



# Planning Commission Report

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**Meeting Date:** December 13, 2012

**Subject:** **207-209 South Robertson Boulevard  
Development Plan Review**

Request for a Development Plan Review to allow the construction of a new three-story commercial building on the property located at 207-209 South Robertson Boulevard.

PROJECT APPLICANT: Amit Apel

**Recommendation:** That the Planning Commission:

1. Conduct a public hearing and receive testimony on the project; and
  2. Adopt the attached resolution conditionally approving the requested Development Plan Review.
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## REPORT SUMMARY

The proposed project involves the demolition of a one-story commercial building, and the construction of a new three-story commercial building containing approximately 1,700 square feet of general office space and approximately 7,700 square feet of display and storage area for a private vehicle collection. This report analyzes the configuration and construction of the proposed project, and specifically outlines measures to be undertaken in order to limit the project's impact on the residential neighborhood and to ensure compatibility with the surrounding streetscape. The proposed project has been designed with the above criteria in mind, balances the potential development of the subject property and the preservation of the surrounding single-family and commercial neighborhoods, and is compliant with the code. Therefore, staff recommends approval of the Development Plan Review.

**Attachment(s):**

- A. Zoning Compliance Table
- B. Parking and Circulation Study
- C. Staff Recommended Findings and Conditions of Approval
- D. Public Notice
- E. Draft Resolution
- F. Architectural Plans

**Report Author and Contact Information:**  
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## **BACKGROUND**

File Date	12/9/2011
Application Complete	10/26/2012
Subdivision Deadline	N/A
CEQA Deadline	60 days from CEQA Determination
Permit Streamlining	12/25/2012 without extension request from applicant

Applicant(s)	Amit Apel - Amit Apel Design, Inc.
Owner(s)	209 S. Robertson LLC
Representative(s)	Amit Apel - Amit Apel Design, Inc

Prior PC Action	None
Prior Council Action	None

## **PROPERTY AND NEIGHBORHOOD SETTING**

### Property Information

Address	207 South Robertson Boulevard
Legal Description	TRACT # 6380 LOT 16
Zoning District	C-3 General Commercial
General Plan	General Commercial - Low Density
Existing Land Use(s)	General Office and Private Vehicle Storage
Lot Dimensions & Area	50.02 ft. x 106.89 ft. – 5,346 SF
Year Built	1952
Historic Resource	None
Protected Trees/Grove	None

### Adjacent Zoning and Land Uses

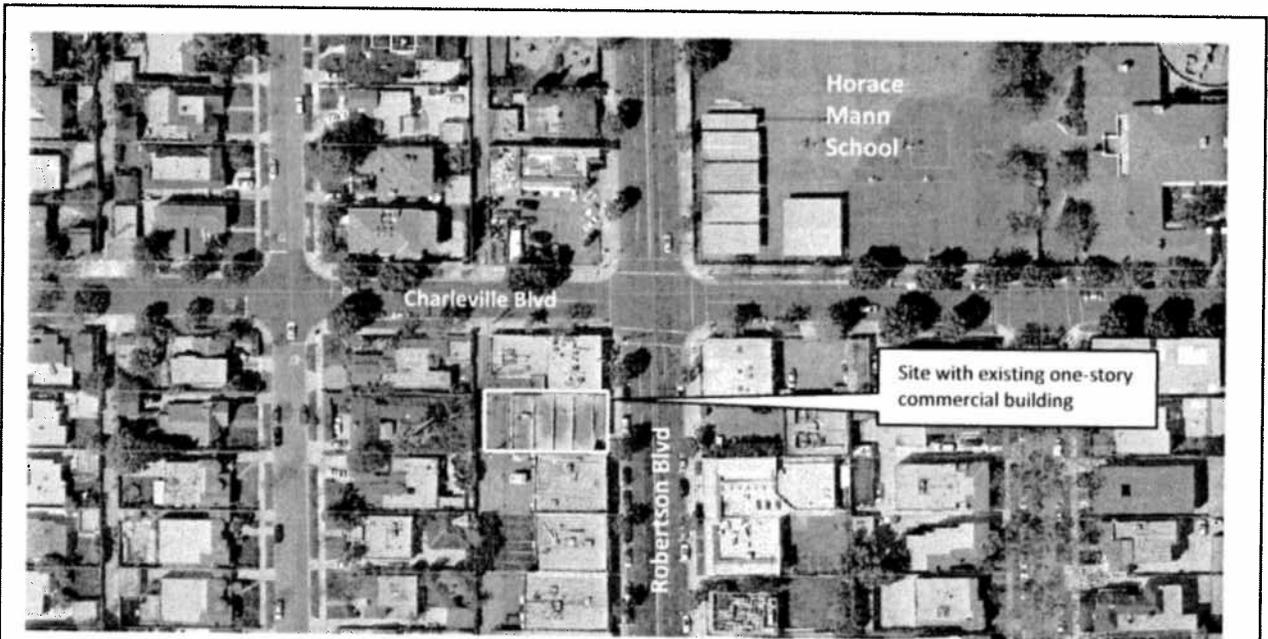
North	C-3 – General Commercial
South	C-3 – General Commercial
East	C-3 – General Commercial (across South Robertson Boulevard)
West	R-1.6X – Single-family residential

### Circulation and Parking

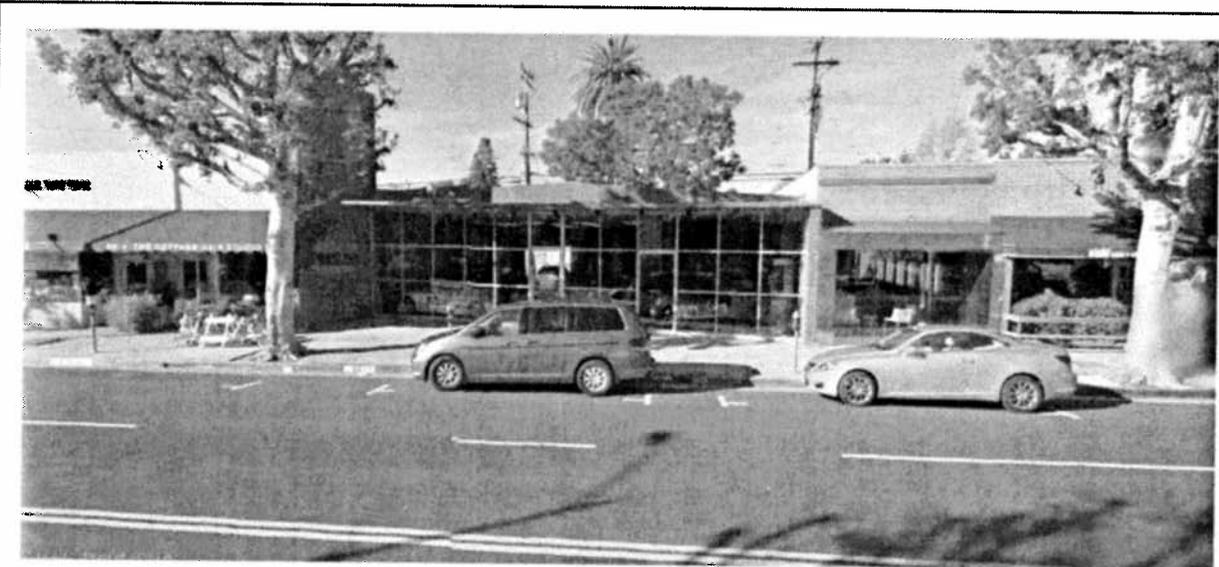
Adjacent Street(s)	South Robertson Boulevard
Adjacent Alleys	One-way, southbound alley located to the west of the property
Parkways & Sidewalks	15'-0" parkway along South Robertson Boulevard
Parking Restrictions	Robertson Boulevard – 2 hour metered parking adjacent to the project site
Nearest Intersection	South Robertson Boulevard and Charleville Boulevard
Circulation Element	Collector

Neighborhood Character

The project site is located on the west side of Robertson Boulevard just south of the Robertson Boulevard and Charleville Boulevard intersection. Adjacent uses consist of one- and two-story general commercial uses to the north, south, and east. One- and two-story single-family residential uses are located across the alley to the west of the project site. To the northeast of the site, across the Robertson Boulevard and Charleville Boulevard intersection is the Horace Mann School.



Project Site Looking North



Site from Robertson Boulevard

## PROJECT DESCRIPTION

The proposed project consists of a new three-story commercial building containing approximately 1,700 square feet of general office space and approximately 7,700 square feet of display area for a private vehicle collection. The building is designed in a modern style of architecture, and vehicular ingress and egress to the building will be provided from the alley. The total floor area is proposed to be approximately 9,400 square feet<sup>1</sup>, less than the maximum 10,692 square feet permitted by code. As proposed the project would have a maximum height of approximately 39'-0", and includes a 2'-6" dedication to widen the existing 15-foot-wide north-south alley to the west of the site. The project is located on a site zoned C-3 general commercial and is located adjacent to single-family residential uses across the alley to the west. The project has been designed to meet the City's development standards for transitions between commercial and residential uses<sup>2</sup>. Consequently, the building is proposed to be set back approximately 15'-7" from the rear property line. The loading area and vehicular entry to the building are proposed to be located within the 15'-7" rear setback area. As proposed, the loading area would be screened from the alley and the single-family residential uses to the west by a landscape planter.

The first level of the building is proposed to contain five (5) standard parking spaces, one ADA compliant parking space, and one vehicular display parking space. The vehicular display parking space would also double as a vehicular lift that will carry automobiles to the second level for storage and/or display. Vehicular access to the building would be provided from the alley, and pedestrian access for the general public is proposed from Robertson Boulevard. The second level of the building would be used for display and/or storage of the private vehicle collection only. The third level of the building is proposed to contain approximately 1,700 square feet of general office space. The office space would be set back approximately 37'-4" from the rear property line and approximately 52'-4" from the closest residential property to the west. An outdoor deck is proposed to wrap around the west and south sides of the office space. A planter, which is 4'-1" in width, is proposed to wrap around the west and southwestern sides of the deck to shield the deck from residential uses to the west.

### Requested Permits

The entitlements requested as part of the proposed project are as follows:

**Development Plan Review.** Pursuant to Beverly Hills Municipal Code §10-3-3100 a Development Plan Review is required for the construction of any new structure that has a floor area of 2,500 square feet or more. Accordingly, the applicant seeks a Development Plan Review in order to construct the proposed project.

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<sup>1</sup> Pursuant to Beverly Hills Municipal Code §10-3-100, 'floor area' shall be considered all areas of floors or levels enclosed by walls except stair shafts, elevators, elevator lobbies, and rooms exclusively housing operating equipment or machinery. The total floor area calculations provided in this report take into consideration the floor area exemptions listed herein.

<sup>2</sup> Beverly Hills Municipal Code §10-3-1950 Transition between Commercial and Residential Uses: Sets forth development standards and use restrictions specifically for commercial uses which are located adjacent to residential uses.

### **ZONING CODE<sup>3</sup> COMPLIANCE**

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

#### Agency Review<sup>4</sup>

In reviewing the proposed project, City staff consulted with the Plan Review Engineer Supervisor in the Building and Safety Division to identify potential building and safety issues that should be addressed prior to Planning Commission review. At the time of review, no building and safety issues were identified that would result in the need for a modified project design.

Staff also consulted with the City's Transportation Engineer to identify potential transportation issues that should be addressed prior to Planning Commission review. As a result of discussions with the Transportation Engineer, the applicant provided a circulation study<sup>5</sup> assessing traffic conditions and circulation in the proposed project area. Based on review of the area conditions the study concluded that the proposed project will have no significant impact to the adjacent alley or surrounding roadways. The project site's access and internal circulation, including turning radius for the loading zone and garage entry, were determined to be adequate for the proposed land use. This study has been peer-reviewed by the City's Transportation Engineer who is in agreement with the findings found therein.

### **GENERAL PLAN<sup>6</sup> POLICIES**

General Plan policies relevant to the Planning Commission's review of the project include:

- **Policy LU 2.8 Pedestrian-Active Streets.** Require that buildings in business districts be oriented to, and actively engage the street through design features such as build-to lines, articulated and modulated facades, ground floor transparency such as large windows, and the limitation of parking entries directly on the street. Parking ingress and egress should be accessed from alleys where feasible.
- **Policy LU 11.2 Site Planning and Architectural Design.** Require that commercial and office properties and buildings are planned and designed to exhibit a high level of site and architectural design quality and excellence.
- **Policy LU 12.1 Functional and Operational Compatibility.** Require that retail, office, entertainment, and other businesses abutting residential neighborhoods are 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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<sup>3</sup> Available online at [http://www.sterlingcodifiers.com/codebook/index.php?book\\_id=466](http://www.sterlingcodifiers.com/codebook/index.php?book_id=466)

<sup>4</sup> Recommended conditions of approval by other departments are provided in the Analysis section of this report.

<sup>5</sup> A copy of the circulation study has been provided in Attachment B.

<sup>6</sup> Available online at [http://www.beverlyhills.org/services/planning\\_division/general\\_plan/genplan.asp](http://www.beverlyhills.org/services/planning_division/general_plan/genplan.asp)

- **Policy LU 12.3 Alleys Between Commercial and Residential Uses.** Encourage that alleys be attractively designed as a transition between retail and office districts and residential neighborhoods, using features such as quality paving materials, landscaping, low voltage lighting and high-quality maintenance to assure that such alleys are attractive, and kept free of trash and debris.

**ENVIRONMENTAL ASSESSMENT**

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. The project qualifies for a categorical exemption pursuant to Section 15303 (Class 3) of the Guidelines. Specifically, the proposed project qualifies as new construction of a commercial building not exceeding 10,000 square feet of floor area on a site zoned for the proposed uses and therefore, is not anticipated to result in any significant environmental impacts.

**PUBLIC OUTREACH AND NOTIFICATION**

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	12/7/12	6 Days
Newspaper Notice	N/A	N/A	N/A	N/A
Mailed Notice (Owners & Residents - 300' Radius)	10 Days	12/3/12	12/3/12	10 Days
Property Posting	N/A	N/A	N/A	N/A
Website	N/A	N/A	12/7/12	6 Days

Public Comment

As of the writing of this report staff received inquiries about the project from the neighboring residential property owner directly to the west of the project; however, no formal comments have been provided.

**ANALYSIS<sup>7</sup>**

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

Summary

In reviewing the requested entitlement, specific findings must be made with regard to consistency with the general plan, promotion of harmonious development within the neighborhood area, and ensuring the project will not result in adverse impacts. The following issues were analyzed by staff:

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<sup>7</sup> The analysis provided in this section is based on draft findings prepared by the report author prior to the public hearing. The Planning Commission in its review of the administrative record and based on public testimony may reach a different conclusion from that presented in this report and may choose to modify the findings. A change to the findings may result in a final action that is different from the staff recommended action in this report.

