject to the following conditions:

1. Prior to the issuance of a building permit, the owner of the Project site shall record a lot tie covenant against all three lots comprising the project site, satisfactory in form and content to the City Attorney.

2. This approval shall not become effective unless and until the applicant obtains authorization from the Metropolitan Transit Authority to relocate the bus stop that is currently in the location of the proposed vehicular driveway on Olympic Boulevard.

3. Car washing shall be prohibited within the Project's surface parking lot, but may occur within the enclosed portions of the building, provided a water recycling system is utilized.

4. The project shall not operate in any capacity beyond the hours of 10:00AM – 7:00PM Monday through Friday, 10:00AM – 5:00PM on Saturday, and 11:00AM – 4:00PM on Sunday.

5. Appointments for automobile servicing shall only be scheduled during the project's approved operating hours Monday through Friday. Appointments for automobile servicing shall not be scheduled on Saturdays or Sundays.

6. Electronics programming shall be the only type of vehicle servicing activity allowed on the project site. There shall be no mechanical service or

repairs, body repairs, paint jobs, or any other similar type of service or repairs performed on the project site.

7. There shall be no amplified paging system or any use of amplified sound systems on the project site at any time.

8. All surface parking lights shall be oriented downward and shielded such that lighting is oriented away from neighboring residential properties at all times.

9. A pedestrian warning light system shall be installed at the west end of the facility to advise pedestrians of vehicles exiting the service door onto South Almont Street. Such warning light system shall be shielded and oriented away from neighboring residential properties. The applicant shall also install mirrors that will provide vehicles exiting the property with visibility of the public right-of-way.

10. All building openings along the alley elevation shall be sealed off to prevent impacts to adjacent residential properties.

11. The project site shall maintain a minimum of 13 standard parking spaces to meet its minimum parking requirement established by this Conditional Use Permit. In addition, the project site shall also contain 11 tandem parking spaces for a total of 24 parking spaces on the site for the proposed uses.

12. Employee parking shall not be allowed on the project site, or on any adjacent residential streets, including but not limited to South Almont Drive and South La Peer Drive. All employee parking shall be accommodated off-site at a designated off-street parking facility.

13. All on-site customer parking shall be provided by valet, and shall be free of charge.

14. One-way vehicular ingress to the parking area shall be provided via the driveway from Olympic Boulevard, and one-way vehicular egress from the parking area shall be provided via the alley to the north of the project site.

15. Signs shall be posted on the property indicating "Right Turn Only" into the alley for vehicles exiting the parking area. Signs shall be posted on the property indicating "Left Turn Only" for vehicles exiting the service area onto South Almont Drive.

16. Transport trucks delivering vehicle inventory shall be prohibited on the project site. All vehicle inventory shall be delivered to an off-site location outside the City of Beverly Hills, and inventory shall be driven to the project site on an individual vehicle basis. All deliveries shall occur during the approved hours of operation outlined in this resolution.

17. The applicant shall be responsible for notifying patrons of how to best access the service area from Olympic Boulevard, and shall discourage patrons from using residential streets to enter or leave the project site. This information shall be provided to patrons on the service facility's webpage, within written and email correspondence to patrons, and through verbal communications with the sales and service facility employees.

18. Vehicle demonstrations and/or test drives shall not be conducted on any residential street (with the exception of South Doheny Dive), including, but

not limited to, South Almont Drive and South La Peer Drive. Vehicle demonstrations and/or test drives shall be limited to the following routes:

a) Commencing westbound on Olympic Boulevard to Doheny Drive, then northbound on Doheny Drive to Wilshire Boulevard, then eastbound on Wilshire Boulevard to Robertson or La Cienega Boulevard, then westbound on Olympic Boulevard to enter the project site via the new driveway on Olympic Boulevard

b) Commencing westbound on Olympic Boulevard to Avenue of the Stars, then northbound on Avenue of the Stars to Santa Monica Boulevard, then eastbound on South Santa Monica Boulevard to Wilshire Boulevard, then eastbound on Wilshire Boulevard to Robertson Boulevard, then southbound on Robertson Boulevard to Olympic Boulevard, then westbound on Olympic Boulevard to enter the project site via the new driveway on Olympic Boulevard.

19. Signage shall be placed on the exterior of the building with a phone number where residents and neighbors can express operational concerns on a 24-hour basis. Such signage shall be placed in a location and manner that is visible and legible from the public right of way. Such signage shall be in conformance with the provisions of Chapter 4 of Title 10 of the Beverly Hills Municipal Code at all times, and shall be subject to Architectural Review.

20. The applicant shall be responsible for notifying all employees of the operational conditions within this resolution.

21. At all times the vehicle sales and service use shall operate in compliance with the City's noise ordinance.

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

23. The Director of Community Development shall have the authority to impose additional conditions as necessary relating to the operation of the proposed use, including, but not limited to, issues relating to traffic circulation, parking, noise, and odors to mitigate any other unanticipated impacts caused by the proposed project as they arise.

24. The conditions set forth in this resolution are specifically tailored to address the operations of O'Gara Coach Company as presented and approved by the Planning Commission. To ensure that any subsequent automobile service uses operated at the subject site do not cause adverse impacts to the surrounding neighborhood, any transfer of ownership, management, or control of the dealership shall be reviewed by the Director of Community Development to determine whether the proposed change substantially conforms to the Project approved by the Planning Commission. If the Director determines that the proposed change does not substantially conform to the approved Project, the Director shall schedule a hearing before the Planning Commission in accordance with the provisions of Section 10-3-3801 of the Beverly Hills Municipal Code. The planning Commission expressly reserves jurisdiction at said hearing to revoke the Conditional Use Permit or to impose additional conditions as necessary to ensure that the operation of the

subsequent vehicle sales or service use at the subject site is compatible with adjacent land uses. The full cost of any such review hearing and implementation of any additional conditions or mitigation measures shall be paid for by the applicant.

25. The applicant shall construct and maintain the improvements on the property in substantial conformance with the plans submitted to and approved by the Planning Commission at its meeting of July 23, 2015. Minor amendments to the plans shall be subject to approval by the Director of Community Development. A significant change to the approved Project shall be subject to Planning Commission Review.

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

27. 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.

28. 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.

29. 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.

30. RECORDATION. This resolution approving the Conditional Use Permit shall not become effective until the owner of the Project site records a covenant, satisfactory in form and content to the City Attorney, accepting the conditions of approval set forth in this resolution. The covenant shall include a copy of the resolution as an exhibit. The Applicant shall deliver the executed covenant to the Department of Community Development 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.

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

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

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Section 12. 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: July 23, 2015

Alan R. Block
Chair of the Planning Commission of the
City of Beverly Hills, California

Attest:

Secretary
Ryan Gohlich
City Planner

Approved as to form:

David M. Snow
Assistant City Attorney

Approved as to content:

Ryan Gohlich
City Planner

ATTACHMENT D

SOUTHEAST TASK FORCE RECOMMENDATIONS

CITY OF BEVERLY HILLS
STAFF REPORT

Meeting Date: August 7, 2012

To: Honorable Mayor & City Council

From: David Lightner, Deputy City Manager

Subject: Southeast Task Force: Final Report

Attachments: Southeast Area Map

INTRODUCTION

In August of 2011, the Southeast Task Force was established as the third of four Mayor's Task Forces convened that year to address specific City Council priorities. Vice Mayor Mirisch chaired the Southeast Task Force with the purpose of coordinating a citizen committee of residents and area stakeholders to discuss, evaluate and form recommendations on the revitalization of the southeast area of Beverly Hills.

DISCUSSION

In addition to Vice Mayor Mirisch, participants on the Task Force included: Chris Biehl, Don Creamer, Brian Goldberg, Howard Goldstein, Andrea Grossman, Isabel Hacker, Noah Margo, Susan Mishler, Dick Seff, and AJ Wilmer.

The first task of the group was to define the Southeast neighborhood geographically. The clear consensus was: southeast of Wilshire Boulevard and Reeves Drive (including both sides of those boundary streets) and all of the area east of Robertson Boulevard within the City boundaries. A Southeast Area Map is attached. The existing strengths of the area were identified as: the neighborhood's young family demographic, high quality public and private schools, walkability, classic theaters, LaCienega restaurants and LaCienega Park.

The area's primary challenges were identified as: lack of destination businesses other than LaCienega restaurants; too many vacancies; a lack of parking in older buildings; shallow lots on Robertson and Olympic and a high water table which make parking garages expensive to build; a lack of grocery stores; too many nail salons and a need to be more bicycle and pedestrian friendly. Related challenges include a sense of missed opportunity to provide a Larchmont Boulevard flavor; attracting the types of boutiques that move onto the Los Angeles stretch of North Robertson; attracting a Trader Joe's type grocery; and attracting teen-oriented businesses.

Outreach

The outreach effort was targeted to build on the area's strengths and to address the primary challenge of parking constraints.

Dick Rosenzweig, who was then Vice-President of Playboy Enterprises, was consulted to explore the connections between the Southeast area and the entertainment industry. One of the fundamental assets of the area is the existence of the Saban Theater, the Fine Arts Theater, the Music Hall Theater, the headquarters of the Academy of Motion Picture Arts & Sciences, the Beverly Hills Playhouse, the Writers Guild Theater and the Horace Mann Auditorium (which pre-dates the school). The idea of creating an Arts District around this historic core is full of potential and was suggested as an identity for the whole area. The history of discussions about a Beverly Hills Film Festival was reviewed and that too could be a powerful tool to weave the area's assets together in an annual destination event, particularly when the private commercial screening rooms in the district are added to the theater resources. A strong partnership with the Annenberg Center was recommended even though that resource is outside the district.

In order to bring the business owners' perspective to the Task Force, the outreach effort included identifying two area businesses run by civic-minded owners who were happy to meet with the group to discuss business opportunities and challenges and to develop ideas. Jay Navas of Toppings Yogurt on Robertson and Lupe Prado Sanchez of Cocina Primavera on Olympic were both invaluable resources for the group as their recommendations were being formed. Toppings exemplifies the non-chain, family-friendly, destination business model that the Task Force recommends. The members of the Prado family behind Cocina Primavera are long-time restaurateurs on Larchmont Boulevard providing key perspectives on opportunities for small business success in Beverly Hills and they similarly provide a "local destination" as supported by the Task Force.

The outreach effort included a specific focus on parking, which emerged as one of the key challenges associated with revitalization of the area. The Task Force recommendations include pursuing several approaches to address the parking constraints simultaneously, including increasing on-street parking, expanding the in-lieu parking program, maximizing the usefulness of parking in existing buildings, working with developers to find creative parking solutions such as encroachments beneath the right-of-way and City development of parking garages in targeted locations. One of the key recommended goals is to leverage partnership opportunities as they arise.

Focusing on this goal and the unique opportunity presented by the School District's plan for major reconstruction at the Horace Mann campus on Robertson, an outreach effort with the District was initiated to see if there was potential to create subterranean public parking in a manner that would not interfere with school operations. This exploration included discussion with District design staff and consultants, with the Board of Education at a Board study session, and with Horace Mann parents at a very well attended Horace Mann PTA meeting. Ultimately it became clear that no design solution was going to address the concerns of the stakeholders and the focus was shifted to a search for other sites on Robertson for public parking.

Additional outreach to area real estate brokers was conducted so that the City can stay informed about opportunities to purchase appropriate public parking sites.

