



Planning Commission Report

Meeting Date: August 25, 2016

Subject: **332-336 North Camden Drive
Development Plan Review and In Lieu Parking (Christie's, Inc.)**
Request for a Development Plan Review to allow the construction of a 1,400 square foot partial second story addition to an existing building and a request to provide five parking spaces through participation in the City's In Lieu Parking program on a commercially zoned property located at 332-336 North Camden Drive. Pursuant to the provisions set forth in the California Environmental Quality Act (CEQA), the Planning Commission will also consider a determination of exemption from CEQA.

Project Applicant: Loren Shanks, Creative Space

Recommendation: That the Planning Commission:

1. Conduct a public hearing and receive testimony on the Project;
2. Adopt the attached resolution conditionally approving a Development Plan Review and five in lieu parking spaces.

REPORT SUMMARY

A request has been made for a Development Plan Review to allow construction of a partial second floor, increasing the overall height of the existing building. The proposal also includes a request to add a new unenclosed rooftop terrace to the building. The requested second story totals approximately 1,400 square feet in floor area. The requested outdoor terrace is 1,990 square feet in area. The proposal includes a request for five In Lieu Parking spaces, in addition to the continued maintenance of nine existing on-site parking spaces, to meet parking requirements for the existing building and the new second story addition.

This report details the physical context of the project and its vicinity; outlines the findings that need to be made in order to issue the Development Plan Review and approve the In Lieu Parking request; and analyzes key project issues, including the effects on the pedestrian environment, proposed rooftop terrace, and a discussion of the parking supply relating to the In Lieu Parking request. Staff's analysis concludes that the project is not anticipated to result in any significant adverse impacts to adjacent properties or the surrounding neighborhood. Therefore, the recommendation in this report is for approval of the addition to the existing commercial building and purchase of five In Lieu Parking spaces.

Attachment(s):

- A. Required Findings
- B. Draft Resolution
- C. Public Notice
- D. Parking Analysis
- E. Architectural Plans

Report Author and Contact Information:
Alek Miller, Assistant Planner
(310) 285-1196
amiller@beverlyhills.org



BACKGROUND

File Date 5/2/2016
Application Complete 8/5/2016
Subdivision Deadline N/A
CEQA Deadline 60 days from CEQA Determination
CEQA Determination Categorical Exemption
Permit Streamlining Take action on project within 60 days of CEQA determination

Applicant(s) Loren Shanks, Creative Space
Owner(s) George Harb
Representative(s) Loren Shanks, Creative Space
Registered Legislative Advocate(s) Stephen P. Webb

Prior PC Action Continued on August 11, 2016
Prior Council Action None
CHC Review None
AC Review Preview on July 20, 2016; Project approval on August 17, 2016

PROPERTY AND NEIGHBORHOOD SETTING

Property Information

Address 332-336 North Camden Drive
Assessor's Parcel No. 4343-019-007
Zoning District C-3
General Plan Commercial, Low Density
Existing Land Use(s) Commercial
Lot Dimensions/ Area Approximately 50' x 148' (approx. 7,432 square feet in area)
Year Built 1950
Historic Resource N/A
Protected N/A
Trees/Grove

Adjacent Zoning and Land Uses

North C-3 – Commercial
East C-3 – Commercial
South C-3 – Commercial
West C-3 – Commercial