**Vehicle Display.** The proposed project includes vehicle display areas along the Robertson Boulevard elevation. The display areas would be used to showcase the property owner's private vehicle collection. The majority of the Robertson building façade is composed of glass which will allow for visibility into the building and display areas. Display areas will help to actively engage the street and enhance the pedestrian experience along Robertson Boulevard. At presented time, the details of the vehicle display areas, such as the lighting and backdrops, have not been fully designed. Staff has included a condition of approval requiring review of the vehicle display areas by the Architectural Commission. With the vehicle display areas located along Robertson Boulevard, all vehicular access to the site will be through the alley. As a result, no curb cuts or driveways will be crossing over the public sidewalk. This will further enhance the pedestrian experience.

no curb cuts or driveways This site configuration will also enhance the pedestrian experience as vehicles will not be crossing over the public sidewalk to access the site.

**Neighboring Residential Uses.** The subject property is located in a commercial zone that abuts residential and, therefore, must comply with the city's requirements for transitions between commercial and residential uses. Consequently, the proposed project includes design features to help shield the proposed building and use from the neighboring residential properties to the west of the subject site. As a requirement of building a new structure on the site, the applicant has dedicated 2'-6" of the property for widening of the alley from 15'-0" to 17'-6" along the rear of the property. The new building will be set back approximately 15'-7" from the newly adjusted rear property line and will be approximately 33'-1" from the neighboring residential property across the alley. A loading area is proposed within the 15'-7" setback. As proposed, the loading area will abut the new building and will be set back 8'-7" from the rear property line. A landscape planter is proposed to be located within the 8'-7" setback. As presented, the planter is 6 inches in height and will contain landscape materials. Staff has included a condition of approval to increase the height of the planter to 3'-0", as required by code for commercial projects in the transitional area. The condition further requires, as required by code, that the Architectural Commission to review the landscape materials to ensure adequate shielding of the loading area from the residential properties.

The rear elevation of the building is proposed to include loading and vehicular access doors along the ground floor and windows along the second floor. As conditioned, the loading and vehicular doors will be restricted from operating outside the permitted business hours, which are from 7:00 AM to 10:00 PM on weekdays and 9:00 AM to 10:00 PM on weekends and holidays. The Commission may wish to discuss whether the windows proposed at the second floor could have adverse impacts on the residential neighbors' privacy. At the third level of the building, the proposed offices will be set back approximately 37'-4" from the rear property line and approximately 52'-4" from the neighboring property line across the alley, and are not anticipated to result in privacy impacts. An outdoor deck is proposed to wrap around the west and south sides of the office space. A planter, which is 4'-1" in width, is proposed to wrap around the west and southwestern sides of the deck to shield the deck from residential uses to the west. A condition has been included that would require the Architectural Commission to review the landscape material within the planter to ensure it would adequately shield the residential uses from the proposed offices. As proposed, the project provides generous setbacks and landscape buffers which will shield the project from the residential properties to

the west. As a result, it is not anticipated that the project will have an adverse impact on the residential properties in the vicinity and therefore.

**Parking and Circulation.** As part of the project review a traffic and circulation study was conducted by the applicant's consultant Kunzman Associates, Inc. (Attachment B). This report was then peer-reviewed by the City's Transportation Engineer. The report focused on site access, project trip generation, parking, and internal circulation. Based on the review of the area conditions and the proposed project, the study found that the proposed project would not have significant impacts on the adjacent alley or surrounding roadways. Project site access and internal circulation, including the turning radius for the loading zone and garage, are adequate for the proposed land uses. As such, it is anticipated that the project would not create any significant adverse traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts.

**Architectural Review.** The proposed project was reviewed by the Architectural Commission as a preview item at its meeting on November 14, 2012. At that meeting, the Commission reviewed the building in concept as the request for a Development Plan Review had not yet been reviewed by the Planning Commission. The Architectural Commission looked favorably on the project's design and felt the design would aid in revitalizing South Robertson Boulevard. As conditioned, the project would be required to return to the Architectural Review Commission for a more detailed review if approved by the Planning Commission.

## NEXT STEPS

It is recommended that the Planning Commission conduct the public hearing and adopt the attached resolution conditionally approving the Development Plan Review.

Alternatively, the Planning Commission may consider the following actions:

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

Report Reviewed By:



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Michele McGrath, Principal Planner

**ATTACHMENT A**  
**Zoning Compliance Table**

REGULATIONS	PERMITTED / ALLOWED	PROPOSED ADDITION	NOTES
<b>Main Residence</b>			
Height	45'-0" or 3 stories, whichever is less	39'-0"/3 stories	
Lot Coverage/Floor Area	10,692 SF	9,386 SF	Requires a Development Plan Review for a new building with more than 2,500 SF
Front Setback (Robertson Blvd)	0'-0"	0'-0"	
South Side Setback	0'-0"	0'-0"	
North Side Setback	0'-0"	0'-0"	
West Setback (rear)	6'-0"	15'-7"	
Parking Spaces	5	6	

**ATTACHMENT B**  
**Parking and Circulation Study**

Begins on following page.



**KUNZMAN ASSOCIATES, INC.**

**ROBERTSON PROJECT**

**FOCUSED CIRCULATION ANALYSIS**

**October 5, 2012**

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness  
Air Quality | Global Climate Change | Health Risk Assessment



KUNZMAN ASSOCIATES, INC.

**ROBERTSON PROJECT**

**FOCUSED CIRCULATION ANALYSIS**

**October 5, 2012**

Prepared by:

Giancarlo Ganddini, E.I.T.,  
Carl Ballard, LEED GA, and  
William Kunzman, P.E.

*William Kunzman*



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# KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

October 5, 2012

Mr. Amit Apel  
AMIT APEL DESIGN INC.  
6411 Independence Avenue  
Woodland Hills, CA 91367

Dear Mr. Apel:

## INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this focused circulation analysis for the Robertson Project in the City of Beverly Hills. This analysis discusses our review of the proposed project with respect to traffic conditions and circulation in the project study area. The project location is shown on Figure 1.

This report summarizes our methodology, analysis, and findings. We trust that the findings, which are summarized in the front of the report, will be of immediate as well as continuing value to you and the City of Beverly Hills.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

## FINDINGS

1. The project site is located at 209 South Robertson Boulevard in the City of Beverly Hills.
2. The existing site is currently developed with a one-story building and is currently being used as a parking garage for a private car collection. Trips generated by the existing site are nominal.
3. The proposed project will redevelop the existing site to include a two-story building plus loft, totaling 10,250 square feet. Floor one is 3,720 square feet and will be used as a parking garage. Floor two is 4,430 square feet and will be used as additional parking or potentially dead storage space in the future. The loft is approximately 2,100 square feet and will be used as office space.
4. The proposed project site does not have direct vehicle access to Robertson Boulevard. Vehicle access into the project site is available only through the alley located behind the building.
5. A dedicated loading zone will be located within the building set back from the alley and allows for loading to occur without disrupting traffic flow through the alley.

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October 5, 2012

6. As shown on Figure 5, adequate turning radius has been provided for the loading zone and garage entry based on a minimum turning radius of 28.3 feet to the inside wheel of a two-axle truck.
7. The project is projected to generate a total of 40 daily vehicle trips, 4 of which will occur during the morning peak hour and 5 of which will occur during the evening peak hour. Based on typical office operations, weekend trip generation is nominal.
8. Based on the City of Beverly Hills parking code requirements, the proposed project requires 6 parking spaces. The project provides adequate parking based on the proposed 13 parking spaces.
9. Based upon review of study area conditions and the proposed project, the project will have no significant impact to the adjacent alley or surrounding roadways. Project site access and internal circulation, including turning radius for the loading zone and garage entry, is adequate for the proposed land uses.

#### **PROJECT DESCRIPTION**

The project site is located at 209 South Robertson Boulevard in the City of Beverly Hills. The existing site is currently developed with a one-story building and is being used as a parking garage for a private car collection. Trips generated by the existing site are nominal.

The proposed project will redevelop the existing site to include a two-story building plus loft, totaling 10,250 square feet. The project consists of parking garage and office land uses. Floor one is 3,720 square feet and will be used as a parking garage. Floor two is 4,430 square feet and will be used as additional parking or potentially dead storage space in the future. A proposed freight lift will move vehicles between the first and second floors. The loft is approximately 2,100 square feet and will be used as office space. The project site plan is shown on Figure 2. The floor plans are shown on Figure 3.

#### **STUDY AREA CONDITIONS**

Figure 4 shows the existing study area conditions. Robertson Boulevard is a four lane undivided roadway with on-street parking allowed on both sides. Several small commercial sites have frontage on both sides of Robertson Boulevard. A one-way alley is provided behind the building frontage west of Robertson Boulevard. Parking is not allowed in the alley; however, some of the commercial buildings provide off-street parking within the building setback from the alley. The project site currently provides a loading zone behind the building within the setback from the alley.

The area west of the alley is developed with single-family residential dwelling units along Clark Drive. The back of these residential units are bounded by the alley; however, the majority of residential units either do not provide vehicle access to the alley or have gates that appeared to be chain locked. Of the 19 residential units backing the alley, only 6 have vehicular access to the alley. All residential units have primary access to Clark Drive.

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October 5, 2012

The alley is designated as one-way southbound from Charleville Boulevard to Gregory Way. Based on observations, alley traffic is light and primarily used for commercial purposes.

#### **SITE ACCESS**

The proposed project faces Robertson Boulevard and provides pedestrian access from Robertson Boulevard; however, the proposed project site does not have direct vehicle access to Robertson Boulevard. Vehicle access into the project site is available only through the alley located behind the building via Charleville Boulevard.

The alley is 15 feet wide adjacent to the project. A 2.5 foot dedication is required by the street master plan ordinance, making the alley 17.5 feet wide; with a similar dedication on the opposite side, the alley would eventually be 20 feet wide. Including the 2.5 foot dedication, the building set back will be 15 feet and 7 inches from the edge of the alley way. This allows enough space for vehicles to pass through the alley while a vehicle entering the parking garage waits for the gate to open. The length of the alley from the parking garage door to the edge of Charleville Boulevard is approximately 94 feet. If needed, it is estimated that a minimum of 3 additional vehicles can queue in the alley without disrupting traffic flow on Charleville Boulevard.

A dedicated loading zone will be located within the building set back from the alley and allows for loading to occur without disrupting traffic flow through the alley. The dimensions of the proposed loading zone are 10 feet by 25 feet.

Figure 5 shows the paths of vehicles turning into the loading zone and the garage entry. The proposed loading zone would require delivery vehicles to reverse into the loading area. A forward-moving vehicle exiting the garage would require a three-point turn; however, this would not cause significant delays based on the nominal traffic in the alley. The minimum turning radius was obtained from [A Policy on Geometric Design of Highways and Streets](#) by the American Association of State Highway and Transportation Officials. As shown on Figure 5, adequate turning radius has been provided for the loading zone and garage entry based on a minimum turning radius of 28.3 feet to the inside wheel of a two-axle truck.

#### **PROJECT TRIP GENERATION**

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the traffic generation rates by the land use quantities, the traffic volumes are determined. Table 1 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers, [Trip Generation](#), 8th Edition, 2008.

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October 5, 2012

The parking garage itself would not be a source of new trips as it would serve the office space. The potential dead storage space would likely serve the office space as well; however, to provide a conservative analysis, trip generation for the dead storage space has also been estimated.

As shown in Table 1, the project is projected to generate a total of 40 daily vehicle trips, 4 of which will occur during the morning peak hour and 5 of which will occur during the evening peak hour. Based on typical office operations, weekend trip generation is nominal.

## **PARKING**

The City of Beverly Hills parking code requirements are included in Appendix B. The parking code requires one parking space per 350 square feet for office land uses. Based on the City of Beverly Hills parking code requirements, the proposed project requires 6 parking spaces. The project provides adequate parking based on the proposed 13 parking spaces.

## **INTERNAL CIRCULATION**

Some of the parking spaces within the parking garage may be difficult to access and may potentially require valet or assisted parking. To the project's advantage, however, the distance between the back of opposite parking spaces is 37 feet on the first floor and 53 feet on the second floor. The parking garage does not include any compact parking spaces. The distance between the back opposite parking spaces and the use of standard size parking spaces will ease parking and un-parking maneuvers.

If vehicles must back out of the parking garage in reverse, the situation would not be unlike the majority of the other adjacent sites with parking spaces accessed through the alley. Based on observations of vehicles reversing out of parking spaces at other sites along the alley, traffic flow in the alley is light enough that no significant queuing or delay was observed.

Traffic data collected over a 24-hour period for the alley adjacent to the project site indicate traffic volumes of 252 vehicles per day, including 34 vehicles during the highest peak hour (see Appendix C). Based on the traffic volumes, traffic flow in the alley is light enough that no significant queuing or delay is expected with the proposed project traffic.

As shown in Table 1, the maximum number of cars projected to arrive or leave the project site in one hour is 5. Given a normal distribution, approximately 1 vehicle would enter or exit the parking garage every 12 minutes during the peak hour, allowing ample time for a vehicle to enter or exit the parking garage. If one vehicle should arrive as another vehicle is exiting, it is estimated that a minimum of 3 vehicles can queue in the alley without disrupting traffic flow on Charleville Boulevard.

Furthermore, an advantage of the proposed land use is that the peak traffic generation for office space generally occurs as employees arrive or leave work and traffic flows primarily inbound or primarily outbound, respectively. Thus, vehicles will likely be able to queue within the parking garage as other vehicles park or un-park and alley traffic would remain uninterrupted. For similar reasons, operation of the freight lift would not have a significant effect on internal circulation and traffic flow in the alley.

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October 5, 2012

Based on the project's trip generation and minimal turnover rate of parked vehicles, internal circulation is sufficient to prevent significant disruption of traffic flow in the alley and surrounding roadways.

**CONCLUSIONS**

Based upon review of study area conditions and the proposed project, the project will have no significant impact to the adjacent alley or surrounding roadways. Project site access and internal circulation, including turning radius for the loading zone and garage entry, is adequate for the proposed land uses.

It has been a pleasure to service your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES , INC.

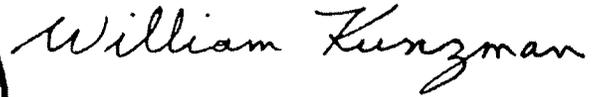


Carl Ballard, LEED GA  
Principal Associate

#5160



KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.  
Principal

**Table 1**

**Project Traffic Generation<sup>1</sup>**

Land Use	Quantity	Units <sup>2</sup>	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<u>Trip Generation Rates</u>									
Storage	4.430	TSF	0.24	0.06	0.30	0.08	0.24	0.32	3.56
Office	2.100	TSF	1.60	0.20	1.80	0.26	1.47	1.73	11.57
<u>Trips Generated</u>									
Storage	4.430	TSF	1	0	1	0	1	1	16
Office	2.100	TSF	3	0	3	1	3	4	24
<b>Total</b>			<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>40</b>

<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Categories 150 and 715.