Previous Studies

The Task Force reviewed prior studies related to the southeast including:

- Technical Assistance Panel (TAP) Report: "Energizing Wilshire Boulevard – Rexford to LaCienega" prepared by the Urban Land Institute
- Beverly Hills General Plan Topic Committee Reports
- Small Business Task Force Report of Findings

Task Force Recommendations

The Task Force, after meeting over a 9-month period, reviewing prior related studies and extensive discussion, proposed the following recommendations. The primary themes that developed include *parking* constraints, the need for *business attraction and retention* efforts, the need for *programming* of events and activities to enliven the area and the need to enhance *mobility.*

Parking

1. Designate investment funds for the revitalization of the Southeast, including the development of parking facilities.

2. Develop a Southeast In-Lieu Parking District.

Business Attraction and Retention

3. Target the remaining vacancies, including the former BMW, International House of Pancakes (IHOP), Blockbuster, Collateral Lender and other sites.

4. Coordinate with the Chamber of Commerce and the Conference & Visitors Bureau (CVB) to brand and market the area as an Arts and Entertainment District including theaters, galleries, museums and related businesses.

5. Convene property owners and brokers to share recommendations on types of businesses recommended by the Task Force.

6. Reinvigorate Restaurant Row with art galleries and a marketing program.

7. Attract a neighborhood "Trader Joe's type" market

8. Attract a destination indoor farmers market to one of the available sites on Olympic. This concept has been successful on a larger scale at the Ferry Building in San Francisco and Oxbow in Napa.

9. Attract local-serving, family-friendly, neighborhood restaurants.

10. Conduct business retention efforts both for strong existing businesses such as O'Gara Coach on Olympic and Restaurant Row and for unique neighborhood destinations such as Toppings and Cocina Primavera.

Programming

11. Coordinate with the School District to incorporate school site events into the neighborhood.

12. Encourage outdoor dining and make sure all blocks have enough trash cans.

13. Introduce events such as a film festival, an art fair or food event for greater business exposure.

14. Introduce seasonal banners to identify the Southeast and its sub-districts.

Mobility

15. Create bike routes that connect the Southeast to other areas and install bike racks in strategic locations.

16. Introduce a trolley route between the City's hotels and the Southeast.

17. Designate Robertson tree type and expedite ficus replacement along with other initiatives to make the area more pedestrian friendly.

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

Additional Capital Improvements

19. Improve the LaCienega median at the park and consider a pedestrian bridge.

20. Acquire the Los Angeles property adjacent to LaCienega Park at the northeast corner of LaCienega and Olympic for additional park space and creation of a City gateway.

21. Create a minor league baseball field at LaCienega Park, with stands for 1,200-3,000 spectators, to attract a Dodger farm team.

FISCAL IMPACT

One of the positive results of the Task Force's work is that many of the recommendations are not dependent on additional funds. The commitment of staff time to work toward these goals, along with the City's partners at the Chamber of Commerce and the CVB, is the major resource needed to start addressing these recommendations.

Exceptions include: the development of parking and other area investment, such as LaCienega Park expansion and improvements, toward which $4.675 million has been designated over the next 5 years; creation of a banner program and implementation of other marketing tools which will require funding as would a trolley program (typically not able to be self-sustaining with operating costs of $38/hour). If supported in concept, staff will develop program proposals for these efforts and return to the City Council for

prioritization and confirmation of funding sources. There is sufficient funding in the current LaCienega Park capital improvement budget to address the median refurbishment.

While the recommendation to study diagonal parking on Robertson could lead to a net increase in parking, the removal of one of the two existing northbound travel lanes could have mobility impacts for the region. If the City Council directs further study of diagonal parking on Robertson, the first step would be to initiate a traffic feasibility study at an estimated cost of $30,000. This study would be funded from the Southeast Revitalization capital improvement budget created this year. Further environmental assessment costs would be likely if the concept proves feasible along with costs to reconfigure the street which are not yet known.

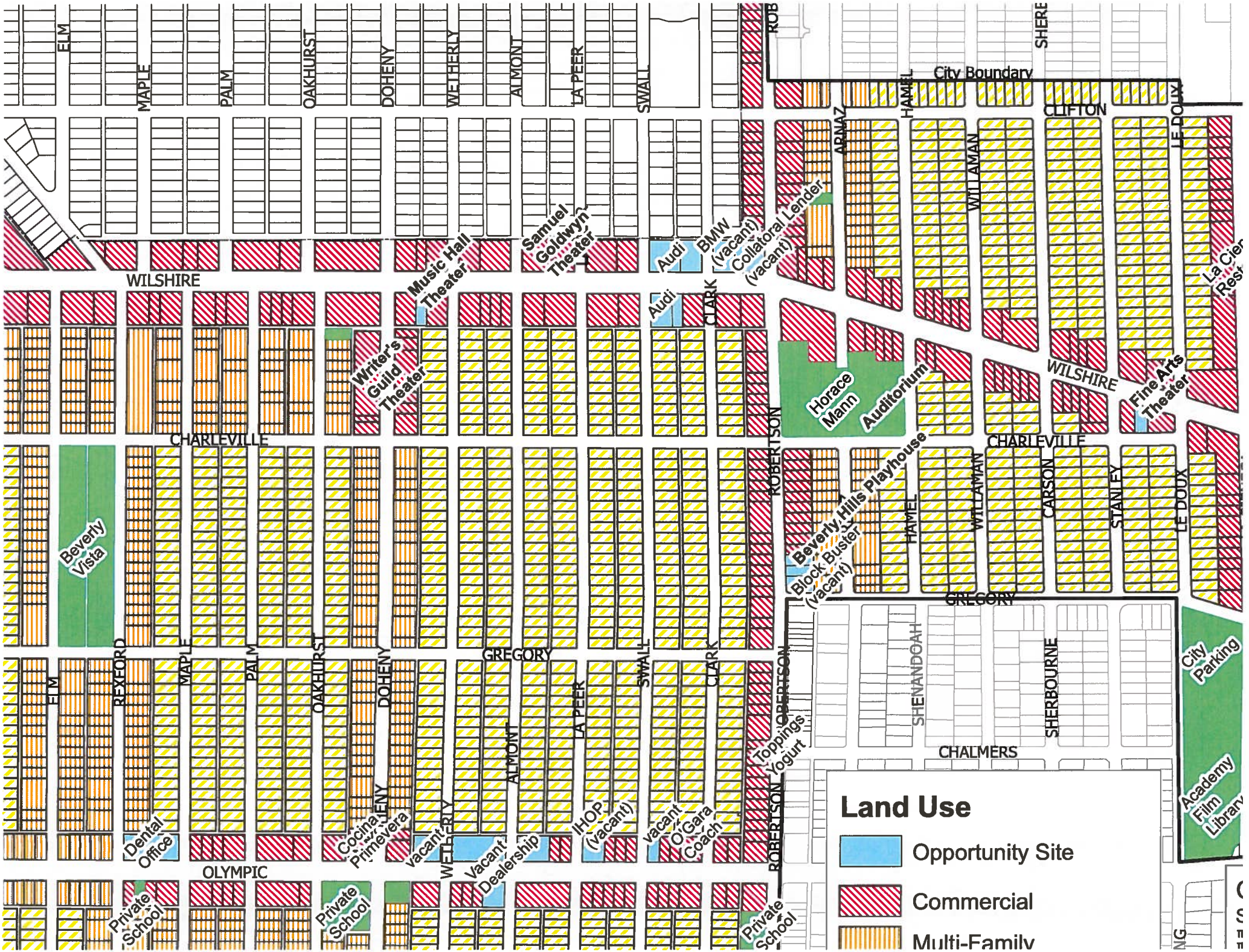
Further study would be required in order to know the proper scope of a feasibility study for a minor league baseball stadium at La Cienega Park and City Council direction to study this further would be needed in order to estimate the costs to pursue this idea.

RECOMMENDATION

It is recommended that the City Council direct staff to incorporate these proposed programs into the Work Plan effort designated as Implementation of Southeast Task Force Recommendations in this year's budget for Policy & Management, and to coordinate with Community Development, Community Services, Public Works, the CVB and Chamber of Commerce on the creation of related work plans. Specific City Council guidance is requested with respect to further study of diagonal parking on Robertson and exploration of developing a minor league baseball facility.

David Lightner DL
Approved by

Attachment 1


ELM
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PALM
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ALMONT
LA PEER
SWALL
ROB
SHERE
City Boundary
HAMEL
CLIFTON
LE DOUX
ARNAZ
WILLAMAN
WILSHIRE
Music Hall Theater
Samuel Goldwyn Theater
Audi
BMW
(vacant)
Collatoral Lender
(vacant)
CLARK
Writer's Guild Theater
Horace Mann
Auditorium
Fine Arts Theater
CHARLEVILLE
ROBERTSON
Beverly Hills Playhouse
Block Buster
(vacant)
CARSON
STANLEY
Beverly Vista
REXFORD
GREGORY
SHENANDOAH
SHERBOURNE
City Parking
Toppings Yogurt
CHALMERS
Academy Film Library
Dental Office
Cocina Primevera
vacant
IHOP
(vacant)
O'Gara Coach
Vacant Dealership
OLYMPIC
Private School
Land Use
Opportunity Site
Commercial
Multi-Family

ATTACHMENT E

TRAFFIC AND PARKING ANALYSIS

TRAFFIC AND PARKING ANALYSIS
O'GARA COACH COMPANY DEALERSHIP AND SHOWROOM FACILITY
8955 OLYMPIC BOULEVARD, BEVERLY HILLS

Prepared for:
O'Gara Coach Company

Prepared by:

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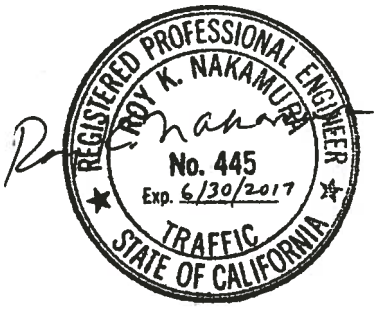

July 13, 2015

TRAFFIC AND PARKING ANALYSIS
O'GARA COACH COMPANY DEALERSHIP AND SHOWROOM FACILITY
8955 OLYMPIC BOULEVARD, BEVERLY HILLS

The Applicant, O'Gara Coach Company (OCC), is seeking approval of a Conditional Use Permit (CUP) for a Bentley, Bugatti and Lamborghini automobile dealership and showroom facility (the "Project") at 8955 Olympic Boulevard in the City of Beverly Hills. The Project site and vicinity are shown in Figure 1.

As requested by City staff for the CUP application, this traffic and parking analysis has been prepared to assess the potential traffic and parking impacts of the Project. For this analysis, empirical trip generation and parking demand rates have been developed and used to analyze the Project. An evaluation of Project vehicular access and circulation proximate to the site has also been made.

Project Site and Description

The Project is a new dealership and showroom facility for Bentley, Bugatti and Lamborghini automobiles at 8955 Olympic Boulevard in the City of Beverly Hills. The existing OCC Bentley and Bugatti operations at 8833 Olympic Boulevard, and the existing OCC Lamborghini operation at 125 S. Robertson Boulevard, will be relocated to the new facility. The Project site is rectangular and bounded by Olympic Boulevard, a major arterial, on the south; an east-west alley on the north; Almont Drive, a local street, on the west; and Lapeer Drive, a local street, on the east. North of the site is a single-family residential neighborhood. The intersection of Olympic Boulevard/Lapeer Drive is signalized.