Circulation and Parking

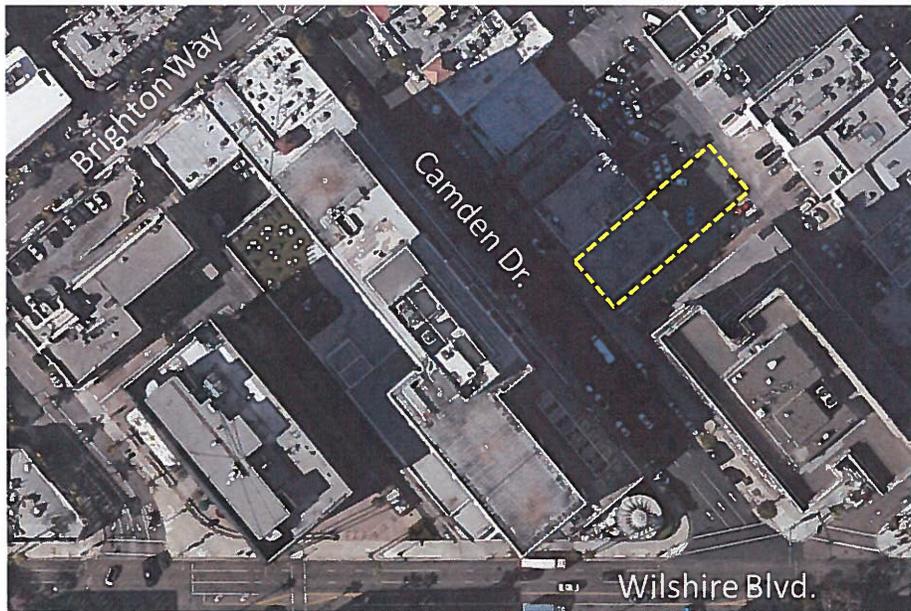
Adjacent Street(s) Camden Drive to the west, alley and Rodeo Drive to the east, Brighton Way to the north, and Dayton Way and Wilshire Boulevard to the south
Traffic Volume Wilshire Boulevard, eastbound: 21,500
Wilshire Boulevard, westbound: 23,100
Adjacent Alleys Twenty-foot alley to the east of property
Parkways & Sidewalks At project site, Camden Drive: 53' street, with 12' parkway widths on east side, 5' parkway on west side



NEIGHBORHOOD CHARACTER

The subject property is located in the Business Triangle in the Central Area of the City, between Santa Monica Boulevard and Wilshire Boulevard with frontage on Camden Drive. The site is located within a designated pedestrian-oriented area and is subject to the use restrictions, including the requirement that retail uses be located on street frontages, identified in Article 16.5 of the zoning code. The subject property has a site area of approximately 7,432 square feet and is currently developed with a one-story commercial building which was originally constructed in 1950. This building has a ten-space parking lot to the rear, with access from the 20' alley to the rear.

The existing building is consistent with the built environment of the surrounding area, which is characterized by one- and two-story commercial structures similar in size and scale to the structure on the subject site. There are several larger buildings in the Business Triangle, such as the eight-story building directly to the west of the subject property at 9601 Wilshire Boulevard and the ten-story building at 9595 Wilshire Boulevard, directly south of the subject property. Aside from these two taller buildings, the parcels in the immediate neighborhood are of a comparable lot size to the subject property in both width and depth.



Project Site – 300 Block North Camden Drive



Project Site Street Frontage facing Camden Drive – Existing Conditions



Project Site Street Frontage facing Camden Drive – Proposed



PROJECT DESCRIPTION

The requests are a part of a remodel of the existing building as part of Christie's establishment of its west coast flagship location, which would operate similarly to a retail store and showroom. The proposed project consists of the following:

- Construction of a partial second story at the rear of the existing building to be used as office and meeting space. The project would add approximately 1,400 square feet of floor area to the existing commercial building, bringing the total floor area to 5,387 square feet. This would increase the project site's floor area ratio from 0.54 to 0.72.
- Construction of a 1,990 square foot unenclosed roof-top terrace surrounded by a six foot tall parapet on top of the existing one-story portion of the building.
- Purchase of five In Lieu Parking spaces.
- Modifications to the building's façade, subject to approval by the Architectural Commission.

Required Entitlements. As proposed, the project requires the following entitlements:

Development Plan Review – A Development Plan Review is required to increase the height of the building (BHMC § 10-3-3100). The proposal would increase the overall height of the building from approximately 20'4" to 35' through the addition of a partial second story. The height of the single story portion of the building is proposed to increase from 20'4" to 25', inclusive of a 6' tall parapet.

In Lieu Parking Spaces – Retail uses are eligible to participate in the City's In Lieu Parking program and the applicant is requesting approval of five In Lieu Parking spaces pursuant to the requirements of Article 33 of the zoning code to meet the parking requirements for proposed retail space on the structure's first floor. Nine existing on-site parking spaces will be allocated to meet the parking requirement for the new second story office addition as well as to partially meet parking requirements for the first floor retail area.

GENERAL PLAN¹ 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 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 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.