<sup>2</sup> TSF = Thousand Square Feet

Figure 1  
Project Location Map

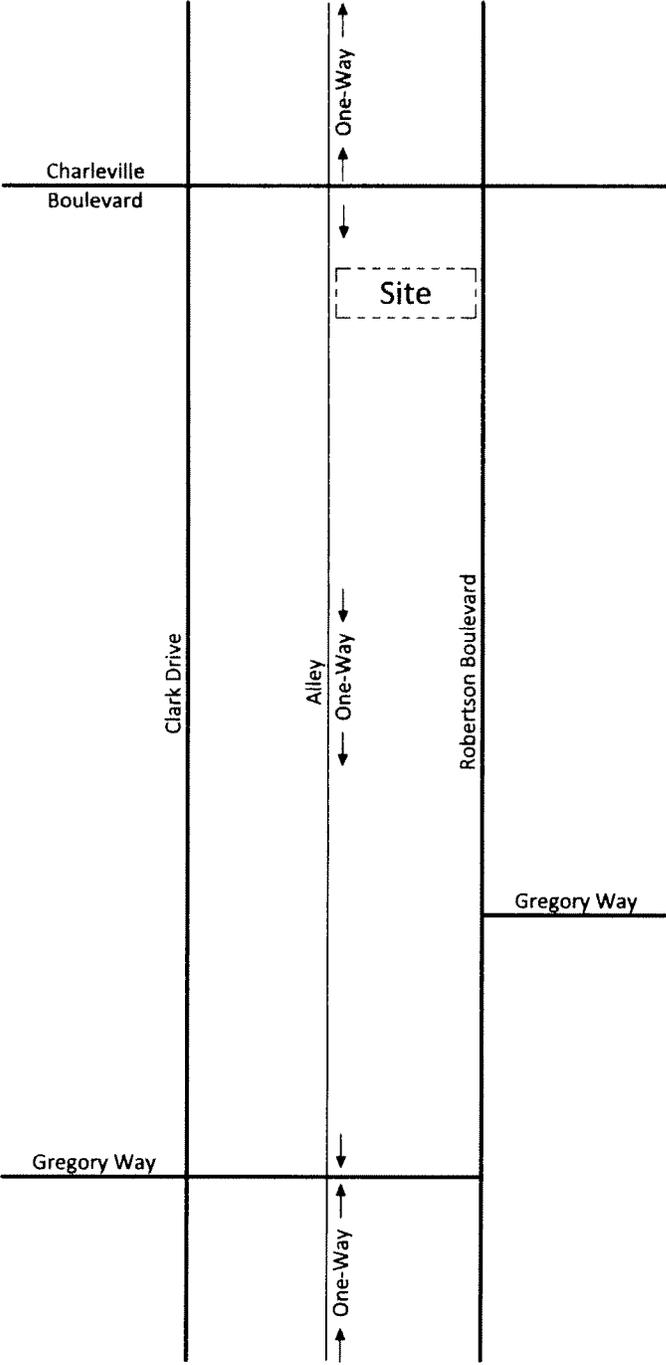
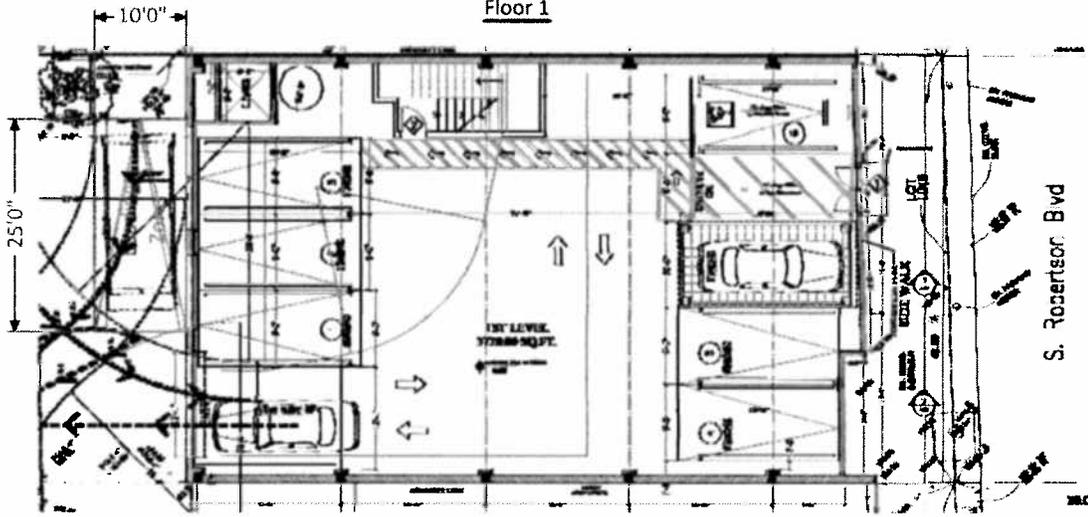


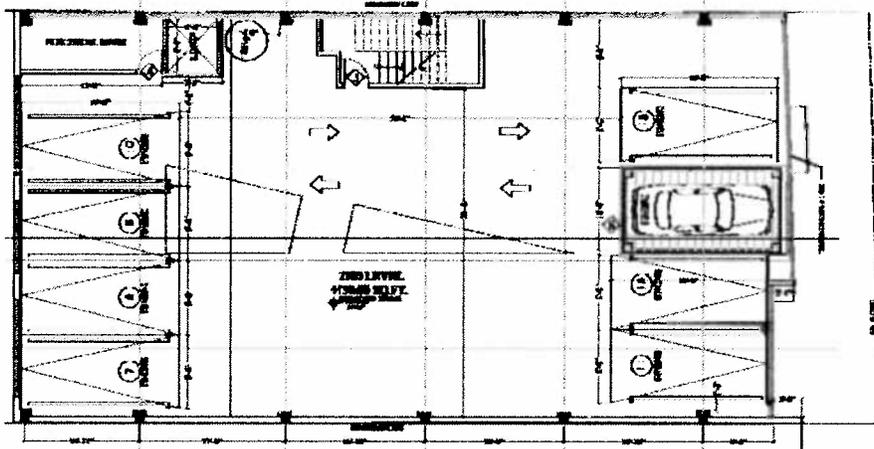


Figure 3  
Floor Plans

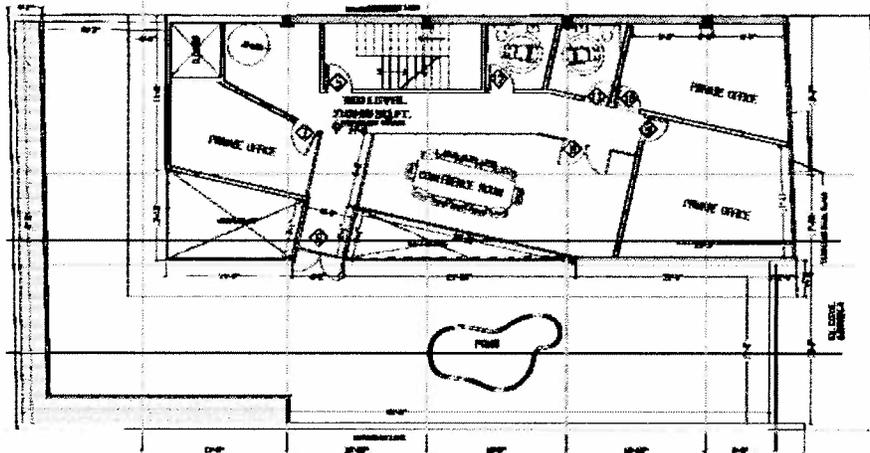
Floor 1



Floor 2



Loft

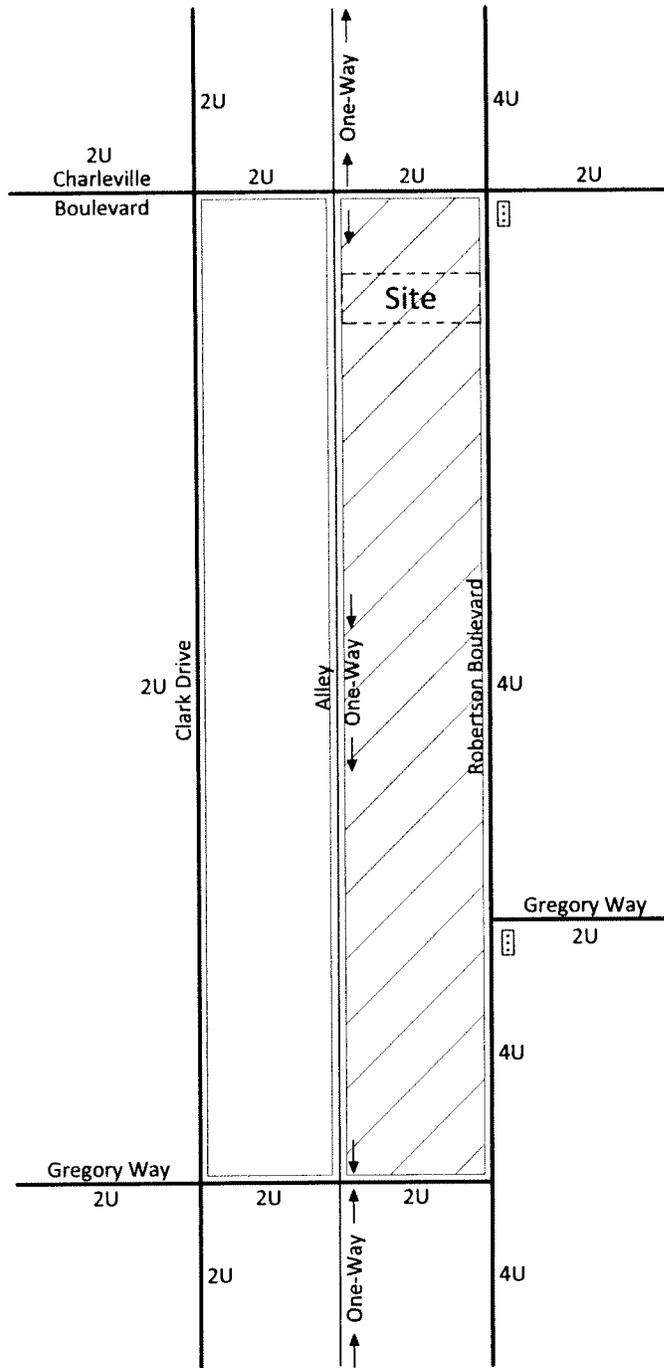


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Figure 4  
Study Area Conditions



**Legend**

-  = Traffic Signal
- 4** = Through Travel Lanes
- U** = Undivided
-  = Residential Land Use
-  = Commercial Land Use





**APPENDIX A**

**Glossary of Transportation Terms**

## GLOSSARY OF TRANSPORTATION TERMS

### COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

### TERMS

**AVERAGE DAILY TRAFFIC:** The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

**BANDWIDTH:** The number of seconds of green time available for through traffic in a signal progression.

**BOTTLENECK:** A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

**CAPACITY:** The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

**CHANNELIZATION:** The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

**CLEARANCE INTERVAL:** Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

**CORDON:** An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

**CYCLE LENGTH:** The time period in seconds required for one complete signal cycle.

**CUL-DE-SAC STREET:** A local street open at one end only, and with special provisions for turning around.

**DAILY CAPACITY:** The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

**DELAY:** The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

**DEMAND RESPONSIVE SIGNAL:** Same as traffic-actuated signal.

**DENSITY:** The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

**DETECTOR:** A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

**DESIGN SPEED:** A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

**DIRECTIONAL SPLIT:** The percent of traffic in the peak direction at any point in time.

**DIVERSION:** The rerouting of peak hour traffic to avoid congestion.

**FORCED FLOW:** Opposite of free flow.

**FREE FLOW:** Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

**GAP:** Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

**HEADWAY:** Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

**INTERCONNECTED SIGNAL SYSTEM:** A number of intersections that are connected to achieve signal progression.

**LEVEL OF SERVICE:** A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

**LOOP DETECTOR:** A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

**MINIMUM ACCEPTABLE GAP:** Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

**MULTI-MODAL:** More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

**OFFSET:** The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

**PLATOON:** A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

**ORIGIN-DESTINATION SURVEY:** A survey to determine the point of origin and the point of destination for a given vehicle trip.

**PASSENGER CAR EQUIVALENTS (PCE):** One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

**PEAK HOUR:** The 60 consecutive minutes with the highest number of vehicles.

**PRETIMED SIGNAL:** A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

**PROGRESSION:** A term used to describe the progressive movement of traffic through several signalized intersections.

**SCREEN-LINE:** An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

**SIGNAL CYCLE:** The time period in seconds required for one complete sequence of signal indications.

**SIGNAL PHASE:** The part of the signal cycle allocated to one or more traffic movements.

**STARTING DELAY:** The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

**TRAFFIC-ACTUATED SIGNAL:** A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

**TRIP:** The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

**TRIP-END:** One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

**TRIP GENERATION RATE:** The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

**TRUCK:** A vehicle having dual tires on one or more axles, or having more than two axles.

**UNBALANCED FLOW:** Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

**VEHICLE MILES OF TRAVEL:** A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

**APPENDIX B**

**City of Beverly Hills Minimum Parking Standards**



**MINIMUM PARKING STANDARDS  
DRIVEWAY WIDTH AND SLOPE TABLES**

**LESS THAN 13 STALLS**

TYPE OF USE	WIDTH				SLOPE	
	ONE WAY		TWO WAY		ENTRANCE	INTERNAL
	MIN	MAX	MIN	MAX		
COMMERCIAL	12'-0"	14'-0"	12'-0"	14'-0"	1 In 8*	1 In 6
MULTI RESIDENTIAL	12'-0"	12'-0"	12'-0"	12'-0"	1 In 8	1 In 6
SINGLE FAMILY RES.	10	14	-	-	1 In 6	

**13 TO 99 STALLS**

TYPE OF USE	WIDTH				SLOPE	
	ONE WAY		TWO WAY		ENTRANCE	INTERNAL
	MIN	MAX	MIN	MAX		
COMMERCIAL	12'-0"	14'-0"	22'-0"	28'-0"	1 In 8*	1 In 6
MULTI RESIDENTIAL	12'-0"	14'-0"	20'-0"	26'-0"	1 In 8	1 In 6

**100 STALLS OR MORE**

TYPE OF USE	WIDTH				SLOPE	
	ONE WAY		TWO WAY		ENTRANCE	INTERNAL
	MIN	MAX	MIN	MAX		
COMMERCIAL	12'-0"	14'-0"	24'-0"	34'-0"	1 In 8*	1 In 6
MULTI RESIDENTIAL	12'-0"	14'-0"	24'-0"	28'-0"	1 In 8	1 In 6

\* Required for the first 18 feet of driveway

1. REQUIRED PARKING STALLS SHALL NOT BE IN TANDEM.

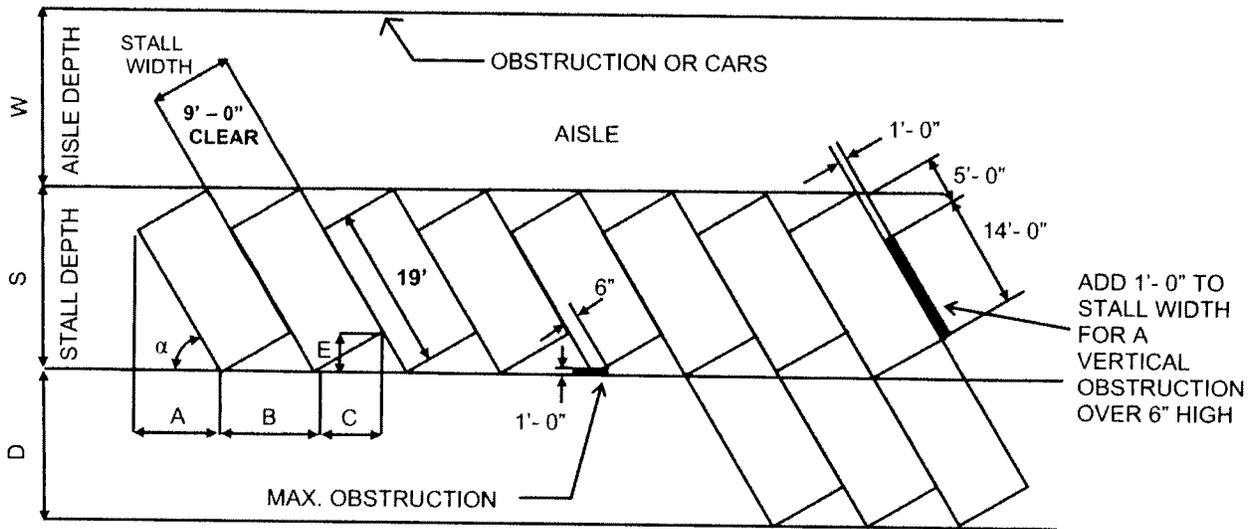
EXCEPTION: IN MULTIFAMILY DWELLING PROJECTS, UP TO 20% OF THE TOTAL NUMBER OF THE DWELLING UNITS MAY SATISFY PARKING REQUIREMENTS THROUGH THE USE OF TANDEM SPACES. 10-3-2716 B.H.M.C

2. PARKING STALL SLOPES SHALL BE LIMITED TO 5% IN ANY DIRECTION. THE MAXIMUM SLOPE FOR DISABLED ACCESS PARKING STALLS IS LIMITED TO 2%.
3. ENCROACHMENTS INTO DRIVEWAYS, AISLES OR STALLS SHALL NOT BE PERMITTED.