The site is occupied by a vacant building containing 21,470 square feet of floor area, and a parking lot with 24 striped spaces. The previous use on the site was an automobile dealership, which included vehicle servicing. After Project renovation and modernization, the building will have 19,875 square feet of floor area. The parking layout of the surface lot will be reconfigured, providing 24 striped spaces as today. It is anticipated that the Project will be completed sometime in the fall of 2015. The Project site plan is presented in Figure 2.

An entry-only driveway will be constructed on Olympic Boulevard, which will serve as the main driveway. An exit-only driveway will be installed on the east-west alley. The currently closed two-way driveway on Almont Drive accessing the west side of the building will be reactivated

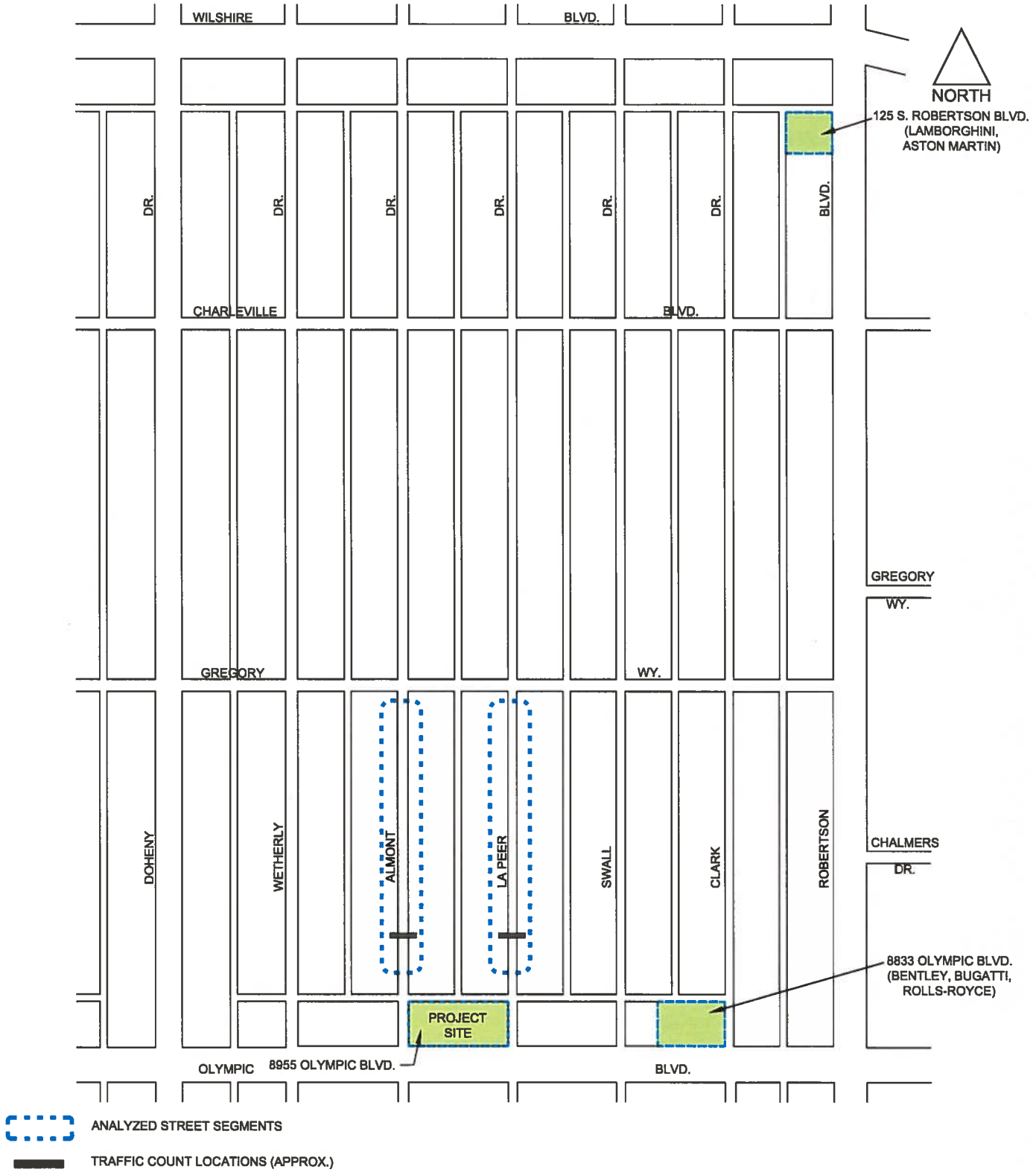

FIGURE 1

7/9/2015

FN: O'GaraCoachCoOlympic\SITEVICN

PROJECT SITE VICINITY MAP

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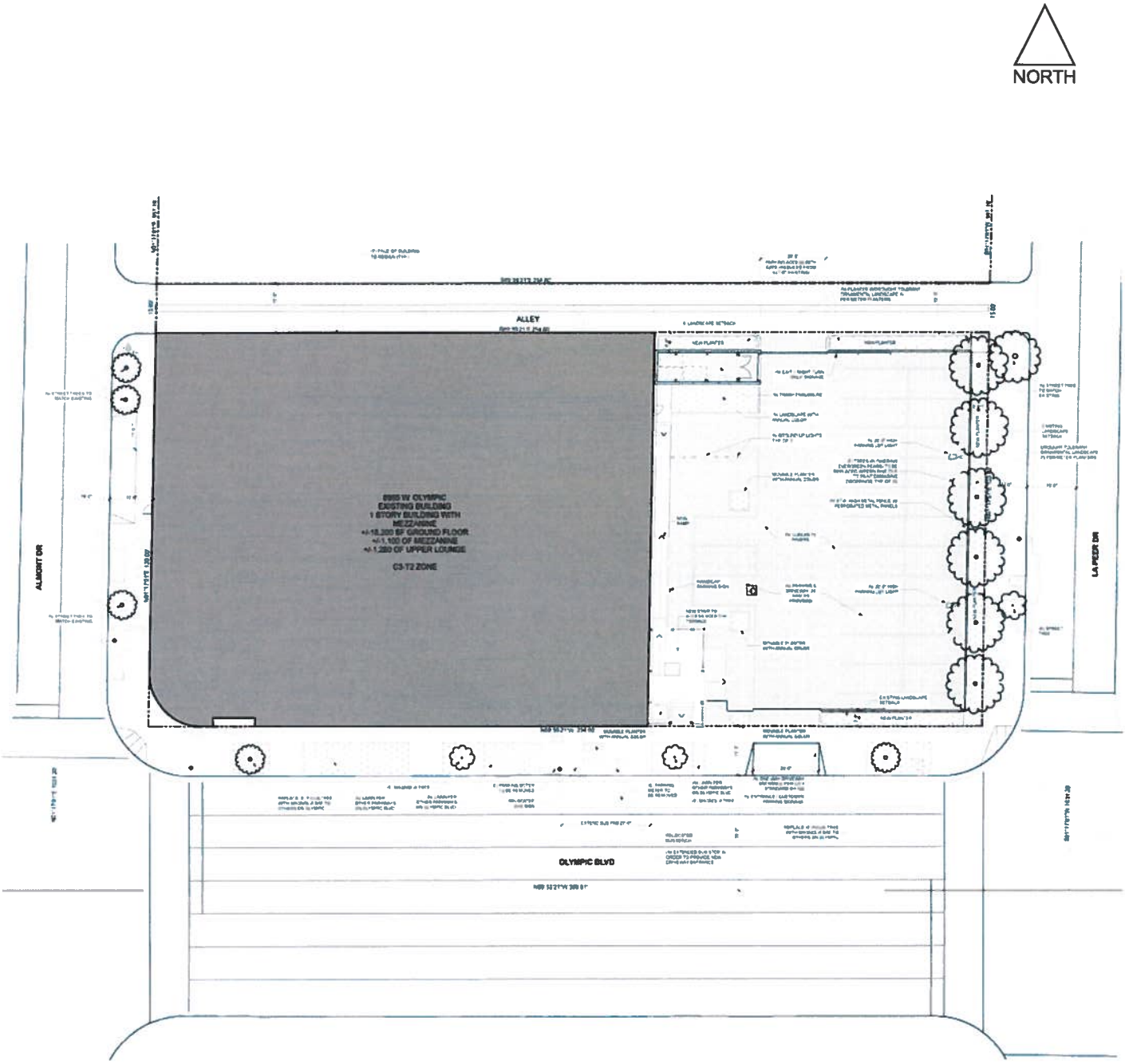

SOURCE: BEHR BROWERS ARCHITECTS

FIGURE 2

7/9/2015

FN: O'GaraCoachCoOlympic\SITEPLAN

PROJECT SITE PLAN

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and used as a service-only driveway. As approved by the City Engineer's office, the existing bus stop on Olympic Boulevard will be relocated approximately 18 feet westerly to accommodate the main driveway, per the City Engineer. The existing bus pad will be extended approximately 27 feet westerly as part of the bus stop relocation.

Project Operations

The Project hours of operation will be 10:00 AM - 7:00 PM, Monday - Friday; 10:00 AM - 5:00 PM, Saturday; and 11:00 AM - 4:00 PM. Nearly all of the Project operations will be for the sale of Bentley, Bugatti and Lamborghini automobiles. Vehicle servicing on-site will be limited to electronics programming, which will be scheduled by appointment only and Monday - Friday only. It is estimated that at most, up to five vehicles per day would be serviced for electronics programming. Other servicing and repairs will continue to be provided at OCC's service/repair facilities on Colby Avenue and Pico Boulevard in West Los Angeles. In addition, all new vehicles will be transported to and off-loaded at the Pico Boulevard facility, after which they will be individually driven to the Project site at an appropriate time.

Driveway Operations

Visitor/customer vehicles will enter the Project site via the inbound-only main driveway on Olympic Boulevard. These vehicles will be parked on-site by a parking valet/attendant. These vehicles will exit via the outbound-only driveway on the east-west alley. Signage will be installed on-site directing exiting drivers to make only right turns onto the alley. Exiting drivers will also be requested to make only right turns from the alley onto Lapeer Drive and proceed toward Olympic Boulevard.

When customers schedule their service appointment for electronics programming, they will be informed of and requested to use the following route to the Project site: Doheny Drive or Robertson Boulevard to Olympic Boulevard, then to the service driveway on Almont Drive less than one-half block north of Olympic Boulevard. Drivers exiting the service driveway will be directed by on-site signage to turn left onto Almont Drive and proceed toward Olympic Boulevard.

Project Employees and Parking

It is estimated that the Project will have approximately 10 to 12 employees, but not all will be on-site at the same time. These employees will be OCC employees at the existing Bentley, Bugatti and Lamborghini operations who will be transferred to the new facility. No new employees are expected to be added to the Project. As is the current practice for OCC employees, Project employees will park at 1030 S. Robertson Boulevard, where parking is leased. They will walk to the Project site, or on occasion, such as due to inclement weather, they may be picked up by a valet or porter from the Project. Therefore, employee parking spaces will not be provided at the Project site.