EXCEPTION: A 3'-6" HORIZONTAL ENCROACHMENT MAY BE PERMITTED AT THE END WALL OF A STALL PROVIDED THE CLEAR VERTICAL DIMENSION FROM THE FLOOR TO THE ENCROACHMENTS IS 4'-3".

4. LOADING SPACES ARE REQUIRED FOR HOTELS, HOSPITALS, COMMERCIAL AND INDUSTRIAL STRUCTURES BASED ON THE PERMITTED LAND USE, AND SUBJECT TO PROVISIONS OF SEC. 10-3-2740 B.H.M.C
5. NOTWITHSTANDING THE ABOVE REQUIREMENTS, THE DIRECTOR OF TRANSPORTATION AND ENGINEERING MAY DEVIATE FROM THE ABOVE STANDARDS WITH RESPECT TO AISLE WIDTHS, DRIVE-WAY WIDTHS, RAMP SLOPES, AND LENGTH OF PARKING STALLS IF THE DIRECTOR DETERMINES THAT CONDITIONS WARRANT SUCH DEVIATION.

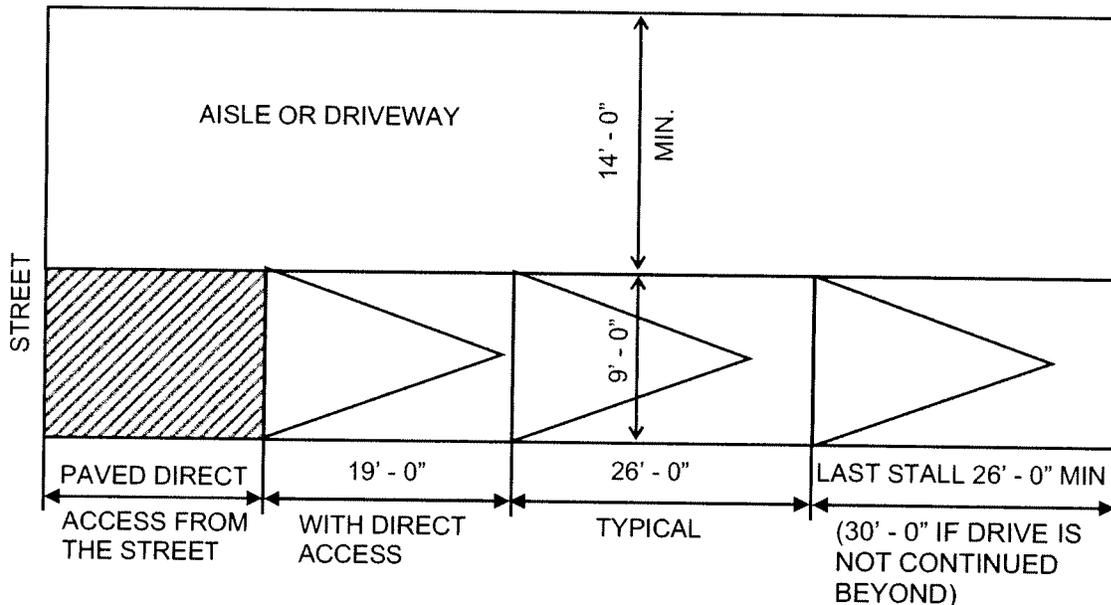
## STANDARD CAR PARKING LAYOUT



MINIMUM STALL SIZE 9'-0" x 19'-0" IN ALL ZONES

Parking Angle $\alpha$	Stall Depth $s$	Aisle Width $W$		A	B	C	D	E
		One Way	Two Way					
30°	17.29'	9.82'	18.02'	16.45'	18.00'	4.50'	9.50'	7.79'
40°	19.10	11.00	18.40	14.55	14.00	5.79	12.21	6.89
50°	20.34	13.02	19.12	12.21	11.75	6.89	14.55	5.79
60°	20.95	15.30	19.70	9.50	10.39	7.79	16.45	4.50
70°	20.93	18.14	20.54	6.50	9.58	8.46	17.85	3.08
80°	20.27	22.56	22.56	3.30	9.14	8.86	18.71	1.50
90°	19.00	26.00	26.00	0	9.00	9.00	19.00	0

## PARALLEL PARKING LAYOUT



## MINIMUM PARKING SPACE REQUIREMENTS

For complete parking provisions see section 10-3.2730 of the Beverly Hills Municipal Code

USE	SPACES	AS NOTED
<p><b>SINGLE FAMILY RESIDENCE (all areas)</b></p> <p>Required parking spaces in residential zones to be within hard surface areas, carports, garages, or similar structures in side or rear yards.</p> <p>Required parking spaces shall not be within the required front yard setback.</p>	<p>2 3 4</p> <p>3 4</p>	<p>Per dwelling</p>
<p><b>MULTIPLE DWELLINGS AND CONDOMINIUMS</b></p> <p>All parking facilities shall be provided within a structure on the same site as the building which contains the dwelling units served by the parking.</p> <p>Up to 20% of the total number of multiple-family <b>dwelling units</b> in a project can satisfy the parking requirements of this section through the use of tandem parking spaces. (10-3.2816)</p>	<p>1 2 2 1/2 3 4</p> <p>1/4</p>	<p>Per Unit</p>
<p><b>HOTELS</b></p>	<p>1</p>	<p>Per Rentable Room or Unit</p>
<p><b>PUBLIC ASSEMBLY – <u>NO</u> FIXED SEATS</b></p>	<p>1</p>	<p>Per 28 sq. ft</p>
<p><b>THEATRES, AUDITORIUMS &amp; PUBLIC ASSEMBLY - FIXED SEATS</b> (includes, but not limited to, churches and schools above the elementary level)</p>	<p>1</p>	<p>Per 4 seats</p>
<p><b>ELEMENTARY SCHOOLS AND CHILDCARE</b> (excludes family daycare homes)</p>	<p>1</p>	<p>Per classroom</p>

RESTAURANT	1000 sq. ft. or less of total bar and dining area <sup>1</sup> Greater than 1000 sq. ft.: <sup>2</sup> a) First 9000 sq. ft. of total bar and dining area b) Dining and bar area exceeding first 9000 sq. ft.	1  1 1	Per 350 sq. ft. Per 45 sq. ft. Per 65 sq. ft.
COMMERCIAL OFFICES AND RETAIL		1	Per 350 sq. ft.
MEDICAL OFFICES		1	Per 200 sq. ft.
MEDICAL LABORATORIES	See section 10-3.2730-B16	1	Per 200 sq. ft.
MANUFACTURING USES		1	Per 500 sq. ft.
WAREHOUSES USES		1	Per 1,500 sq. ft.
EXERCISE CLUB		1	Per 100 sq. ft.
PRIVATE TRAINING CENTERS Less than or equal to 2000 sq. ft.	See section 10-3.2730-B15	1	Per 200 sq. ft.

<sup>1</sup> For eating and bar facilities located on the NORTH side of little Santa Monica Boulevard, south Roadway, between Cañon Drive and Wilshire Boulevard: if the total dining and bar area of the space does not exceed 1,000 square feet and the total dining and bar area of all buildings on site does not exceed 2,000 square feet, then 1 space per 350 sq ft of floor area is required.

<sup>2</sup> Up to 25% of the parking spaces required for a hotel or commercial retail and non-medical office building may be applied towards the parking requirement for restaurants greater than 1000 sq ft. (10-3.2730-B9)

**ADDITIONAL PROVISIONS:**

- A. For any structure or use enlarged or increased in capacity, additional parking facilities shall be required only for such enlargement or increase. However, any interior alteration or interior enlargement of an existing structure or use, other than a dwelling, shall not require additional parking to be provided if the alteration or enlargement does not increase the total parking requirement for all uses in the structure by more than two (2) spaces above the amount of parking required for the entire structure on May 22, 1970. (10-3.2730-A)
- B. **JOINT PARKING:** The planning commission may authorize the joint use of parking facilities under the following conditions: Up to 50% of the parking facilities of a use considered to be primarily a daytime use may be used to satisfy the parking facilities required by this article for a use considered to be primarily a nighttime use. (10-3.2730-F)

**APPENDIX C**

**Traffic Count Worksheets**

Prepared by NDS/ATD

**VOLUME**

Alley S/o Charleville Blvd

Day: Thursday  
Date: 9/27/2012

City: Beverly Hills  
Project #: CA12\_5388\_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	252	0	0	252		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00		0			0	12:00		7			7
00:15		0			0	12:15		4			4
00:30		0			0	12:30		1			1
00:45		0			0	12:45		7	19		26
01:00		0			0	13:00		4			4
01:15		0			0	13:15		4			4
01:30		0			0	13:30		7			7
01:45		0			0	13:45		3	18		21
02:00		0			0	14:00		4			4
02:15		0			0	14:15		6			6
02:30		0			0	14:30		2			2
02:45		0			0	14:45		4	16		20
03:00		0			0	15:00		4			4
03:15		0			0	15:15		5			5
03:30		0			0	15:30		6			6
03:45		0			0	15:45		5	20		25
04:00		0			0	16:00		5			5
04:15		0			0	16:15		2			2
04:30		0			0	16:30		2			2
04:45		0			0	16:45		5	14		19
05:00		0			0	17:00		4			4
05:15		3			3	17:15		8			8
05:30		1			1	17:30		4			4
05:45		0	4		4	17:45		3	19		22
06:00		0			0	18:00		4			4
06:15		0			0	18:15		5			5
06:30		0			0	18:30		3			3
06:45		4	4		8	18:45		1	13		14
07:00		2			2	19:00		1			1
07:15		0			0	19:15		2			2
07:30		5			5	19:30		3			3
07:45		3	10		13	19:45		0	6		6
08:00		4			4	20:00		2			2
08:15		6			6	20:15		0			0
08:30		8			8	20:30		2			2
08:45		9	27		36	20:45		1	5		6
09:00		7			7	21:00		1			1
09:15		7			7	21:15		0			0
09:30		11			11	21:30		1			1
09:45		7	32		39	21:45		0	2		2
10:00		7			7	22:00		0			0
10:15		7			7	22:15		0			0
10:30		6			6	22:30		0			0
10:45		2	22		24	22:45		1	1		2
11:00		5			5	23:00		0			0
11:15		5			5	23:15		0			0
11:30		4			4	23:30		1			1
11:45		5	19		24	23:45		0	1		1
<b>TOTALS</b>		<b>118</b>			<b>118</b>	<b>TOTALS</b>		<b>134</b>			<b>134</b>
<b>SPLIT %</b>		<b>100.0%</b>			<b>46.8%</b>	<b>SPLIT %</b>		<b>100.0%</b>			<b>53.2%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					0	252	0	0	252
AM Peak Hour	08:45				08:45				12:45
AM Pk Volume	34				34				22
Pk Hr Factor	0.773				0.773				0.786
7 - 9 Volume	37				37				33
7 - 9 Peak Hour	08:00				08:00				16:45
7 - 9 Pk Volume	27				27				21
Pk Hr Factor	0.750				0.750				0.656

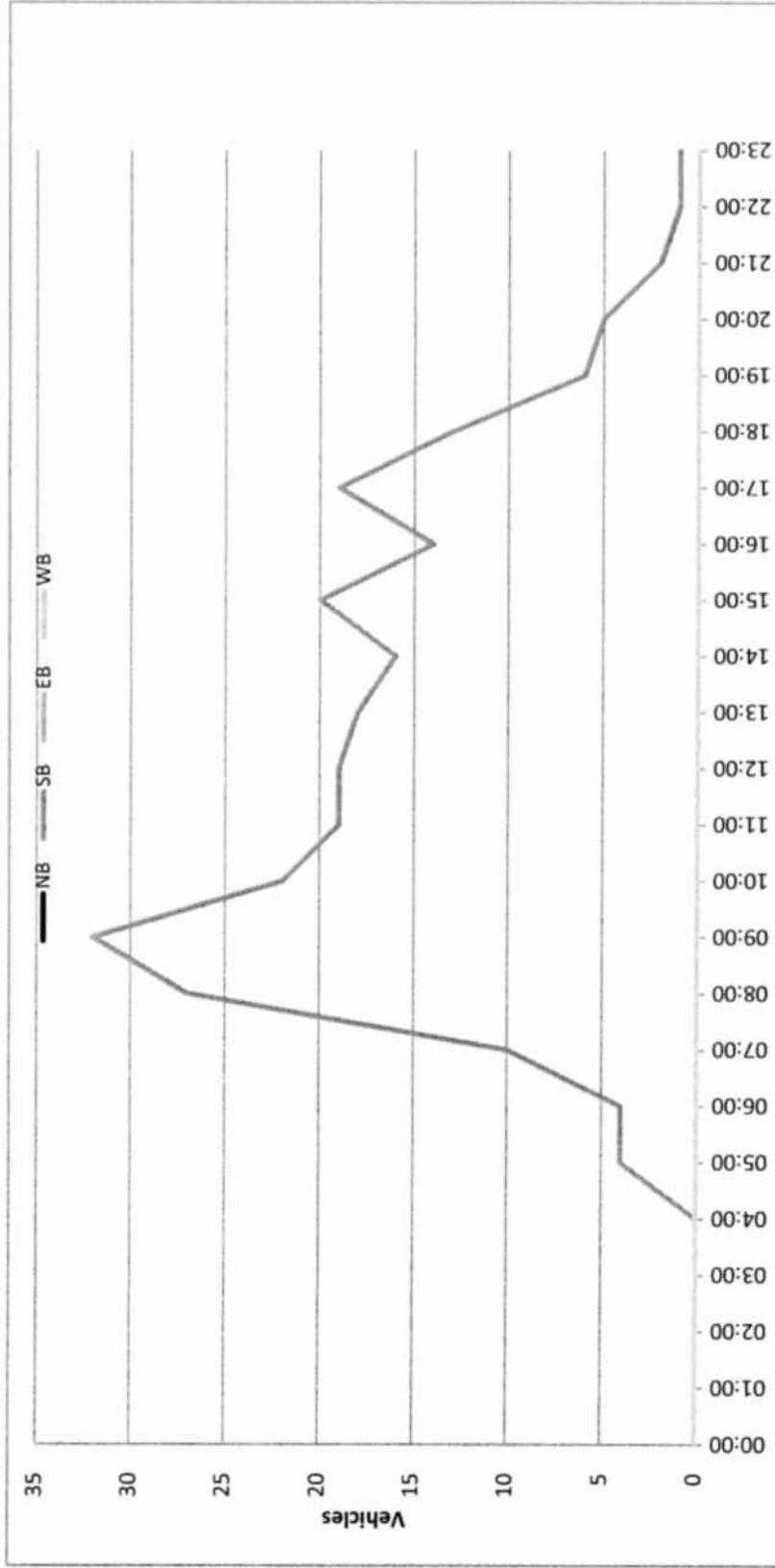
Prepared by NDS/ATD

Project #: CA12\_5388\_001

City: Beverly Hills

Location: Alley S/o Charleville Blvd

Date: 9/27/2012





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## ATTACHMENT C

### Staff Recommended Findings and Conditions of Approval

#### DRAFT FINDINGS

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##### Development Plan Review

1. *The proposed plan is consistent with the general plan and any specific plans adopted for the area.*

The proposed plan complies with all applicable goals and policies set forth in the general plan, and allows for the establishment of a new office and private vehicle storage space that will contain desirable uses and generate additional jobs and revenue in the area. The proposed plan is not located within a specific plan area.

2. *The proposed plan will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area.*

The proposed plan replaces an aging commercial structure with a modern office building and private vehicle storage space and display area. The project is consistent with the zoning code and the commercial office use, with a street level display component, is consistent with existing uses in the area. The project is also consistent with the recommendations of the Southeast Task Force, which are focused on the revitalization of South Robertson Boulevard. Therefore, the project will be a harmonious addition to the area without adversely affecting existing and anticipated development in the vicinity of the project site.

3. *The nature, configuration, location, density, height and manner of operation of any commercial development proposed by the plan will not significantly and adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property.*

Residential properties are located to the west of the project, across an existing north-south alley. The project has been designed with substantial setbacks along the alley and includes landscape planters at the ground floor and at the third level to further shield the neighboring residential properties from the commercial building. Because the project is separated from residential uses by generous setbacks and landscape buffers and is compliant with all applicable City standards, the project is not anticipated to significantly and adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property.

4. *The proposed plan will not create any significantly adverse traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards.*

A parking and circulation study has been prepared for the project, and the analysis demonstrates that the project will not result in any significant traffic or safety hazards. Furthermore, all vehicles entering and exiting the site will do so from the rear alley, which will reduce potential pedestrian-vehicular conflicts, or pedestrian safety hazards at the sidewalk along the front of the property.

5. *The proposed plan will not be detrimental to the public health, safety, or general welfare.*

The proposed plan is consistent with all applicable City standards, and updates an existing commercial property with new, high quality development; therefore, pursuant to the previous findings, the project will not be detrimental to the public health, safety, and general welfare.

## **DRAFT CONDITIONS**

### Project Specific Conditions

1. The vehicular display areas shall be designed so as to enhance the pedestrian experience along Robertson Boulevard and to obscure the required parking spaces from the public right-of-way. The design of these areas shall be subject to review and approval by the Architectural Commission.
2. The Project shall contain mature landscaping in planters on the ground level and the third level to adequately buffer residential uses to the west from the loading area and the third story deck. This landscaping material shall be subject to review and approval by the Architectural Commission.
3. Masonry walls of the planter at the alley shall be a minimum of 3'-0" in height.
4. All proposed landscaping shall be maintained in accordance with the provisions of a landscape maintenance plan approved by the Architectural Commission which shall provide for the irrigation, fertilization, trimming and replacement of plants on a schedule appropriate to the types and quantities of plants utilized in such landscaping.
5. No mechanical venting shall face any residential use.
6. No mirrored or reflective glass or material is used on the facade of the building, structure, or improvement which faces any residential use.
7. No deliveries shall be received, and no loading or unloading shall be permitted on the site between the hours of 10:00 PM and 7:00 AM on weekdays or 10:00 PM and 9:00 AM on weekends or holidays.
8. Refuse shall not be deposited into a commercial refuse bin located outside of an enclosed structure on private property or on a public right of way that is adjacent to a residential zone or RMCP zone during extended hours unless such refuse is in sealed bags.
9. Commercial refuse bins shall not be moved in a public right of way adjacent to a residential zone or RMCP zone, or within the area between a commercial structure and a residential zone or RMCP zone during extended hours, except by waste haulers operating pursuant to a franchise with the city that permits such activity during extended hours.
10. All commercial refuse bins shall be equipped with nonmetallic lids which shall remain closed at all times.

11. All doors facing a residential zone shall remain closed at all times during the hours of 10:00 PM and 7:00 AM on weekdays or 10:00 PM and 9:00 AM on weekends or holidays, except for the immediate purpose of ingress or egress.
12. Employees, agents, associates, or contractors of a nonresidential use shall not congregate behind the nonresidential structure or in any open area or public right of way separating a nonresidential structure and a residential zone during the hours of 10:00 PM and 7:00 AM on weekdays or 10:00 PM and 9:00 AM on weekends or holidays.
13. All businesses in the commercial-residential transition area shall comply with all provisions of title 5, chapter 1, article 1 of the Beverly Hills Municipal Code, regarding general noise regulations.
14. The employees, agents, associates, or contractors of a business shall not engage in conduct or activity which substantially or unreasonably disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area.
15. No activity shall be conducted on the premises in a manner which substantially or unreasonably disturbs the peace and quiet of the surrounding neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area.
16. The applicant shall submit a construction management plan to the City for review and approval prior to the issuance of any building permits. To the maximum extent feasible, the construction management plan shall identify project timelines and staging, and shall identify methods for reducing noise impacts. At a minimum, the construction management plan shall schedule higher impact construction activities (those that generate the most noise) to occur between the hours of 9:00 AM and 4:00 PM.

#### Standard Conditions

17. The Project shall be constructed in substantial compliance with the plans and specifications approved by the Planning Commission on December 13, 2012.
18. These conditions shall run with the land and shall remain in full force for the duration of the life of the Project.
19. 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. Construction shall be in conformance with the plans approved herein or as modified by the Planning Commission or Director of Community Development.
20. 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.
21. 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.

22. RECORDATION. The resolution approving the Development Plan Review 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.
23. EXPIRATION. Development Plan Review: The exercise of rights granted in such approval shall be commenced within three (3) years after the adoption of such resolution.
24. VIOLATION OF CONDITIONS: A violation of these conditions of approval may result in termination of the entitlements granted herein.

**ATTACHMENT D**  
**Public Notice**



**NOTICE OF PUBLIC HEARING**

**DATE:** December 13, 2012  
**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, December 13, 2012, will hold a public hearing beginning at 1:30 PM, or as soon thereafter as the matter may be heard to consider:

A request for the construction of a new three-story commercial building located at 207 South Robertson Boulevard. The following entitlements have been requested in association with the project:

A Development Plan Review to allow the construction of a new three-story commercial building which would contain approximately 9,400 square feet of floor area. The uses proposed within in the building are general office space and display areas for a private vehicle collection. Since the proposed project contains more than 2,500 square feet of floor area, a Development Plan Review is required.

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 3 Categorical Exemption for the construction of a commercial building not exceeding 10,000 square feet in floor area, and therefore, the project has been determined not to have a significant environmental impact and is exempt from the provisions of CEQA.

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

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

If there are any questions regarding this notice, please contact **Shena Rojemann, Associate Planner** in the Planning Division at 310.285.1192, or by email at [srojemann@beverlyhills.org](mailto:srojemann@beverlyhills.org). Copies of the applications, plans, and Categorical Exemption are on file in the Community Development Department, and can be reviewed by any interested person at 455 North Rexford Drive, Beverly Hills, CA 90210.

Approved as to form:

  
Ryan Gohlich, Senior Planner

Mailed: December 3, 2012

**ATTACHMENT E**  
**Draft Approval Resolution**

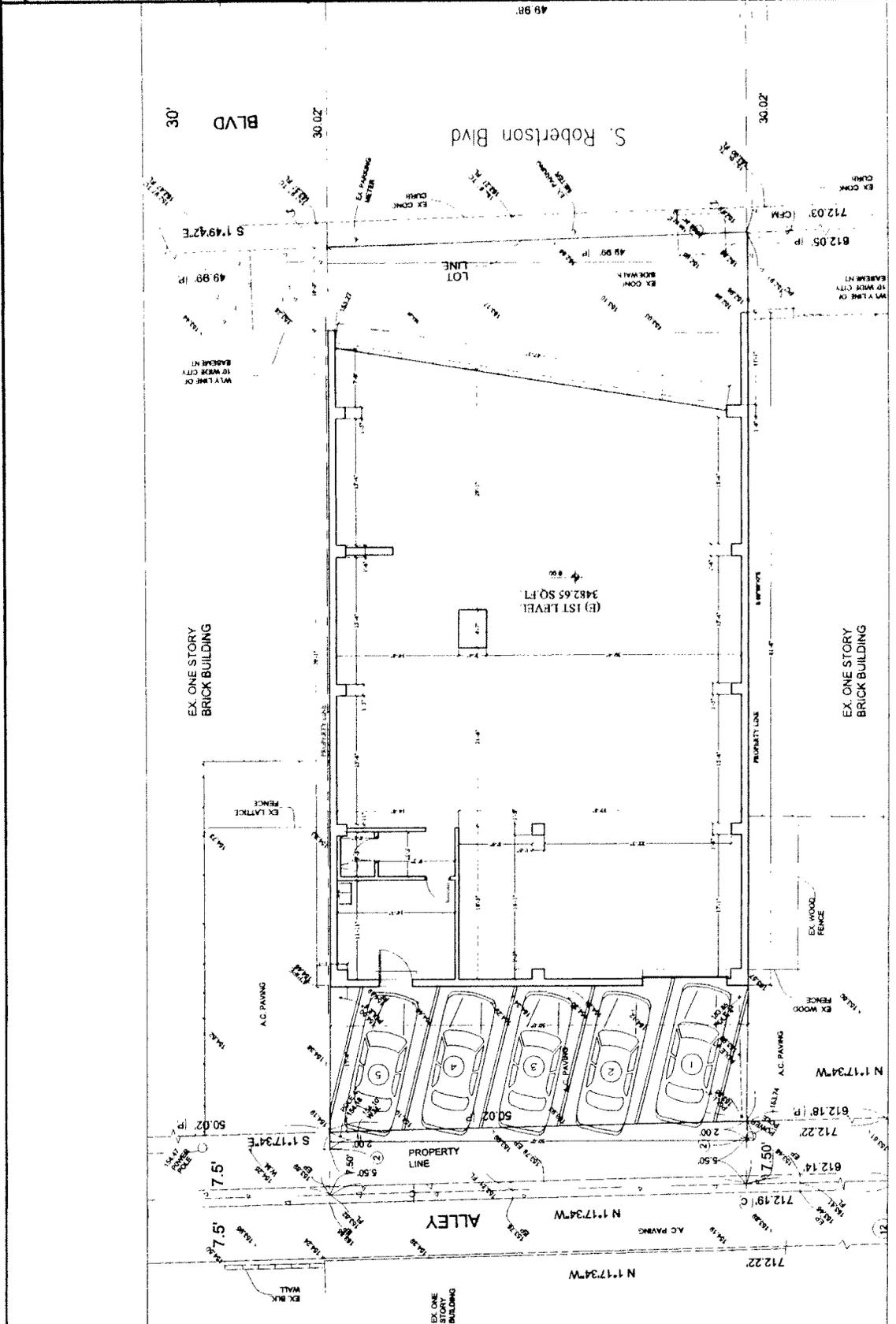
This document will be provided under a separate cover.

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

Begins on following page.



KEYNOTES



1 EXISTING FIRST FLOOR PLAN  
8/14/17

PLANNING SUBMITTAL	02.11.17
SECOND SUBMITTAL	04.11.17
REVISION	04.11.17
PROGRESS	04.11.17

ROBERTSON PROJECT  
208 S. Robertson Blvd  
Berkeley Hills, CA 94711

NO.	DATE	PROJ. NO.	SCALE	DESCRIPTION
1	11/05/17	171017	1/8" = 1'-0"	EXISTING FIRST FLOOR PLAN
2				
3				
4				
5				

AMIT APTEL DESIGN INC.  
ASSOCIATED WITH  
**Louis Skelton** Architect

**KEYNOTES**

1. ALL SITE, PRELIMINARY AND FINAL PLANS SHALL BE PREPARED AND SUBMITTED BY A LICENSED CIVIL ENGINEER IN THE STATE OF CALIFORNIA.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA FIRE CODE, AND THE CALIFORNIA SOILS AND FOUNDATIONS CODE.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE, THE INTERNATIONAL ELECTRICAL CODE, THE INTERNATIONAL MECHANICAL CODE, THE INTERNATIONAL PLUMBING CODE, THE INTERNATIONAL FIRE CODE, AND THE INTERNATIONAL SOILS AND FOUNDATIONS CODE.
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA AND INTERNATIONAL BUILDING CODES, THE CALIFORNIA AND INTERNATIONAL ELECTRICAL CODES, THE CALIFORNIA AND INTERNATIONAL MECHANICAL CODES, THE CALIFORNIA AND INTERNATIONAL PLUMBING CODES, THE CALIFORNIA AND INTERNATIONAL FIRE CODES, AND THE CALIFORNIA AND INTERNATIONAL SOILS AND FOUNDATIONS CODES.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA AND INTERNATIONAL BUILDING CODES, THE CALIFORNIA AND INTERNATIONAL ELECTRICAL CODES, THE CALIFORNIA AND INTERNATIONAL MECHANICAL CODES, THE CALIFORNIA AND INTERNATIONAL PLUMBING CODES, THE CALIFORNIA AND INTERNATIONAL FIRE CODES, AND THE CALIFORNIA AND INTERNATIONAL SOILS AND FOUNDATIONS CODES.

**FIRE SPRINKLER NOTE**

1. BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC FIRE SPRINKLER SYSTEM.
2. SPRINKLER SYSTEM SHALL BE UNDER A SEPARATE PERMIT APPLICATION.
3. THE SPRINKLER SYSTEM SHALL BE INSTALLED IN A COURT YARD PRIOR TO PERMIT ASSUANCE.