Existing Traffic Volumes

City staff recommended that Project traffic impacts be analyzed for weekday and Saturday conditions on the residential local streets adjacent to the Project site. Accordingly, machine traffic counters were used to collect daily traffic count data of Almont Drive and Lapeer Drive between Gregory Way and the east-west alley, as approximately located on Figure 1. The counts were conducted Wednesday and Thursday, January 28 and 29, 2015, and Saturday, January 31, 2015. The traffic count data sheets are provided in Attachment A.

Project Traffic

The trip generation characteristics of automobile sales facilities representative of the Project are not documented in the current standard trip generation sources, such as the Institute of Transportation (ITE) *Trip Generation* manual or the San Diego Association of Governments *San Diego Traffic Generators* manual. The current trip generation rates in the literature relate to more common and widely available automobiles, and not highly expensive, very limited production automobiles such as the Project's Bentley, Bugatti and Lamborghini. Given their unique niche in the automobile market, these automobiles attract much less visitor/customer traffic than more mainstream automobiles. In addition, much of OCC's sales of these automobiles are conducted over the Internet, further reducing visitor/customer traffic. Therefore, it was agreed with City staff to develop empirical trip generation rates in order to more accurately estimate the trip generation of the Project.

Empirical Trip Generation Analysis

Crain & Associates discussed visitor/customer traffic with the general manager of the Bentley, Bugatti and Rolls-Royce operations at 8833 Olympic Boulevard, and the Lamborghini and Aston Martin operations at 125 S. Robertson Boulevard. (See Figure 1 for the location of these two operations.) He indicated that visitor/customer traffic at both locations is low. Bentley visitor/customer traffic is generally higher than for Bugatti and Rolls-Royce. Visitor/customer traffic for Aston-Martin is also generally higher than for Lamborghini. The amount of Lamborghini and Rolls-Royce visitor/customer traffic tends to be about the same. Bugatti experiences the least visitor/customer traffic compared to the other four automobile makes. The general manager indicated that the arrivals and departures of visitor/customer traffic at both locations are variable, but generally speaking, the majority of weekday visitor/customer traffic typically occurs from around 1:30 PM to 6:00 PM, while on Saturday, visitor/customer traffic tends to be more evenly spread over the day. Considering these factors, including Rolls-Royce and Lamborghini visitor/customer traffic being about the same, Crain & Associates concluded that an empirical analysis of the 8833 Olympic Boulevard facility would provide trip generation results reasonably representative of Bentley and Bugatti operations, as well as Lamborghini operations.

Crain & Associates retained The Traffic Solution, an experienced traffic data collection firm, to conduct a survey and traffic count of the vehicles accessing the 8833 Olympic Boulevard facility. This facility contains approximately 13,070 square feet of floor area. The survey and traffic count were performed Tuesday and Wednesday, January 27 and 28, 2015, and Saturday, January 31, 2015, all of which were typical days of operation.

The data collection began one-half hour before and ended one-half hour after business hours, in order to capture early arrivals and late departures. To the extent feasible, all facility-related trips, including visitor/customer vehicles, delivery vehicles, employee-driven vehicles, and demonstration-driven vehicles, were counted. Counts were made not only of vehicles using the Clark drive driveway, but also facility-related vehicles stopping or parking along Olympic Boulevard and Clark Drive. The delivery vehicles were comprised of US Postal Service, UPS, Federal Express and Sparkletts Water vehicles. The employee-driven vehicles were visitor/customer vehicles that were being parked off-site by a valet attendant at the 8955 Olympic Boulevard lot (i.e., the Project site), and vehicles stored at the 8955 Olympic Boulevard lot that were being driven to the 8833 Olympic Boulevard facility for viewing and/or demonstration driving. Due to the use of the same driveway and adjacent streets, and the co-mingling of visitor/customer vehicles, the counts could not be separated according to Bentley, Bugatti or Rolls-Royce operations. The traffic data summary sheets for the 8833 Olympic Boulevard facility are provided in Attachment B.

Tables 1(a) and 1(b) present the respective weekday and Saturday daily and peak-hour trips for the 8833 Olympic Boulevard facility, based on the collected traffic data.

Table 1(a)
8833 Olympic Boulevard Facility Weekday Trip Generation

		AM Peak Hour		PM Peak Hour	
	Daily	Inbound	Outbound	Inbound	Outbound
Tue., Jan. 27, 2015	36	4	4	6	5
		[8]		[11]	
Wed., Jan. 28, 2015	45	7	7	5	3
		[14]		[8]	
Weekday Average	***41***	***6***	***5***	***6***	***4***
		[11]		***[10]***	

Note: Due to the facility being open from 10:00 AM, the above weekday AM peak-hour trips occurred outside the weekday 7:00 - 9:00 AM peak period typically analyzed in the City of Beverly Hills.

Table 1(b)
8833 Olympic Boulevard Facility Saturday Trip Generation

		Midday Peak Hour	
	Daily	Inbound	Outbound
Sat., Jan. 31, 2015	43	7	6
		[13]	

Note: The above Saturday midday peak-hour trips occurred during the period of 11:30 AM - 2:30 PM, which is the Saturday midday period typically analyzed in the City of Beverly Hills.

Empirical Trip Generation Rates

Floor area was used as the independent variable in calculating the empirical trip generation rates for the 8833 Olympic Boulevard facility. Floor area is among the most commonly used independent variables for trip generation purposes. As previously noted, the 8833 Olympic Boulevard facility has approximately 13,070 square feet. Based on this size, and the average weekday trip generations in Table 1(a) and the Saturday trip generations in Table 1(b), empirical trip generation rates "per 1,000 square feet" were determined, as shown in Table 2.

Table 2
Empirical Trip Generation Rates

Weekday:	Daily = 3.14 trips / 1,000 sf
	AM Peak Hour = 0.84 trips / 1,000 sf (0.46 inbound, 0.38 outbound) (During 9:30 AM - 12:00 PM period)
	PM Peak Hour = 0.77 trips / 1,000 sf (0.46 inbound, 0.31 outbound)
Saturday:	Daily = 3.29 trips / 1,000 sf
	Midday Peak Hour = 0.99 trips / 1,000 sf (0.53 inbound, 0.46 outbound)

[Note: As a point of comparison, the current edition of the *Trip Generation* manual, published by the Institute of Transportation Engineers, has substantially higher trip generation rates (per 1,000 square feet) for the "Automobile Sales" use, as follows: 32.30 daily, 1.92 AM peak hour and 2.62 PM peak hour for Weekday; and 29.74 daily and 4.02 peak hour of generator (similar to midday) for Saturday.]

Project Trip Generation

The trips generated by the Project were estimated using a two-step, additive process. First, the above empirical trip generation rates were applied to the Project floor area of 19,875 square feet. Second, it was estimated that electronics programming servicing could generate up to 10 trips per day both weekday and Saturday; i.e., five inbound and five outbound trips. This estimate is based on the Project servicing at most, up to five vehicles per day, as previously discussed. It was estimated that for weekday conditions, 20 percent and 40 percent of the servicing trips, inbound and outbound, would occur during the AM and PM peak hours, respectively. For Saturday conditions, it was estimated that 60 percent of the inbound and outbound servicing trips would occur during the midday peak hour. The Project site trip generations are shown in Tables 3(a) and 3(b).

Table 3(a)
Project Weekday Trip Generation

		AM Peak Hour		PM Peak Hour	
	Daily	Inbound	Outbound	Inbound	Outbound
Project,					
19,875 sf	62	9	8	9	6
Electronics					
Programming	10	1	1	2	2
	72	10	9	11	8

Table 3(b)
Project Saturday Trip Generation

		Midday Peak Hour	
	Daily	Inbound	Outbound
Project,			
19,875 sf	65	11	9
Electronics			
Programming	10	3	3
	75	14	12

The above Project site trip generations do not include trips generated by Project employees, since they will not be parking on-site, but rather at 1030 S. Robertson Boulevard, where employee parking will continue to be leased. As previously mentioned, Project employees will be comprised of OCC employees from the existing Bentley, Bugatti and Lamborghini operations who will be transferred to the Project site. No new employees are expected to be added to the Project. Therefore, no new trips attributable to Project employees would be added to the area street system.

Project Trip Distribution

The estimated inbound and outbound trip distribution percentages for the Project in the site vicinity are shown in Figures 3(a) and 3(b), respectively.

Project Trip Assignment

The Project trip percentages in Figures 3(a) and 3(b) were applied to the Project site trip generations in Tables 3(a) and 3(b) to estimate the Project traffic volumes assigned to Almont Drive and Lapeer Drive between Gregory way and the east-west alley. The resulting Project traffic volumes on Almont Drive and Lapeer Drive are shown in Figures 4(a) and 4(b).

Traffic Impact Analysis

City staff indicated that an "Existing-Plus-Project" analysis of Almont Drive and Lapeer Drive, the two adjacent residential local streets, would be adequate to assess the potential traffic impact of the Project. As previously described, the existing traffic volumes for Almont Drive and Lapeer Drive were obtained from traffic counts conducted Wednesday, Thursday and Saturday, January 28, 29 and 31, 2015. The average of the January 28 and 29 counts was used for the weekday volumes in the analysis. Tables 4(a) and 4(b) provide the existing daily and peak-hour volumes of both streets, along with the additive Project volumes, for weekday and Saturday conditions. The percent increases in traffic volumes attributable to the Project are also provided in these tables.

FIGURE 3(a)

7/8/2015

FN: O'GaraCoachCoOlympic\PRJDIST-IN

PROJECT TRIP DISTRIBUTION
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FIGURE 3(b)

7/9/2015

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FIGURE 4(a)

7/9/2015

FN: O'GaraCoachCoOlympic\PRJTRIP_WEEKDAY

PROJECT TRIP ASSIGNMENT VOLUMES
WEEKDAY

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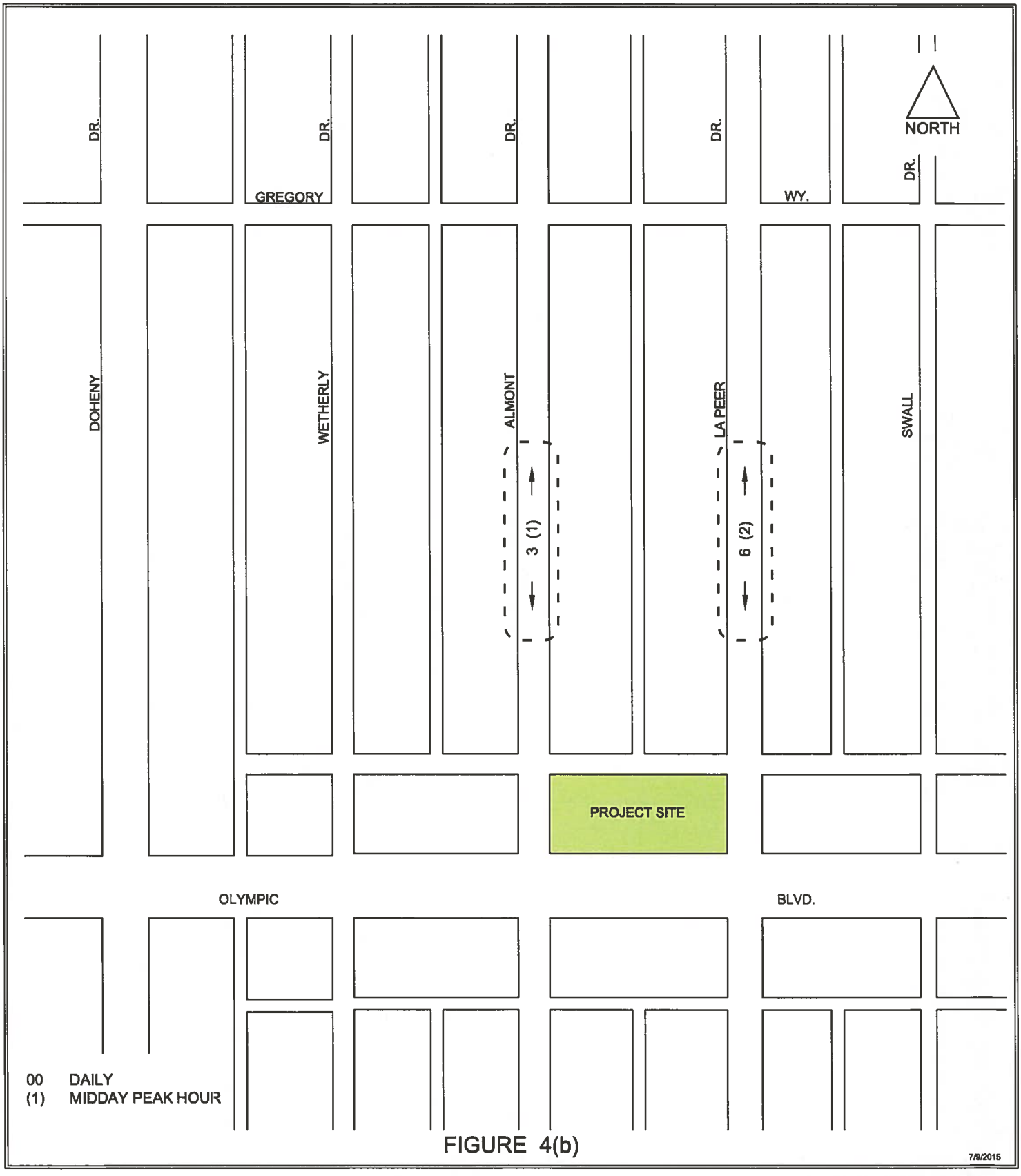

FIGURE 4(b)

7/9/2015

FN: O'GaraCoachCoOlympic\PRJTRIP_SATURDAY

PROJECT TRIP ASSIGNMENT VOLUMES SATURDAY

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Table 4(a)
Weekday Residential Street Segment Analysis

Location	Time of Day	Existing Weekday Volume	Added Project Volume	Total Volume	Percent Increase Due to Project
Almont Dr bet	Daily	950	3	953	0.3%
Gregory Wy	AM Pk Hr*	88	1	89	1.1%
& E-W Alley	PM Pk Hr	85	1	86	1.2%
Lapeer Dr bet	Daily	4,079	6	4,085	0.1%
Gregory Wy	AM Pk Hr*	257	2	259	0.8%
& E-W Alley	PM Pk Hr	457	2	459	0.4%

*Between 9:30 AM - 12:00 PM.

Table 4(b)
Saturday Residential Street Segment Analysis

Location	Time of Day	Existing Saturday Volume	Added Project Volume	Total Volume	Percent Increase Due to Project
Almont Dr bet	Daily	514	3	517	0.6%
Gregory Wy	Midday Pk Hr	54	1	55	1.8%
& E-W Alley					
Lapeer Dr bet	Daily	1,720	6	1,726	0.3%
Gregory Wy	Midday Pk Hr	155	2	157	1.3%
& E-W Alley					

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

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

As shown, the Project's addition of trips to the surrounding residential streets is less than two percent and, therefore, is not significant.

Parking Demand Analysis

The parking demand for the Project was determined using empirical parking demand rates developed from the traffic count volumes collected for the 8833 Olympic Boulevard facility. It was assumed that over the course of the count day, an arriving (inbound) vehicle needed to be parked, whether for a short or long period of time, thereby generating demand for a parking space, while a departing (outbound) vehicle removed demand for a parking space. Vehicles not reflective of the facility's parking demand were excluded.

The January 27, 28 and 31, 2015 traffic data summary sheets for the 8833 Olympic Boulevard facility in Appendix B were analyzed accordingly. The average hourly parking demands per 15-minute intervals (e.g., 10:00 - 11:00 AM, 10:15 - 11:15 AM, 10:30 - 11:30 AM, 10:45 - 11:45 AM, etc.) were tabulated for each count day and are provided in Attachment C.

Empirical Parking Demand Ratio

Based on the tabulations in Attachment C, the highest average hourly parking demands for the three counts days were as follows:

Tuesday, January 27, 2015:	3 spaces
Wednesday, January 28, 2015	3 spaces
Saturday, January 31, 2015	5 spaces

For purposes of a conservative analysis, the highest average hourly parking demand above of 5 spaces was used to calculate the empirical peak parking demand ratio for the 8833 Olympic Boulevard facility, based on its size of approximately 13,070 square feet, as shown below.

Table 5
Empirical Peak Parking Demand Ratio

Peak Parking Demand Ratio = 5 spaces ÷ 13,070 sf = 0.38 spaces / 1,000 sf

Peak Parking Demand

Applying the above peak parking demand ratio to the Project and its 19,875 square feet, the result is a peak parking demand of eight spaces. For purposes of a more conservative calculation, assuming that all of the vehicles undergoing electronics programming servicing

would also be simultaneously parked on-site until they were picked up by their owners, the Project peak parking demand would increase by up to five additional spaces, for a total 13 spaces, as follows:

Project Peak Parking Demand = (19,875 sf x 0.38 spaces / 1,000 sf)
+ 5 spaces (electronics programming servicing)
= 8 spaces + 5 spaces = 13 spaces

The Project's proposed ***parking supply is 24 spaces,*** which will more than adequately satisfy the Project peak parking demand.

Project Site Conditions Analysis

Alley Access and Circulation

Traffic counts of the east-west alley along the north side of the Project site were also conducted Wednesday, Thursday and Saturday, January 28, 29 and 31, 2015. This alley is not heavily used. It experiences low daily traffic volumes in the range of 100 - 120 vehicles on weekdays and 60 - 70 vehicles on Saturday. It is estimated that the Project will add approximately 31 trips per day, including eight trips during the highest hour, on a weekday and 33 trips per day, including nine trips during the highest hour, on a Saturday to the alley. All of these trips will be outbound.

The proposed Project driveway on the alley will be 20 feet wide and operate one-way outbound. As shown in Figure 2, a landscaped planter will be installed along the south side of the alley, east and west of the driveway. This planter installation will provide a six-foot setback from the edge of the alley, which will improve sight line visibility to and from the driveway, as well as allow tighter turning maneuvers from the driveway onto the alley. On-site signage will be installed to direct drivers to only turn right onto the alley. These exiting vehicles will only traverse approximately 80 feet of the easternmost segment of the 280-foot long alley. There also are no opposing or conflicting vehicular access points or maneuvers along this segment. Therefore, given the alley's low volume, substantial remaining capacity, absence of conflict issues, and the Project's access features at this location, the minor amount of Project traffic being added to the alley would be adequately and safely accommodated, with minimal impact to circulation and other users. The alley traffic count data sheets are included in Attachment A.

Olympic Boulevard Access and Left-Turn Lane Capacity

The proposed Project driveway on Olympic Boulevard, as depicted in Figure 2, will be 20 feet wide and used for inbound-only vehicular access. The eastbound left-turn lane on Olympic Boulevard at Lapeer Drive is approximately 100 feet long, with a storage capacity for approximately 4.5 standard passenger vehicles. This left-turn lane extends approximately 1.5 vehicle lengths west of the Project driveway. It is estimated that up to five Project vehicles

during the highest hour will be making eastbound left turns from Olympic Boulevard into this driveway. Based on a recent traffic count, the volume of vehicles making eastbound left turns from Olympic Boulevard onto Lapeer Drive is low, averaging less than two vehicles per signal cycle at peak times. (See Attachment A for Olympic Boulevard/Lapeer Drive for intersection traffic count.) Thus, the eastbound left-turn lane on Olympic Boulevard will be able to adequately accommodate both Project and other left-turning vehicles, with minimal impact or delay to all users.

Demonstration Drive Route

Vehicles taken on a demonstration drive will exit the Project site and turn right onto the east-west alley, turn right ton Lapeer Drive, turn right onto Olympic Boulevard, after which either of the two routes below will be traveled. Both routes are depicted in Figure 5. Route 1 is for the purpose of providing a demonstration drive involving a shorter distance. Route 2 is for the purpose of providing a demonstration drive involving a longer distance. Neither route is a test drive route or involves the use of residential local streets.

- Route 1: Westbound on Olympic Boulevard to Doheny Drive, northbound on Doheny Drive to Wilshire Boulevard, eastbound on Wilshire Boulevard to Robertson or La Cienega Boulevard, southbound on Robertson or La Cienega Boulevard to Olympic Boulevard, and westbound on Olympic Boulevard to enter the Project driveway on Olympic Boulevard.
- Route 2: Westbound on Olympic Boulevard to Avenue of the Stars, northbound on Avenue of the Stars to Santa Monica Boulevard, eastbound on South ("Little") Santa Monica Boulevard to Wilshire Boulevard, eastbound on Wilshire Boulevard to Robertson Boulevard, southbound on Robertson Boulevard to Olympic Boulevard, and westbound on Olympic Boulevard to enter the Project driveway on Olympic Boulevard.

Conclusions

Based on an empirical analysis, and with the inclusion of trips attributable to servicing for electronics programming, the Project would generate an estimated 72 trips per day, including 19 AM and 19 PM peak-hour trips, on a typical weekday, and an estimated 75 trips per day, including 26 midday peak-hour trips, on a typical Saturday. These trips would not result in a significant traffic impact on a weekday or Saturday at any of the analyzed locations.

Also, based on an empirical analysis, and with the inclusion of the potential parking demand attributable to servicing for electronics programming, it is estimated that the peak parking demand for the Project would be 13 spaces. As 24 spaces are proposed to be provided, no Project parking deficiency is anticipated.

FIGURE 5

7/9/2015

FN: O'GaraCoachCoOlympic\TestDriveRoutes

DEMONSTRATION DRIVE ROUTES

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The Project driveways and their access interface with the adjoining public roadways would function adequately, with minimal impact on or disruption to traffic flow, circulation or safety. In addition, the Project's on-site vehicular restrictions and directions to visitors/customers would orient Project traffic to and from Olympic Boulevard and discourage travel through nearby residential neighborhoods as much as feasible.

The Project's proposed demonstration drive routes along Olympic Boulevard, Doheny Drive, Wilshire Boulevard, Robertson Boulevard, La Cienega Boulevard, Avenue of the Stars, and South ("Little") Santa Monica Boulevard are appropriate and avoid the use of residential local streets.