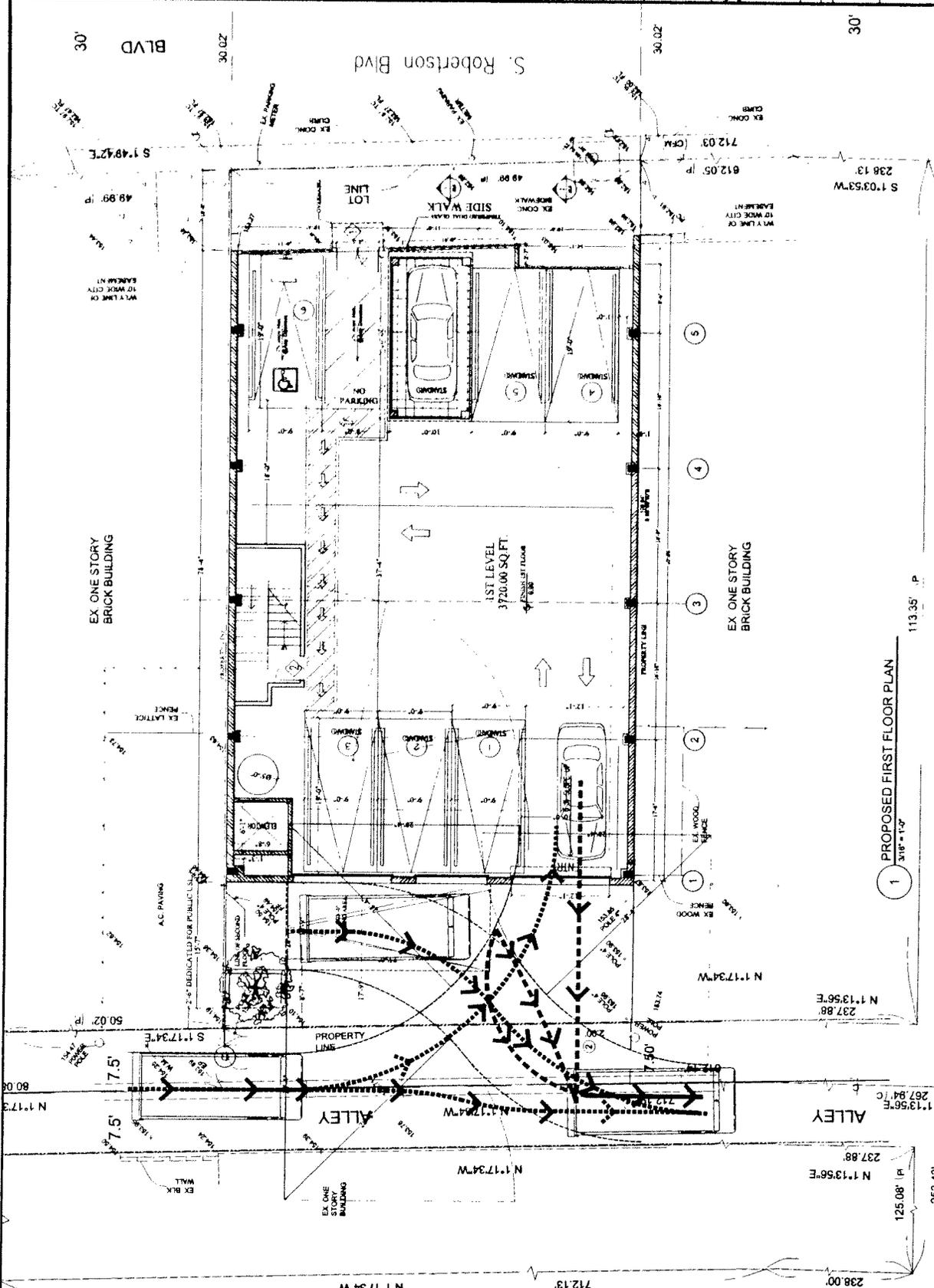
PLANNING SUBMITTAL	DATE	APPROVAL
SECOND SUBMITTAL	DATE	APPROVAL
PROGRESS	DATE	APPROVAL

**ROBERTSON PROJECT**  
 238 S Robertson Blvd  
 Beverly Hills, CA 90211

TURNING DIAGRAM	
NORTH	PROJ. NO.
DATE	SCALE
DRAWN	BY
CHECKED	BY
FLOOR	TITLE
A0.0	

AMITY APEL DESIGN INC.  
 4411 Wilshire Blvd, Suite 100  
 Beverly Hills, CA 90210  
 Tel: 310.344.1111 Fax: 310.344.1112  
 www.amityapel.com info@amityapel.com

Louis Skelton, AIA  
 ARCHITECT



1 PROPOSED FIRST FLOOR PLAN  
 316' x 147'

N 89°58'26"W  
 113.35' P

253.43'

237.88'

267.84' C

237.88'

238.00'

712.13'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

30.02'

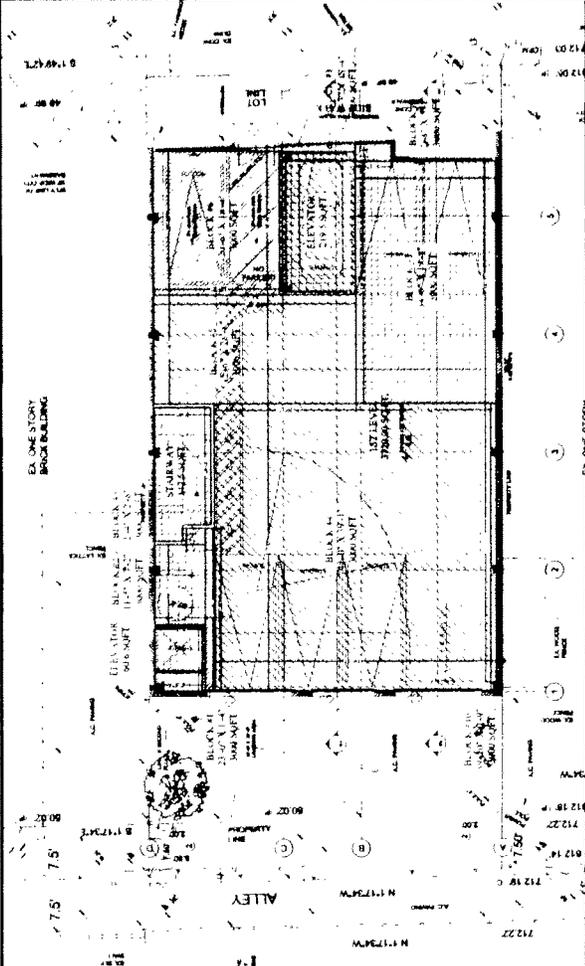
30.02'

30.02'

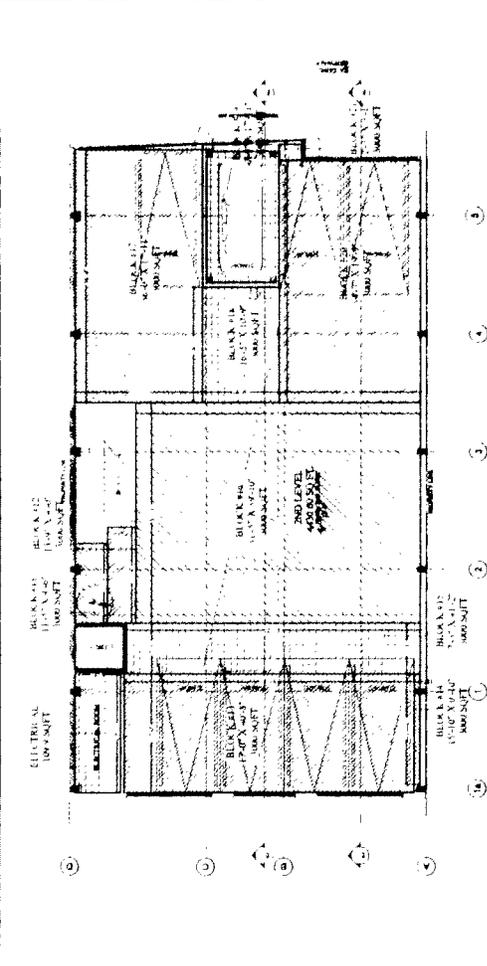
30.02'

30.02'

KEYNOTES



1 FIRST FLOOR AREA CALCS



2 SECOND FLOOR AREA CALCS

BLOCK (#)	SP	FEET	IN	FEET	IN	AREA (SQFT)
1	1	23	0	1	4	30.7
2	1	11	5	7	2	81.8
3	1	2	4	2	8	6.2
4	1	41	0	39	1	1602.4
5	1	15	6	28	8	444.3
6	1	20	6	18	4	375.8
7	1	34	6	19	8	678.5
8	0.5	0	7	18	4	5.3
9	1	2	8	5	1	13.6
10	1	39	10	0	9	29.9
ELEVATOR STAIRWAY	1	9	1	6	8	60.6
CAR ELEVATOR	1	20	5	10	9	219.5
<b>1ST FLOOR AREA 3691.1</b>						
11	1	11	5	4	6	51.4
12	1	13	9	4	0	55.0
13	1	17	0	40	8	691.3
14	1	15	10	0	10	13.2
15	1	7	3	41	2	298.5
16	1	31	5	39	10	1251.4
17	1	36	0	17	11	645.0
18	1	16	5	10	9	176.5
19	0.5	0	9	17	11	6.7
20	1	34	7	19	9	683.0
21	1	2	3	3	1	6.9
ELECTRICAL	1	17	3	6	4	109.3
<b>2ND FLOOR AREA 3988.2</b>						
22	1	18	0	17	5	313.5
23	0.5	18	0	4	0	36.0
24	1	5	11	6	3	37.0
25	1	20	0	12	11	258.3
26	0.5	30	9	6	10	105.1
27	1	10	9	21	4	229.3
28	1	25	3	28	2	711.2
29	0.5	1	2	28	2	16.4
OPEN						138.6
OPEN						81.1
<b>3RD FLOOR AREA 1706.8</b>						
<b>1ST FLOOR + 2ND FLOOR + 3RD FLOOR 9386.1</b>						
<b>TOTAL FLOOR AREA (SQFT) 9386.1</b>						

PLANNING SUBMITTAL  
SECOND SUBMITTAL

PROGRESS

ROBERTSON PROJECT  
200 S Robertson Blvd  
Berkeley, CA 94711

1ST & 2ND FLR AREAS

NORTH DATE: 08/15/12  
SCALE: 1/8" = 1'-0"

1  
SHEET NO. 1 OF 2  
FLOOR: A0.0

AMT APTEL DESIGN INC.  
ASSOCIATED ARCHITECTS

Louis Skelton AIA

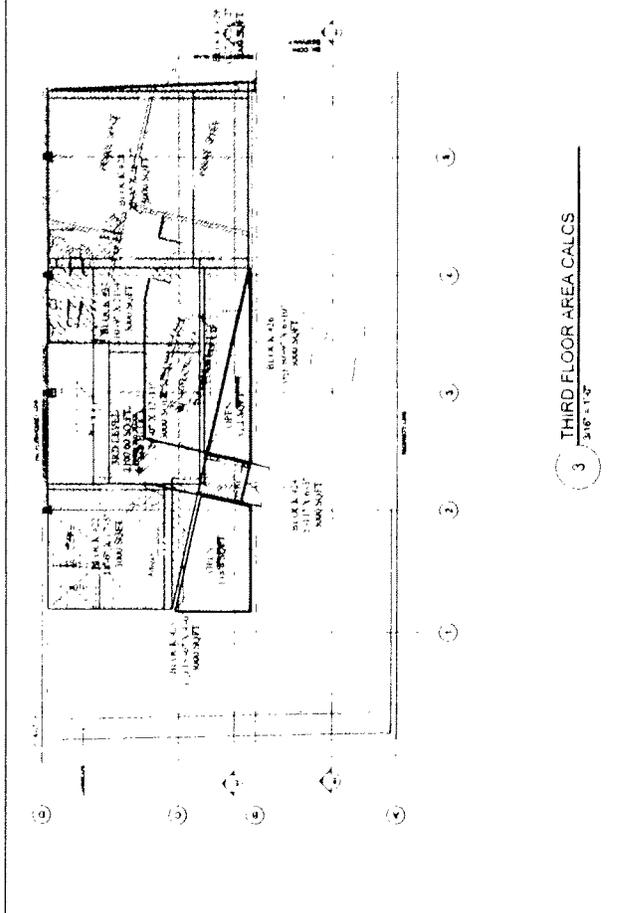
KEYNOTES

BLOCK (#)	SP	FEET	IN	FEET	IN	AREA (SQFT)
1	1	23	0	1	4	30.7
2	1	11	5	7	2	81.8
3	1	2	4	2	8	6.2
4	1	41	0	39	1	1602.4
5	1	15	6	28	8	444.3
6	1	20	6	18	4	375.8
7	1	34	6	19	8	678.5
8	0.5	0	7	18	4	5.3
9	1	2	8	5	1	13.6
10	1	39	10	0	9	29.9
ELEVATOR	1	9	1	6	8	60.6
STAIRWAY						142.5
CAR ELEVATOR	1	20	5	10	9	219.5
<b>1ST FLOOR AREA</b>						<b>3691.1</b>

11	1	11	5	4	6	51.4
12	1	13	9	4	0	55.0
13	1	17	0	40	8	691.3
14	1	15	10	0	10	13.2
15	1	7	3	41	2	298.5
16	1	31	5	39	10	1251.4
17	1	36	0	17	11	645.0
18	1	16	5	10	9	176.5
19	0.5	0	9	17	11	6.7
20	1	34	7	19	9	683.0
21	1	2	3	3	1	6.9
ELECTRICAL	1	17	3	6	4	109.3
<b>2ND FLOOR AREA</b>						<b>3988.2</b>

22	1	18	0	17	5	313.5
23	0.5	18	0	4	0	36.0
24	1	5	11	6	3	37.0
25	1	20	0	12	11	258.3
26	0.5	30	9	6	10	105.1
27	1	10	9	21	4	229.3
28	1	25	3	28	2	711.2
29	0.5	1	2	28	2	16.4
OPEN						138.6
OPEN						81.1
<b>3RD FLOOR AREA</b>						<b>1706.8</b>

<b>1ST FLOOR + 2ND FLOOR + 3RD FLOOR</b>						<b>9386.1</b>
<b>TOTAL FLOOR AREA (SQFT)</b>						<b>9386.1</b>



3 316' x 112'

THIRD FLOOR AREA CALCS

PLANNING SUBMITTAL: 11/11/12  
 SECOND SUBMITTAL: 11/11/12

PROGRESS

ROBERTSON PROJECT  
 204 S Robertson Blvd  
 Beverly Hills, CA 90211

3RD FLR AREA

DATE	PROJECT	SCALE	SHEET NO.
DRAWN	CHECKED	FLR	A01

AMT APPELL DESIGN INC.  
 1000 WILSON BLVD  
 SUITE 200  
 BEVERLY HILLS, CA 90210  
 PH: 310.274.1111  
 FAX: 310.274.1112  
 WWW.AMTAPPELL.COM