ATTACHMENT A

ALMONT DRIVE, LAPEER DRIVE, EAST - WEST ALLEY & OLYMPIC BOULEVARD/LAPEER DRIVE TRAFFIC COUNT SHEETS

THE TRAFFIC SOLUTION

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
LOCATION: 352 ALMONT DRIVE BTWN GREGORY WAY & E-W ALLEY
DATE: WEDNESDAY, JANUARY 28, 2015
FILE NO: B-1

DIRECTION:		NORTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	1	0	0	1
04:00	0	0	0	0	0
05:00	1	0	2	1	4
06:00	1	0	4	7	12
07:00	8	5	8	8	29
08:00	11	12	15	21	59
09:00	16	14	17	17	64
10:00	12	11	9	8	40
11:00	10	9	11	8	38
12:00	7	6	9	8	30
13:00	8	12	12	8	40
14:00	7	9	10	6	32
15:00	8	7	5	5	25
16:00	7	9	9	8	33
17:00	6	10	11	5	32
18:00	7	8	11	9	35
19:00	7	5	6	9	27
20:00	6	5	4	3	18
21:00	5	4	3	3	15
22:00	3	2	4	3	12
23:00	2	1	0	1	4
				TOTAL	550

AM PEAK HOUR	08:45-09:45
VOLUME	68
PM PEAK HOUR	12:45-13:45
VOLUME	40

DIRECTION:		SOUTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	1	0	0	0	1
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	1	2	1	4
08:00	5	9	3	5	22
09:00	9	3	5	8	25
10:00	5	4	5	6	20
11:00	5	4	4	6	19
12:00	6	7	4	7	24
13:00	6	7	4	8	25
14:00	4	6	5	8	23
15:00	5	8	9	8	30
16:00	9	8	13	10	40
17:00	12	14	10	14	50
18:00	15	11	10	6	42
19:00	8	5	3	3	19
20:00	3	4	2	3	12
21:00	2	2	1	2	7
22:00	1	0	1	0	2
23:00	0	0	1	0	1
				TOTAL	366

AM PEAK HOUR	09:00-10:00
VOLUME	25
PM PEAK HOUR	17:15-18:15
VOLUME	53

TOTAL BI-DIRECTIONAL VOLUME	916

THE TRAFFIC SOLUTION

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
LOCATION: 352 ALMONT DRIVE BTWN GREGORY WAY & E-W ALLEY
DATE: THURSDAY, JANUARY 29, 2015
FILE NO: B-2

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	1	0	1
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	1	0	1
05:00	0	0	3	2	5
06:00	1	2	5	9	17
07:00	12	8	7	9	36
08:00	15	16	19	16	66
09:00	18	13	20	18	69
10:00	15	17	10	11	53
11:00	9	10	8	5	32
12:00	6	7	8	5	26
13:00	10	9	8	6	33
14:00	7	6	10	9	32
15:00	9	8	7	8	32
16:00	7	11	11	6	35
17:00	5	9	12	7	33
18:00	9	9	8	7	33
19:00	5	6	10	5	26
20:00	6	4	5	4	19
21:00	5	7	2	2	16
22:00	3	1	3	2	9
23:00	1	2	1	0	4
				TOTAL	578

AM PEAK HOUR	09:30-10:30
VOLUME	70
PM PEAK HOUR	15:45-16:45
VOLUME	37

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	1	0	1
02:00	0	0	0	1	1
03:00	0	0	0	0	0
04:00	0	0	0	1	1
05:00	0	0	0	0	0
06:00	0	0	1	2	3
07:00	1	2	4	2	9
08:00	5	7	5	6	23
09:00	10	5	6	7	28
10:00	6	8	7	5	26
11:00	5	4	3	7	19
12:00	8	8	5	6	27
13:00	7	10	6	5	28
14:00	5	7	8	6	26
15:00	5	9	10	5	29
16:00	10	7	12	15	44
17:00	13	11	17	13	54
18:00	9	10	5	7	31
19:00	7	5	5	3	20
20:00	5	4	5	2	16
21:00	4	3	3	2	12
22:00	0	1	2	2	5
23:00	1	0	1	0	2
				TOTAL	405

AM PEAK HOUR	09:00-10:00
VOLUME	28
PM PEAK HOUR	16:45-17:45
VOLUME	56

TOTAL BI-DIRECTIONAL VOLUME	983

THE TRAFFIC SOLUTION

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
LOCATION: 352 ALMONT DRIVE BTWN GREGORY WAY & E-W ALLEY
DATE: SATURDAY, JANUARY 31, 2015
FILE NO: B-3

DIRECTION:		NORTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	1	0	0	1
06:00	0	0	0	1	1
07:00	0	0	1	0	1
08:00	1	3	2	3	9
09:00	5	5	2	5	17
10:00	7	5	5	8	25
11:00	7	6	7	4	24
12:00	4	7	5	12	28
13:00	5	10	8	6	29
14:00	6	7	6	6	25
15:00	5	8	7	5	25
16:00	7	7	10	5	29
17:00	3	4	5	5	17
18:00	4	5	5	3	17
19:00	3	5	5	4	17
20:00	3	2	4	2	11
21:00	2	1	2	2	7
22:00	3	1	0	2	6
23:00	1	0	0	1	2
				TOTAL	291

AM PEAK HOUR	10:45-11:45
VOLUME	28
PM PEAK HOUR	12:45-13:45
VOLUME	35

DIRECTION:		SOUTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	1	0	1
03:00	1	0	0	1	2
04:00	0	0	0	0	0
05:00	0	1	1	0	2
06:00	1	0	1	1	3
07:00	1	3	2	2	8
08:00	2	1	3	2	8
09:00	1	0	3	2	6
10:00	1	2	3	3	9
11:00	2	4	4	5	15
12:00	3	7	7	5	22
13:00	3	5	6	2	16
14:00	5	9	3	4	21
15:00	5	8	3	3	19
16:00	4	2	4	5	15
17:00	7	8	7	6	28
18:00	5	6	6	5	22
19:00	3	2	2	3	10
20:00	2	1	0	1	4
21:00	2	2	0	0	4
22:00	0	2	1	2	5
23:00	0	1	0	2	3
				TOTAL	223

AM PEAK HOUR	11:00-12:00
VOLUME	15
PM PEAK HOUR	17:00-18:00
VOLUME	28

TOTAL BI-DIRECTIONAL VOLUME	514

THE TRAFFIC SOLUTION

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
LOCATION: 356 LAPEER DRIVE BTWN GREGORY WAY & E-W ALLEY
DATE: WEDNESDAY, JANUARY 28, 2015
FILE NO: A-1

DIRECTION:		NORTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	5	1	1	0	7
01:00	0	0	0	1	1
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	1	3	4
05:00	0	2	1	0	3
06:00	0	0	5	6	11
07:00	14	10	31	43	98
08:00	48	47	55	51	201
09:00	57	48	40	29	174
10:00	27	26	23	24	100
11:00	23	26	20	27	96
12:00	30	29	26	28	113
13:00	27	35	21	25	108
14:00	27	33	31	33	124
15:00	23	32	17	41	113
16:00	32	37	28	29	126
17:00	25	37	37	38	137
18:00	31	37	37	34	139
19:00	28	22	21	14	85
20:00	8	11	9	9	37
21:00	4	7	1	4	16
22:00	1	5	5	1	12
23:00	2	2	1	0	5
				TOTAL	1710

AM PEAK HOUR	08:15-09:15
VOLUME	211
PM PEAK HOUR	17:15-18:15
VOLUME	143

DIRECTION:		SOUTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	1	1	2
01:00	0	0	0	0	0
02:00	0	0	0	1	1
03:00	1	0	0	0	1
04:00	0	0	0	1	1
05:00	0	1	0	2	3
06:00	1	1	4	7	13
07:00	3	10	15	30	58
08:00	35	50	38	47	170
09:00	37	37	41	34	149
10:00	38	24	26	27	115
11:00	34	25	33	36	128
12:00	34	38	37	45	154
13:00	27	36	38	31	132
14:00	43	38	43	31	155
15:00	52	42	57	58	209
16:00	70	96	80	89	335
17:00	91	78	63	58	290
18:00	63	42	45	33	183
19:00	29	26	24	19	98
20:00	13	5	7	9	34
21:00	12	4	8	12	36
22:00	10	3	2	1	16
23:00	4	3	2	0	9
				TOTAL	2292

AM PEAK HOUR	08:15-09:15
VOLUME	172
PM PEAK HOUR	16:15-17:15
VOLUME	356

TOTAL BI-DIRECTIONAL VOLUME	4002

THE TRAFFIC SOLUTION

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
LOCATION: 356 LAPEER DRIVE BTWN GREGORY WAY & E-W ALLEY
DATE: THURSDAY, JANUARY 29, 2015
FILE NO: A-2

DIRECTION:		NORTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	2	1	0	0	3
01:00	1	0	0	1	2
02:00	0	1	0	0	1
03:00	0	0	0	0	0
04:00	0	0	0	2	2
05:00	0	1	0	2	3
06:00	1	1	5	12	19
07:00	7	16	35	57	115
08:00	32	44	48	59	183
09:00	42	44	37	24	147
10:00	34	25	26	25	110
11:00	29	22	30	23	104
12:00	20	25	30	22	97
13:00	37	29	33	37	136
14:00	37	25	28	42	132
15:00	32	28	42	28	130
16:00	35	39	31	31	136
17:00	30	35	31	29	125
18:00	34	29	36	27	126
19:00	39	32	17	11	99
20:00	13	8	9	7	37
21:00	4	10	6	5	25
22:00	2	4	3	2	11
23:00	3	0	0	2	5
				TOTAL	1748

AM PEAK HOUR	08:15-09:15
VOLUME	193
PM PEAK HOUR	14:45-15:45
VOLUME	144

DIRECTION:		SOUTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	3	0	1	0	4
01:00	0	1	0	0	1
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	1	3	4
06:00	3	3	2	5	13
07:00	9	15	28	29	81
08:00	30	56	58	34	178
09:00	28	30	29	32	119
10:00	41	20	31	30	122
11:00	37	27	41	45	150
12:00	36	36	46	31	149
13:00	46	43	41	48	178
14:00	46	55	50	54	205
15:00	55	59	67	73	254
16:00	71	77	84	65	297
17:00	82	73	70	62	287
18:00	57	51	35	42	185
19:00	25	24	24	13	86
20:00	11	3	7	10	31
21:00	8	11	5	10	34
22:00	7	4	5	4	20
23:00	1	6	0	2	9
				TOTAL	2407

AM PEAK HOUR	08:00-09:00
VOLUME	178
PM PEAK HOUR	16:15-17:15
VOLUME	308

TOTAL BI-DIRECTIONAL VOLUME	4155

THE TRAFFIC SOLUTION

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
LOCATION: 356 LAPEER DRIVE BTWN GREGORY WAY & E-W ALLEY
DATE: SATURDAY, JANUARY 31, 2015
FILE NO: A-3

DIRECTION:		NORTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	2	1	0	4
01:00	0	1	1	1	3
02:00	0	2	0	0	2
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	1	3
06:00	1	1	3	1	6
07:00	1	4	5	6	16
08:00	3	5	13	8	29
09:00	11	8	9	19	47
10:00	10	12	12	23	57
11:00	19	14	16	13	62
12:00	11	13	15	20	59
13:00	13	20	22	18	73
14:00	17	19	18	15	69
15:00	14	19	12	16	61
16:00	15	14	11	7	47
17:00	13	20	14	9	56
18:00	6	18	13	18	55
19:00	16	9	9	6	40
20:00	8	9	6	4	27
21:00	5	2	7	7	21
22:00	6	4	5	2	17
23:00	2	4	2	6	14
				TOTAL	768