Louis Skelton AIA

**KEYNOTES**

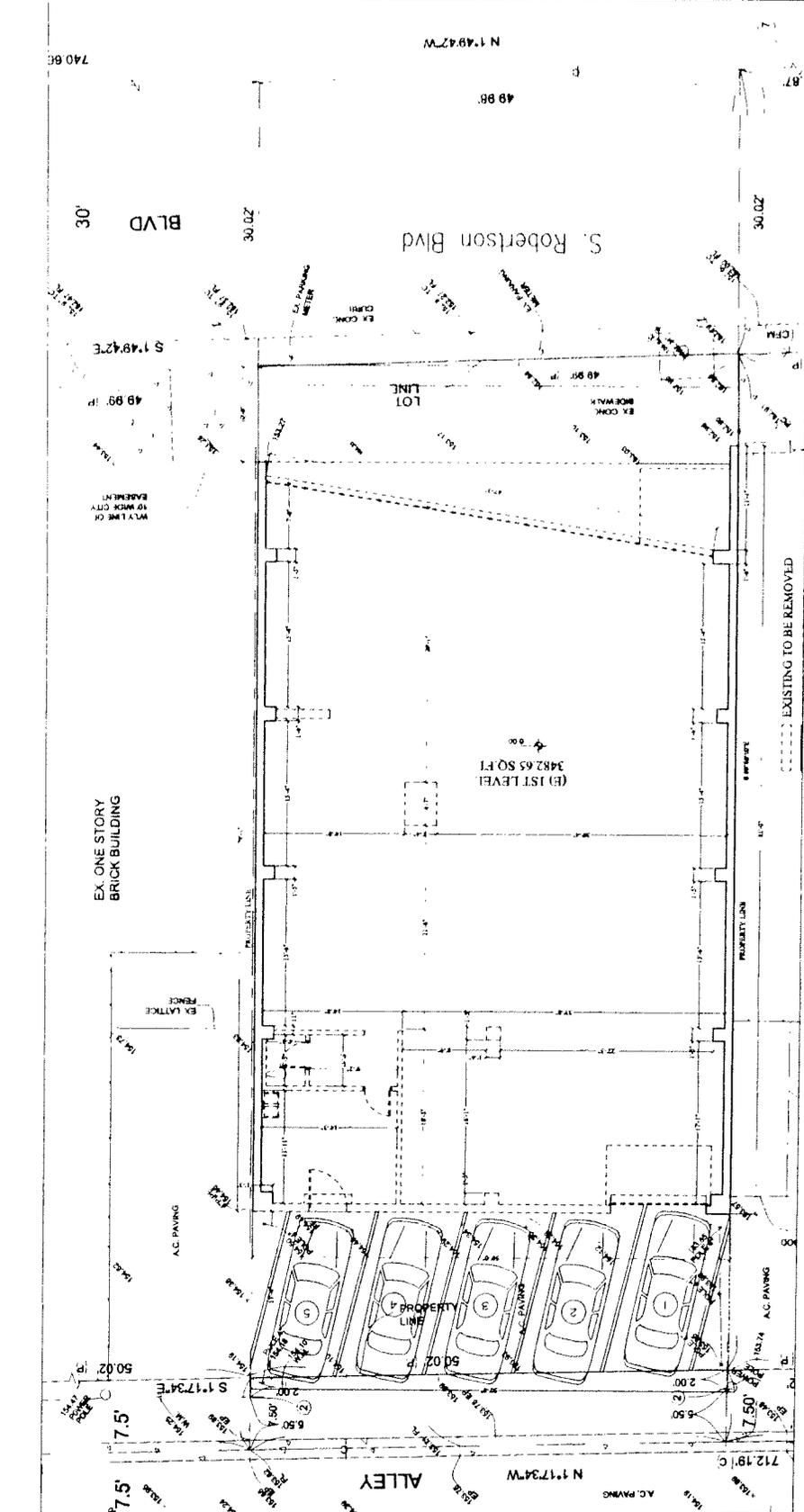
1. THE PERMIT FOR THE FULL SCOPE OF THE ROBERTSON BUILDING FOR THE DESIGN OF THE PROPERTY IS ISSUED SUBJECT TO THE FOLLOWING CONDITIONS:
  - a. THE PROPERTY SHALL BE DEMOLISHED IN ACCORDANCE WITH THE CITY STANDARDS AND SPECIFICATIONS FOR DEMOLITION (SEMI-CODE 12.02).
  - b. THE PROPERTY SHALL BE DEMOLISHED IN ACCORDANCE WITH THE CITY STANDARDS AND SPECIFICATIONS FOR DEMOLITION (SEMI-CODE 12.02).
  - c. THE PROPERTY SHALL BE DEMOLISHED IN ACCORDANCE WITH THE CITY STANDARDS AND SPECIFICATIONS FOR DEMOLITION (SEMI-CODE 12.02).
2. THE PERMIT FOR THE FULL SCOPE OF THE ROBERTSON BUILDING FOR THE DESIGN OF THE PROPERTY IS ISSUED SUBJECT TO THE FOLLOWING CONDITIONS:
  - a. THE PROPERTY SHALL BE DEMOLISHED IN ACCORDANCE WITH THE CITY STANDARDS AND SPECIFICATIONS FOR DEMOLITION (SEMI-CODE 12.02).
  - b. THE PROPERTY SHALL BE DEMOLISHED IN ACCORDANCE WITH THE CITY STANDARDS AND SPECIFICATIONS FOR DEMOLITION (SEMI-CODE 12.02).
  - c. THE PROPERTY SHALL BE DEMOLISHED IN ACCORDANCE WITH THE CITY STANDARDS AND SPECIFICATIONS FOR DEMOLITION (SEMI-CODE 12.02).
3. ALL STREET WORKS, STREET LIGHTS, AND UNDERGROUND UTILITIES AND ANY EXISTING UTILITY SHALL BE RELOCATED ACCORDING TO CITY STANDARDS AND SPECIFICATIONS FOR DEMOLITION (SEMI-CODE 12.02). THE PERMITTEE SHALL BE RESPONSIBLE FOR THE COST OF ALL SUCH WORKS AND SHALL BE PAID FOR BY THE APPLICANT.
4. ALL STREET WORKS, STREET LIGHTS, AND UNDERGROUND UTILITIES AND ANY EXISTING UTILITY SHALL BE RELOCATED ACCORDING TO CITY STANDARDS AND SPECIFICATIONS FOR DEMOLITION (SEMI-CODE 12.02). THE PERMITTEE SHALL BE RESPONSIBLE FOR THE COST OF ALL SUCH WORKS AND SHALL BE PAID FOR BY THE APPLICANT.

PLANNING SUBMITTAL: APPROVED  
 SECOND SUBMITTAL: APPROVED  
 PROGRESS

ROBERTSON PROJECT  
 248 S. ROBERTSON BLVD.  
 GARDEN GROVE, CA 92641

DEMOLITION FIRST FLOOR PLAN  
 NORTH DATE PROJECT SCALE DRAWING  
 11/01/17 11/01/17 A0.1

AMT APTEL DESIGN INC.  
 ASSOCIATED WITH  
 Louis Skelton, AIA



1 DEMOLITION FIRST FLOOR PLAN  
 NTP-17-07





# KEYNOTES

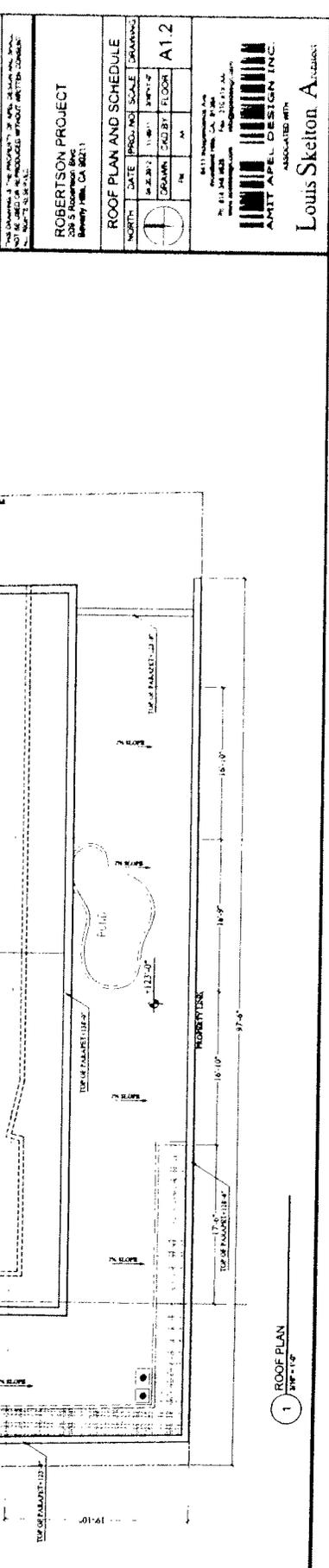
- 1 ALL DOORS SHALL BE WOOD WITH STAINLESS STEEL HARDWARE. SEE ARCHITECT FOR SPECIFICATION UNLESS NOTED OTHERWISE.
- 2 DOORS SHALL BE TEMPERED PER CODE IN ALL HAZARDOUS LOCATIONS.
- 3 ALL DOORS TO BE DUAL GLAZED. INSULATING AND LOW E VALUE.
- 4 CONTRACTOR SHALL COORDINATE ALL DOORS WITH ARCHITECT PRIOR TO ORDERING.
- 5 GLASS PANELS IN SLIDING OR SWINGING DOOR TO BE TEMPERED (HAZARDOUS LOCATION: JAW 4).
- 6 CONTRACTOR SHALL COORDINATE ROLL-OVER OPENING SIZES OF ALL NEW & REPLACED DOORS IN MANUFACTURER'S REQUIREMENTS.
- 7 CONTRACTOR SHALL BE SOLELY RESPONSIBLE AS REGARDING TO ORDERING, DELIVERY, STORAGE & INSTALLATION OF ALL DOORS SO AS TO MEET CONTRACTOR SCHEDULE.

# GENERAL NOTES

- 1 ALL DOORS SHALL BE WOOD WITH STAINLESS STEEL HARDWARE. SEE ARCHITECT FOR SPECIFICATION UNLESS NOTED OTHERWISE.
- 2 DOORS SHALL BE TEMPERED PER CODE IN ALL HAZARDOUS LOCATIONS.
- 3 ALL DOORS TO BE DUAL GLAZED. INSULATING AND LOW E VALUE.
- 4 CONTRACTOR SHALL COORDINATE ALL DOORS WITH ARCHITECT PRIOR TO ORDERING.
- 5 GLASS PANELS IN SLIDING OR SWINGING DOOR TO BE TEMPERED (HAZARDOUS LOCATION: JAW 4).
- 6 CONTRACTOR SHALL COORDINATE ROLL-OVER OPENING SIZES OF ALL NEW & REPLACED DOORS IN MANUFACTURER'S REQUIREMENTS.
- 7 CONTRACTOR SHALL BE SOLELY RESPONSIBLE AS REGARDING TO ORDERING, DELIVERY, STORAGE & INSTALLATION OF ALL DOORS SO AS TO MEET CONTRACTOR SCHEDULE.

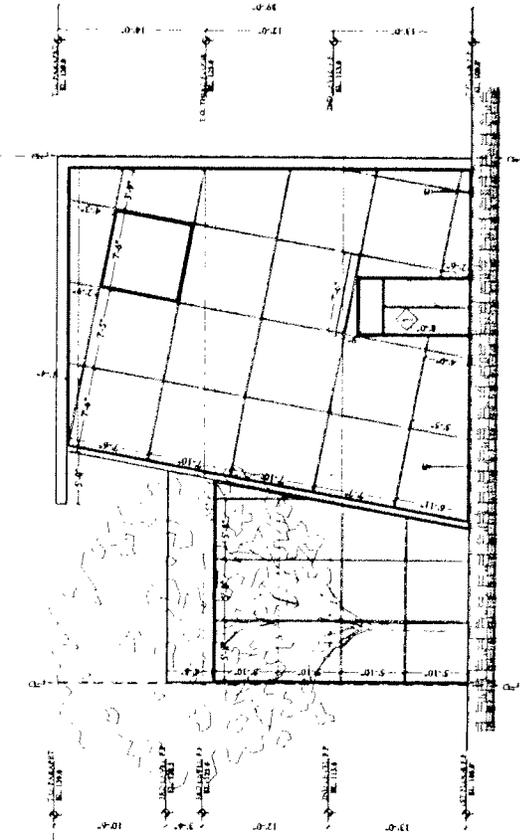
# DOOR SCHEDULE

TYPE	SIZE	DOOR MATERIAL	FINISH	FRAME	NOTE	HARDWARE	TOTAL
D1	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D2	8'0" x 10'0"	1 1/2" SOLID WOOD	PT	WOOD	DOOR WITH GLAZED PANEL		
D3	8'0" x 10'0"	1 1/2" SOLID WOOD	PT	WOOD	DOOR WITH GLAZED PANEL		
D4	8'0" x 10'0"	1 1/2" SOLID WOOD	PT	WOOD	DOOR WITH GLAZED PANEL		
D5	8'0" x 10'0"	1 1/2" SOLID WOOD	PT	WOOD	DOOR WITH GLAZED PANEL		
D6	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D7	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D8	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D9	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D10	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D11	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D12	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D13	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D14	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		
D15	8'0" x 10'0"	TEMPERED GLASS	PT	ALUMINUM	GLAZED DOOR		