AM PEAK HOUR	10:45-11:45
VOLUME	72
PM PEAK HOUR	13:15-14:15
VOLUME	77

DIRECTION:		SOUTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	2	2	0	4
01:00	1	0	2	2	5
02:00	3	5	1	0	9
03:00	0	0	0	0	0
04:00	0	0	1	0	1
05:00	0	0	0	2	2
06:00	2	1	0	1	4
07:00	0	5	3	4	12
08:00	4	4	13	12	33
09:00	13	15	17	26	71
10:00	16	16	16	20	68
11:00	16	21	13	15	65
12:00	17	23	23	25	88
13:00	19	19	17	15	70
14:00	17	15	15	25	72
15:00	22	18	11	19	70
16:00	17	20	24	21	82
17:00	25	18	18	18	79
18:00	19	8	15	16	58
19:00	12	16	12	9	49
20:00	15	12	7	7	41
21:00	11	5	8	8	32
22:00	11	5	2	3	21
23:00	7	5	1	3	16
				TOTAL	952

AM PEAK HOUR	09:30-10:30
VOLUME	75
PM PEAK HOUR	12:15-13:15
VOLUME	90

TOTAL BI-DIRECTIONAL VOLUME	1720

THE TRAFFIC SOLUTION

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
LOCATION: E-W ALLEY BTWN N-S ALLEY & LAPEER DRIVE
DATE: WEDNESDAY, JANUARY 28, 2015
FILE NO: C-1

DIRECTION:		WESTBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	1	0	0	0	1
08:00	3	1	2	0	6
09:00	2	3	1	2	8
10:00	0	1	0	2	3
11:00	2	0	0	1	3
12:00	2	0	1	2	5
13:00	4	0	2	1	7
14:00	0	1	0	2	3
15:00	0	0	1	2	3
16:00	0	0	1	3	4
17:00	2	3	1	2	8
18:00	0	1	0	0	1
19:00	1	0	0	0	1
20:00	0	0	0	0	0
21:00	0	1	0	0	1
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	54

AM PEAK HOUR	09:00-10:00
VOLUME	8
PM PEAK HOUR	16:30-17:30
VOLUME	9

DIRECTION:		EASTBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	1	1
07:00	1	0	1	0	2
08:00	1	1	3	2	7
09:00	1	1	1	0	3
10:00	1	0	2	1	4
11:00	0	2	0	2	4
12:00	0	0	2	2	4
13:00	0	1	2	1	4
14:00	0	2	0	2	4
15:00	1	2	1	0	4
16:00	0	0	1	1	2
17:00	0	2	0	1	3
18:00	3	1	1	0	5
19:00	1	1	0	0	2
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	49

AM PEAK HOUR	08:00-09:00
VOLUME	7
PM PEAK HOUR	14:45-15:45
VOLUME	6

TOTAL BI-DIRECTIONAL VOLUME	103

THE TRAFFIC SOLUTION

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
LOCATION: E-W ALLEY BTWN N-S ALLEY & LAPEER DRIVE
DATE: THURSDAY, JANUARY 29, 2015
FILE NO: C-2

DIRECTION:		WESTBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	1	0	1
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	1	0	0	1
06:00	0	0	1	0	1
07:00	0	0	1	2	3
08:00	2	1	1	1	5
09:00	3	1	2	2	8
10:00	1	1	0	0	2
11:00	1	0	2	2	5
12:00	1	2	0	1	4
13:00	2	1	2	2	7
14:00	1	0	1	1	3
15:00	0	1	0	1	2
16:00	2	0	1	2	5
17:00	2	2	1	3	8
18:00	1	0	1	0	2
19:00	1	0	0	0	1
20:00	0	0	0	0	0
21:00	0	1	0	1	2
22:00	0	0	0	0	0
23:00	0	1	0	0	1
				TOTAL	61

AM PEAK HOUR	09:00-10:00
VOLUME	8
PM PEAK HOUR	17:00-18:00
VOLUME	8

DIRECTION:		EASTBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	1	0	2	3
08:00	0	1	2	1	4
09:00	2	1	1	1	5
10:00	1	1	1	2	5
11:00	0	1	2	0	3
12:00	0	1	2	1	4
13:00	0	1	1	2	4
14:00	1	0	1	0	2
15:00	1	0	1	2	4
16:00	2	1	1	0	4
17:00	1	2	1	0	4
18:00	4	0	2	0	6
19:00	1	1	0	2	4
20:00	0	1	0	0	1
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	53

AM PEAK HOUR	08:30-09:30
VOLUME	6
PM PEAK HOUR	17:15-18:15
VOLUME	7

TOTAL BI-DIRECTIONAL VOLUME	114

THE TRAFFIC SOLUTION

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
LOCATION: E-W ALLEY BTWN N-S ALLEY & LAPEER DRIVE
DATE: SATURDAY, JANUARY 31, 2015
FILE NO: C-3

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

AM PEAK HOUR	09:30-10:30
VOLUME	3
PM PEAK HOUR	12:45-13:45
VOLUME	6

DIRECTION:		EASTBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	1	1
08:00	0	1	1	0	2
09:00	0	0	1	0	1
10:00	0	1	0	1	2
11:00	2	0	1	1	4
12:00	1	0	0	1	2
13:00	0	1	3	1	5
14:00	0	2	0	1	3
15:00	0	1	0	0	1
16:00	1	1	0	1	3
17:00	1	1	2	0	4
18:00	0	0	1	0	1
19:00	1	0	1	0	2
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	31

AM PEAK HOUR	11:00-12:00
VOLUME	4
PM PEAK HOUR	12:45-13:45
VOLUME	5

TOTAL BI-DIRECTIONAL VOLUME	64

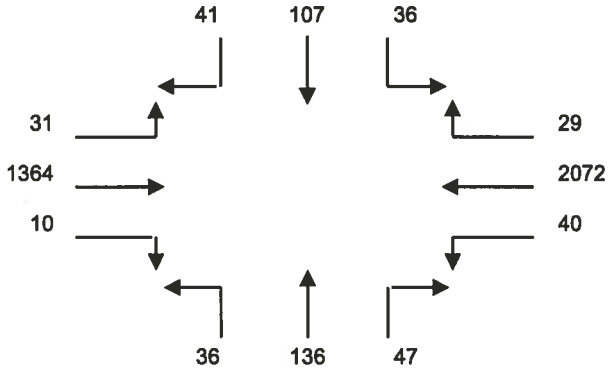
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
DATE: WEDNESDAY, JANUARY 28, 2015
PERIOD: 08:00 AM TO 10:00 AM
INTERSECTION N/S LAPEER DRIVE
E/W OLYMPIC BOULEVARD
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0800-0815	5	15	12	7	501	9	14	31	8	4	318	6
0815-0830	13	32	9	4	534	13	13	35	15	2	349	8
0830-0845	11	39	9	9	502	7	10	34	7	3	378	7
0845-0900	12	21	6	9	535	11	10	36	6	1	319	10
0900-0915	5	13	4	9	426	13	8	22	8	2	284	7
0915-0930	7	16	11	6	460	11	8	34	9	5	307	10
0930-0945	8	9	11	4	453	5	8	22	6	2	347	10
0945-1000	12	15	8	8	441	7	7	14	6	0	301	5

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0800-0900	41	107	36	29	2072	40	47	136	36	10	1364	31	3949
0815-0915	41	105	28	31	1997	44	41	127	36	8	1330	32	3820
0830-0930	35	89	30	33	1923	42	36	126	30	11	1288	34	3677
0845-0945	32	59	32	28	1874	40	34	114	29	10	1257	37	3546
0900-1000	32	53	34	27	1780	36	31	92	29	9	1239	32	3394

A.M. PEAK HOUR
0800-0900



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.448.7978 PHONE
626.448.2877 FAX

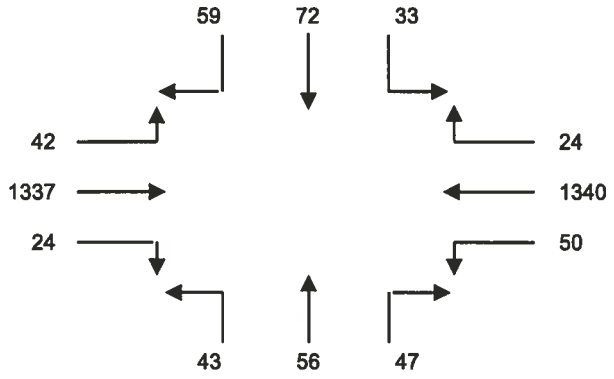
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
DATE: WEDNESDAY, JANUARY 28, 2015
PERIOD: 12:00 PM TO 02:00 PM
INTERSECTION N/S LAPEER DRIVE
E/W OLYMPIC BOULEVARD
FILE NUMBER: 1-MD

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
1200-1215	8	8	10	3	259	7	6	9	8	3	316	5
1215-1230	19	17	10	6	359	16	13	16	9	3	312	8
1230-1245	13	24	11	5	341	10	13	15	15	5	330	15
1245-0100	12	12	6	4	330	10	12	15	13	11	379	11
0100-0115	15	19	6	9	310	14	9	10	6	5	316	8
0115-0130	15	19	7	8	316	11	14	15	10	9	311	10
0130-0145	12	19	9	5	339	12	8	21	13	4	348	9
0145-0200	11	26	9	3	352	15	7	20	12	4	324	12

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
1200-0100	52	61	37	18	1289	43	44	55	45	22	1337	39	3042
1215-0115	59	72	33	24	1340	50	47	56	43	24	1337	42	3127
1230-0130	55	74	30	26	1297	45	48	55	44	30	1336	44	3084
1245-0145	54	69	28	26	1295	47	43	61	42	29	1354	38	3086
0100-0200	53	83	31	25	1317	52	38	66	41	22	1299	39	3066

M.D. PEAK HOUR
1215-0115



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

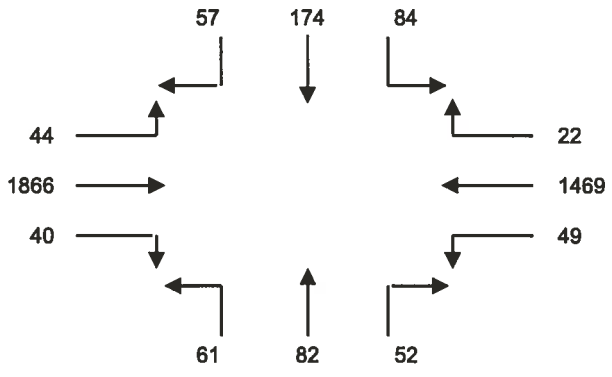
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: O'GARA COACH COMPANY - BEVERLY HILLS
DATE: WEDNESDAY, JANUARY 28, 2015
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S LAPEER DRIVE
E/W OLYMPIC BOULEVARD
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	10	41	20	4	262	11	9	20	11	4	457	9
0415-0430	13	38	17	2	359	11	11	23	19	8	451	10
0430-0445	16	51	26	6	363	13	22	20	19	12	477	15
0445-0500	18	38	12	4	317	11	10	15	12	7	484	5
0500-0515	10	47	29	10	430	14	9	24	11	13	454	14
0515-0530	13	27	20	8	325	7	10	11	8	5	471	11
0530-0545	12	56	20	6	376	14	6	21	14	9	452	8
0545-0600	17	30	17	3	376	10	6	13	7	6	475	8