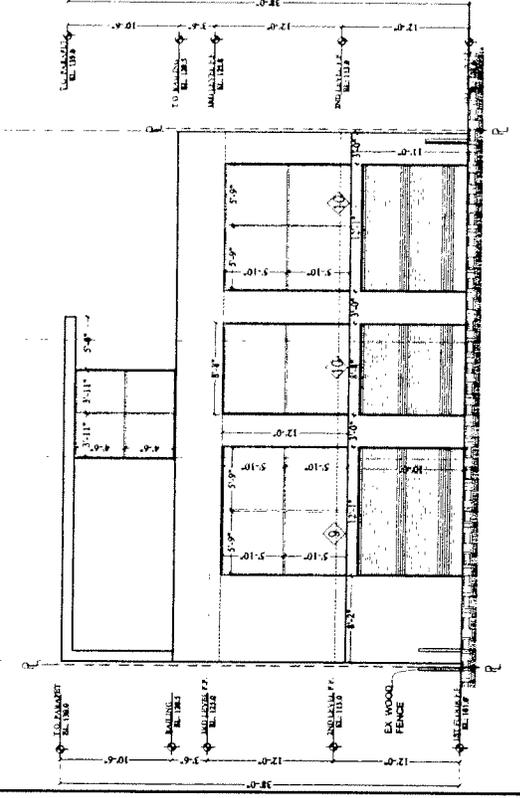




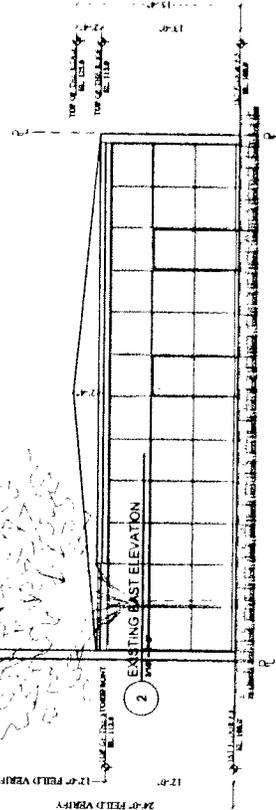
KEYNOTES



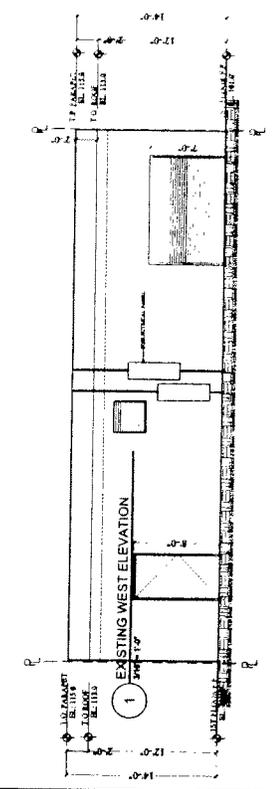
4 NEW EAST ELEVATION  
SHEET 1 OF 2



3 NEW WEST ELEVATION  
SHEET 1 OF 2



2 EXISTING EAST ELEVATION  
SHEET 2 OF 2



1 EXISTING WEST ELEVATION  
SHEET 2 OF 2

PLANNING SUBMITTAL		DATE	2012.8.17.12
SECOND SUBMITTAL		DATE	2012.11.14.12
PROGRESS			
NO. OF SHEETS	TOTAL SHEETS	DATE	2012.11.14.12
NO. OF SHEETS	TOTAL SHEETS	DATE	2012.11.14.12

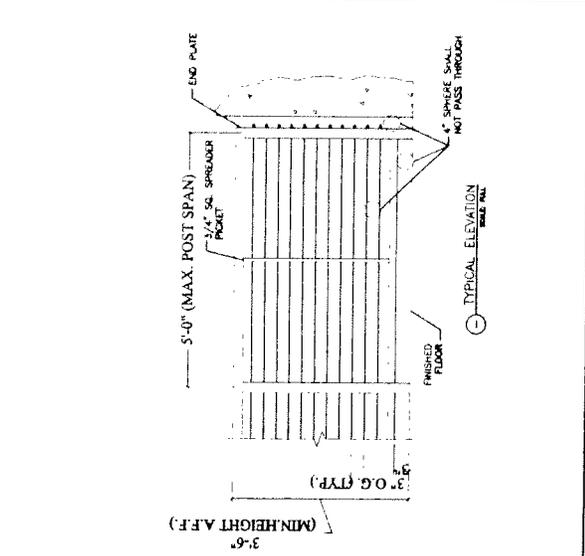
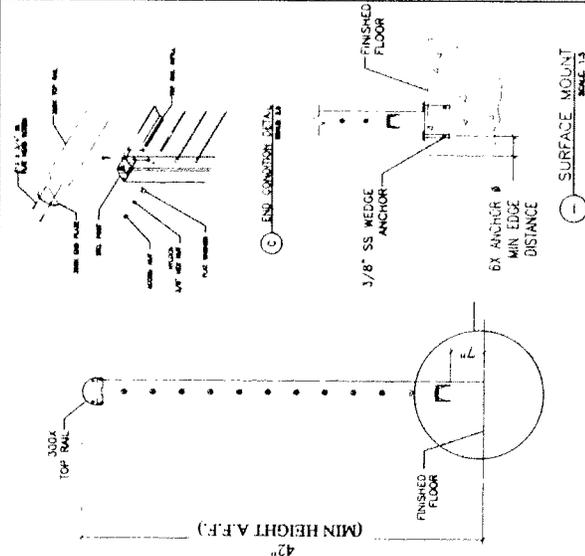
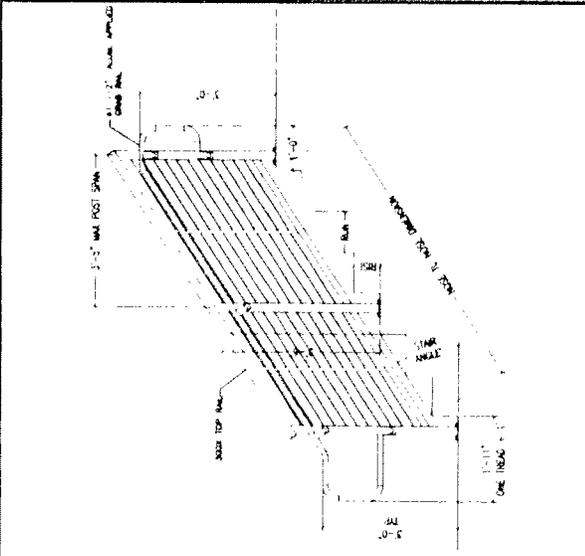
ROBERTSON PROJECT				
208 S Robertson Blvd				
Beverly Hills, CA 90211				
EAST AND WEST ELEVATIONS				
NORTH	DATE	PROJECT	SCALE	SHEET NO.
(North Arrow)	11/14/12	208 S ROBERTSON BLVD	1/8" = 1'-0"	3 OF 3
DRWNR	CHKD BY	FLOOR	A3.0	
AM	AM	AM		

ASSOCIATED WITH

ARTY APEL DESIGN INC.  
10000 Wilshire Blvd, Suite 1000  
Beverly Hills, CA 90210  
Tel: 310.274.1111  
Fax: 310.274.1111  
www.artypeledesign.com

Louis Skelton, Architect

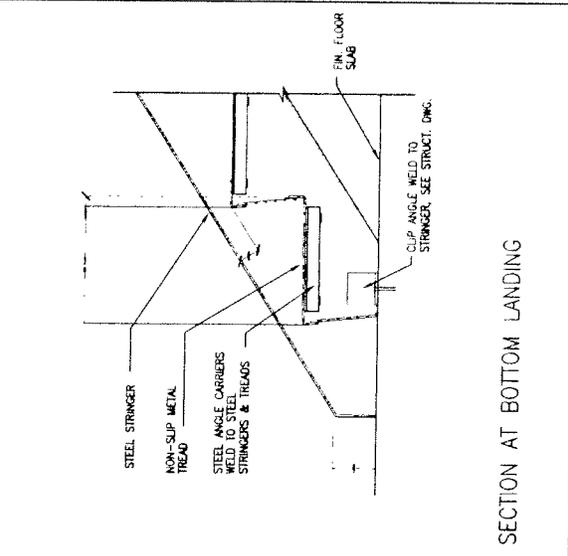
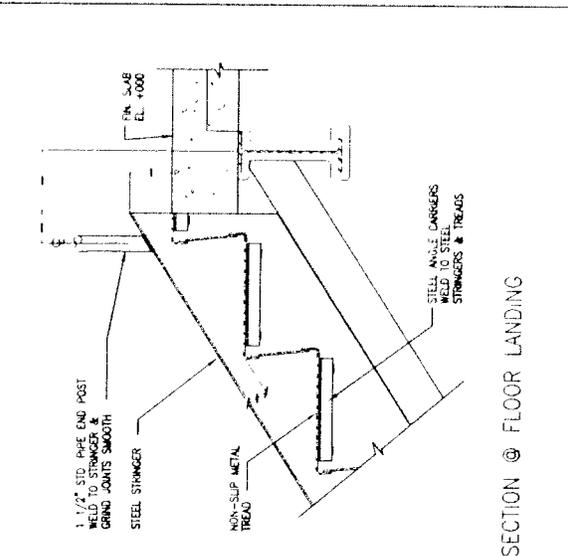
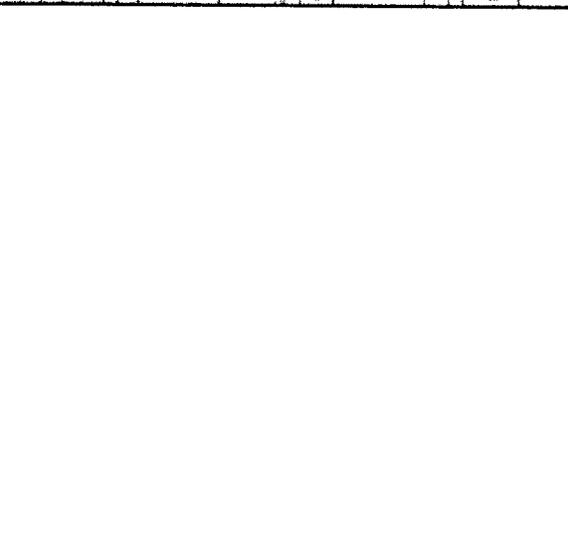
KEYNOTES



GAURDRAIL DETAIL SCALE: NTS 1

GUARDRAIL MOUTING DETAIL SCALE: NTS 2

STAIR DETAIL SCALE: NTS 3



SECTION @ FLOOR LANDING SCALE: NTS 5

SECTION @ BOTTOM LANDING SCALE: NTS 4

STAIR DETAIL SCALE: NTS 5

PROJECT: ROBERTSON PROJECT  
 208 S. ROBERTSON BLVD  
 BOSTON, MA 02111

DETAILS

SCALE	PROJECT	DATE	NO.
AS 0			

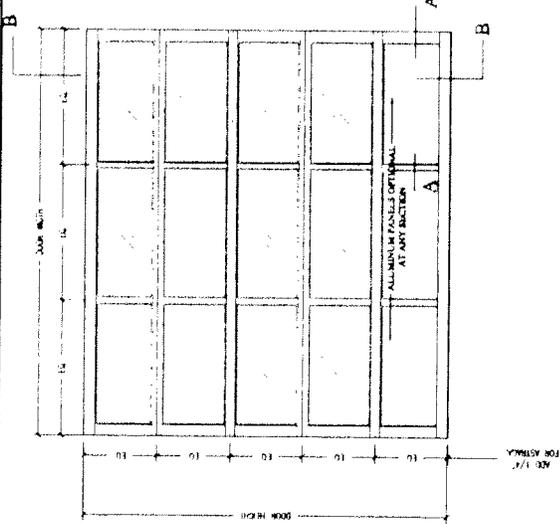
AMIT APTEL DESIGN INC  
 1000 W. 10th St., Suite 1000  
 Los Angeles, CA 90015  
 (310) 441-1111  
 www.amitapfel.com

Associated with  
**Louis Skelton, AIA**

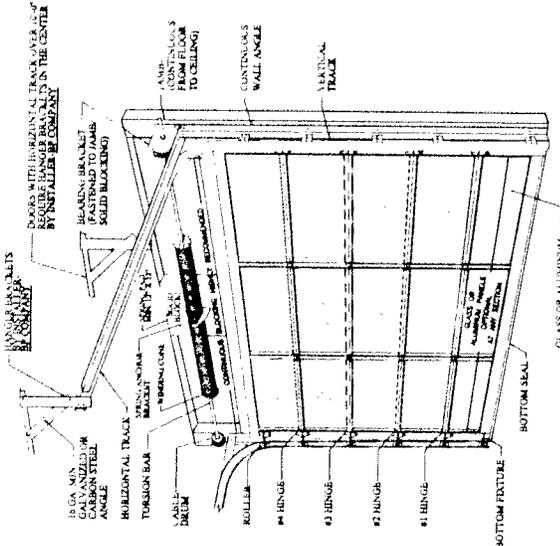




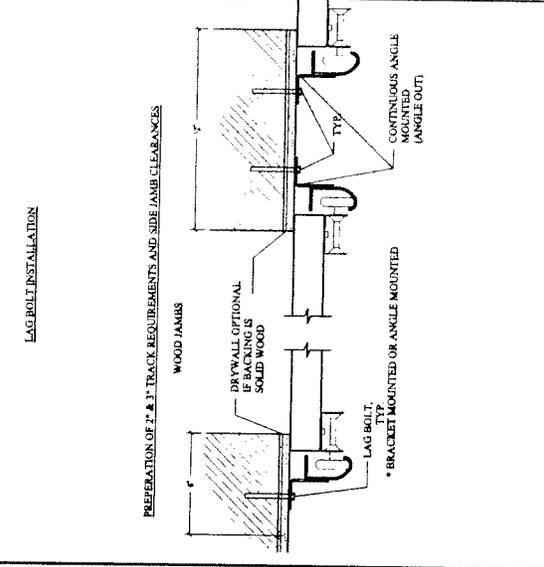
KEYNOTES



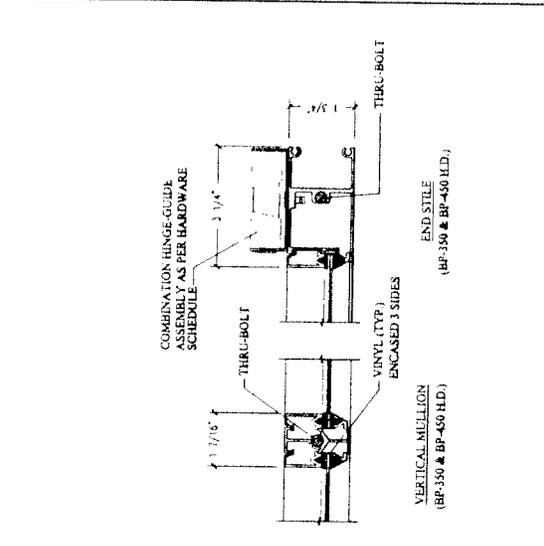
GARAGE DOOR ELEVATION SCALE: NTS



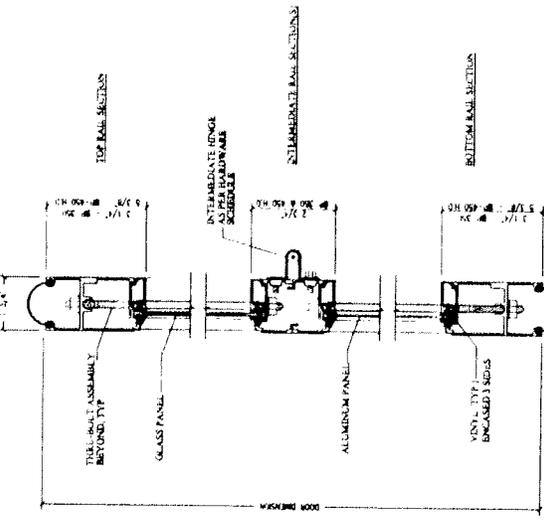
GARAGE DOOR ISOMETRIC VIEW SCALE: NTS



GARAGE DOOR ATTACHMENT TO THE WALL SCALE: NTS



GARAGE DOOR DETAIL (SEC A-A) SCALE: NTS



GARAGE DOOR DETAIL (SEC B-B) SCALE: NTS

PROJECT NO. \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_  
 PROJECT TITLE \_\_\_\_\_  
 S. ROBERTSON Projects  
 300 University Ave., Suite 100  
 Berkeley, CA 94702

DETAILS  
 NORTH DATE PROJECT SCALE DRAWING  
 SHEET 1 OF 11 FLOOR A9 3

AMITY APPEL DESIGN INC.  
 ASSOCIATED WITH  
 Louis Skelton A