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	57	168	75	16	1301	46	52	78	61	31	1869	39	3793
0415-0515	57	174	84	22	1469	49	52	82	61	40	1866	44	4000
0430-0530	57	163	87	28	1435	45	51	70	50	37	1886	45	3954
0445-0545	53	168	81	28	1448	46	35	71	45	34	1861	38	3908
0500-0600	52	160	86	27	1507	45	31	69	40	33	1852	41	3943

P.M. PEAK HOUR
0415-0515



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.448.7978 PHONE
626.448.2877 FAX

ATTACHMENT B

8833 OLYMPIC BOULEVARD FACILITY

TRAFFIC DATA SUMMARY SHEETS

TRAFFIC COUNT SUMMARY - RESULTS

PROJECT: O'GARA COACH COMPANY
LOCATION: 8833-8845 OLYMPIC BOULEVARD, BEVERLY HILLS
DATE: TUESDAY, JANUARY 27, 2015
PERIOD: 9:30 AM TO 7:30 PM

15-MIN	ON STREET PARKING						CLARK DRIVEWAY						TOTAL	
	VISITOR / CUSTOMER		DELIVERY / SERVICE		TOTAL		VISITOR / CUSTOMER		EMPLOYEE / STAFF		TEST DRIVE			
PERIOD	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1000-1015	1	0	1	0	2	0	0	0	0	0	0	0	0	0
1015-1030	0	0	1	0	1	0	0	0	0	1	0	0	0	1
1030-1045	0	1	0	0	0	1	0	0	0	1	0	0	0	1
1045-1100	0	0	0	1	0	1	1	0	0	0	0	0	1	0
1100-1115	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1115-1130	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1130-1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	1	0	1	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245-0100	0	0	0	0	0	0	0	0	1	0	0	0	1	0
0100-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115-0130	1	0	0	0	1	0	0	0	1	2	0	0	1	2
0130-0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145-0200	0	0	0	0	0	0	1	0	1	1	0	1	2	2
0200-0215	0	0	0	0	0	0	0	1	0	0	0	0	0	1
0215-0230	0	0	1	1	1	1	0	0	0	0	1	1	1	1
0230-0245	0	1	0	0	0	1	0	0	2	0	1	0	3	0
0245-0300	2	0	0	0	2	0	0	0	1	0	0	0	1	0
0300-0315	0	1	0	0	0	1	1	0	0	1	0	0	1	1
0315-0330	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	1	0	0	0	0	1	1	1
0400-0415	0	0	1	1	1	1	0	0	1	0	0	0	1	0
0415-0430	0	0	1	1	1	1	0	0	0	1	1	0	1	1
0430-0445	0	0	1	1	1	1	1	0	0	0	0	0	1	0
0445-0500	0	0	0	0	0	0	0	1	0	0	0	0	0	1
0500-0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515-0530	0	0	0	0	0	0	0	1	0	0	0	1	0	2
0530-0545	0	0	0	0	0	0	0	0	1	0	0	0	1	0
0545-0600	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0600-0615	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0615-0630	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0630-0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
													18	18

8
4 in / 4 out

11
6 in / 5 out

TRAFFIC COUNT SUMMARY - RESULTS

PROJECT: O'GARA COACH COMPANY
LOCATION: 8833-8845 OLYMPIC BOULEVARD, BEVERLY HILLS
DATE: WEDNESDAY, JANUARY 28, 2015
PERIOD: 9:30 AM TO 7:30 PM

15-MIN	ON STREET PARKING						CLARK DRIVEWAY						TOTAL	
	VISITOR / CUSTOMER		DELIVERY / SERVICE		TOTAL		VISITOR / CUSTOMER		EMPLOYEE / STAFF		TEST DRIVE			
PERIOD	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
0930-0945	0	0	1	1	1	1	0	0	0	1	0	0	0	1
0945-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	1	0	3	1	0	0	4	1
1015-1030	1	0	0	0	1	0	0	0	0	0	0	1	0	1
1030-1045	0	0	0	0	0	0	0	1	0	0	1	0	1	1
1045-1100	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1100-1115	0	0	0	0	0	0	2	2	0	0	0	0	2	2
1115-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130-1145	0	0	1	1	1	1	1	1	1	0	0	0	2	1
1145-1200	0	1	1	0	1	1	1	0	0	2	0	0	1	2
1200-1215	0	0	0	1	0	1	0	0	1	1	0	0	1	1
1215-1230	0	0	1	1	1	1	0	0	0	0	0	0	0	0
1230-1245	1	0	0	0	1	0	1	0	0	0	0	0	1	0
1245-0100	0	0	1	1	1	1	0	1	1	0	0	0	1	1
0100-0115	0	0	1	1	1	1	0	0	0	1	0	0	0	1
0115-0130	0	0	0	0	0	0	0	0	0	0	1	1	1	1
0130-0145	1	0	0	0	1	0	0	1	0	0	0	0	0	1
0145-0200	0	1	0	0	0	1	0	0	0	1	0	0	0	1
0200-0215	1	1	0	0	1	1	0	0	0	0	0	0	0	0
0215-0230	1	1	0	0	1	1	0	0	1	2	0	0	1	2
0230-0245	1	1	0	0	1	1	0	0	1	1	0	0	1	1
0245-0300	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0300-0315	0	1	0	0	0	1	1	1	1	0	0	0	2	1
0315-0330	0	0	0	0	0	0	0	0	2	0	0	0	2	0
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	1	0	0	0	0	0	1	0
0400-0415	0	0	1	0	1	0	1	0	0	0	0	0	1	0
0415-0430	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0430-0445	0	0	0	0	0	0	0	0	1	0	0	0	1	0
0445-0500	1	0	1	1	2	1	0	1	0	0	0	0	0	1
0500-0515	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0515-0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600-0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615-0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630-0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
													24	21

14
7 In / 7 out

8
5 In / 3 out

TRAFFIC COUNT SUMMARY - RESULTS

PROJECT: O'GARA COACH COMPANY
LOCATION: 8833-8845 OLYMPIC BOULEVARD, BEVERLY HILLS
DATE: SATURDAY, JANUARY 31, 2015
PERIOD: 9:30 AM TO 5:30 PM

	ON STREET PARKING						CLARK DRIVEWAY						TOTAL		
15-MIN	VISITOR / CUSTOMER		DELIVERY / SERVICE		TOTAL		VISITOR / CUSTOMER		EMPLOYEE / STAFF		TEST DRIVE				
PERIOD	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
0930-0945	0	0	1	1	1	1	0	0	0	0	0	0	0	0	
0945-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000-1015	1	0	0	0	1	0	0	1	1	1	0	0	1	2	
1015-1030	0	0	0	0	0	0	0	0	1	1	0	0	1	1	
1030-1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045-1100	1	1	0	0	1	1	1	1	0	0	0	0	1	1	
1100-1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130-1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145-1200	0	1	1	0	1	1	0	0	0	0	0	1	0	1	
1200-1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7 In / 6 out
1215-1230	1	0	0	1	1	1	1	1	0	1	0	0	1	2	13
1230-1245	0	0	0	0	0	0	2	0	0	0	1	1	3	1	13
1245-0100	0	1	0	0	0	1	2	1	0	0	0	0	2	1	7 In / 6 out
0100-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130-0145	0	0	0	0	0	0	1	1	0	0	0	0	1	1	
0145-0200	0	0	0	0	0	0	1	0	0	1	0	0	1	1	
0200-0215	0	0	0	0	0	0	0	0	0	1	0	1	0	2	
0215-0230	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
0230-0245	1	0	0	0	1	0	0	1	0	0	0	0	0	1	
0245-0300	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
0300-0315	1	0	0	1	1	1	2	1	0	0	1	1	3	2	
0315-0330	0	1	0	0	0	1	1	0	0	0	1	0	2	0	
0330-0345	0	0	1	1	1	1	0	1	0	0	1	1	1	2	
0345-0400	0	0	0	0	0	0	1	0	1	0	0	0	2	0	
0400-0415	1	0	0	0	1	0	0	1	0	0	1	1	1	2	
0415-0430	0	1	0	0	0	1	0	0	1	0	0	1	1	1	
0430-0445	0	1	0	0	0	1	0	0	0	0	0	0	0	0	
0445-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500-0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515-0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
													22	21	

ATTACHMENT C

8833 OLYMPIC BOULEVARD FACILITY

HOURLY PARKING DEMAND TABULATION SHEETS

HOURLY PARKING DEMAND

PROJECT: O'GARA COACH COMPANY

LOCATION: 8833-8845 OLYMPIC BOULEVARD, BEVERLY HILLS

DATE: TUESDAY, JANUARY 27, 2015

PERIOD: 9:30 AM TO 7:30 PM

TIME PERIOD	PARKING DEMAND
0930-1030	2
0945-1045	2
1000-1100	3
1015-1115	3
1030-1130	2
1045-1145	2
1100-1200	2
1115-1215	1
1130-1230	1
1145-1245	1
1200-1300	0
1215-1315	0
1230-1330	1
1245-1345	1
1300-1400	1
1315-1415	2
1330-1430	2
1345-1445	1
1400-1500	1
1415-1515	2
1430-1530	2
1445-1545	2
1500-1600	2
1515-1615	2
1530-1630	2
1545-1645	3
1600-1700	3
1615-1715	3
1630-1730	2
1645-1745	2
1700-1800	2
1715-1815	1
1730-1830	1
1745-1845	1
1800-1900	1
1815-1915	1
1830-1930	1

HOURLY PARKING DEMAND

PROJECT: O'GARA COACH COMPANY

LOCATION: 8833-8845 OLYMPIC BOULEVARD, BEVERLY HILLS

DATE: WEDNESDAY, JANUARY 28, 2015

PERIOD: 9:30 AM TO 7:30 PM

TIME PERIOD	PARKING DEMAND
0930-1030	1
0945-1045	1
1000-1100	2
1015-1115	2
1030-1130	1
1045-1145	1
1100-1200	2
1115-1215	2
1130-1230	2
1145-1245	2
1200-1300	2
1215-1315	2
1230-1330	3
1245-1345	2
1300-1400	2
1315-1415	2
1330-1430	2
1345-1445	1
1400-1500	1
1415-1515	1
1430-1530	1
1445-1545	1
1500-1600	1
1515-1615	1
1530-1630	2
1545-1645	2
1600-1700	3
1615-1715	2
1630-1730	2
1645-1745	2
1700-1800	1
1715-1815	1
1730-1830	1
1745-1845	1
1800-1900	1
1815-1915	1
1830-1930	1

HOURLY PARKING DEMAND

PROJECT: O'GARA COACH COMPANY

LOCATION: 8833-8845 OLYMPIC BOULEVARD, BEVERLY HILLS

DATE: SATURDAY, JANUARY 31, 2015

PERIOD: 9:30 AM TO 5:30 PM

TIME PERIOD	PARKING DEMAND
0930-1030	0
0945-1045	0
1000-1100	0
1015-1115	0
1030-1130	0
1045-1145	0
1100-1200	0
1115-1215	0
1130-1230	0
1145-1245	1
1200-1300	1
1215-1315	2
1230-1330	2
1245-1345	2
1300-1400	3
1315-1415	3
1330-1430	3
1345-1445	3
1400-1500	4
1415-1515	4
1430-1530	5
1445-1545	5
1500-1600	5
1515-1615	5
1530-1630	5
1545-1645	5
1600-1700	4
1615-1715	4
1630-1730	3

ATTACHMENT F

ARCHITECTURAL PLANS

(PROVIDED AS A SEPARATE ATTACHMENT)