¹ Available online at <http://www.beverlyhills.org/business/constructionlanduse/generalplan/>



- **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 2.8 Pedestrian-Active Streets.** Require that buildings in business districts be oriented to, and actively engage the street through design features such as built-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 11.1 Preservation of Pedestrian-Oriented Retail Shopping Areas.** Preserve, protect and enhance the character of the pedestrian-oriented retail shopping areas, which are typified by a variety of retail shops with displays to attract and hold the interest of pedestrian shoppers, to ensure the continuity of the pedestrian experience.
- **Policy LU 15.2 Priority Businesses.** Retain and build upon the key business sectors contributing to the City's identity, economy, and revenue for resident services, such as entertainment-related Class-A offices, high-end retail and fashion, restaurant, hotel, technology, and supporting uses.
- **Policy CIR 4.10 Parking Strategies.** Examine a variety of parking strategies to maximize City resources, promote economic development, and encourage alternative modes of travel within the City, including congestion pricing programs, Parking Assessment Districts, extension of the In Lieu Fee Program to commercial districts throughout the City, demand management studies, parking registration and reporting programs, and programs for public education regarding parking programs.

ENVIRONMENTAL ASSESSMENT

The 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. This project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 *et seq.*), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*), and the environmental regulations of the City. The project appears to qualify for a Class 1 Categorical Exemption pursuant to Section 15301 of the State CEQA Guidelines as an addition to an existing structure that will not result in more than 2,500 square feet of floor area, and the Planning Commission will consider finding that the project will not to have a significant environmental impact and is exempt from the provisions of CEQA.



PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice (agenda)	N/A	N/A	8/19/2016	6 Days
Newspaper Notice	N/A	N/A	N/A	N/A
Mailed Notice (Owners & Occupants - 500' Radius)	10 Days	8/15/2016	8/15/2016	10 Days
Property Posting	10 Days	8/15/2016	8/12/2016	13 Days
Website	N/A	N/A	8/19/2016	6 Days

The City has not received any comments concerning the project as of the writing of this report.

ANALYSIS

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

Design and Streetscape. The proposed changes would modernize a dated façade on a prominent street in the Business Triangle. The high quality finishes and textures of the façade show consideration for the pedestrian environment at the street and adjacent driveway. With respect to the scale of the building, the increase in height resulting from the second story addition would match the height of the adjacent building to the north and the building would be lower in height than the adjacent 10-story building to the south and the 8-story building located directly across Camden Drive. Further, increasing the building height only at the rear of the structure, rather than adding two stories to the entire building, results in building modulation that helps maintain the existing scale of the building on the Camden Drive street-front. Additionally, the shade and shadow study provided in the plans demonstrates that the additional height would not adversely impact nearby properties because many of the adjacent buildings currently exceed the proposed height of the project.

The Architectural Commission reviewed the project as a preview in its meeting on July 20, 2016. Architectural Commissioners expressed generally positive comments on the proposed changes and specific positive comments related to the signage and the proposed pearlescent finish on the façade. The applicant then redesigned the rear façade to address critiques of how the rear façade relates to the rest of the building. The redesigned façade remodel was approved by the Architectural Commission at its hearing on August 17, 2016, contingent upon approval of a Development Plan Review by the Planning Commission. There is a small portion of the front façade that encroaches into the public right of way by approximately 9.1 square feet, which would be increased to approximately 37 square feet in conjunction with the façade remodel. The encroachment on the public right of way will require approval by the City Council.

Second Story Addition. The proposed second story offices would be designated to serving VIP customers in a private location and would be an important supplemental amenity to the retail use. This proposed addition would be below the maximum 45' height and below the maximum allowable floor area for the site; it would also meet the requirements for parking. The



partial second floor would be set back more than 40' from the front of the building located on Camden Drive. Therefore, the second story office addition will be materially out of the pedestrian line of sight as viewed from the adjacent sidewalk in front of the store.

Rooftop Terrace. The proposed rooftop terrace is proposed be located adjacent to the second story offices; the terrace would be located nearer to Camden Drive, with the offices located toward the rear of the existing structure. The terrace will serve as a complement to the proposed second story offices by providing additional space for, "occasional meetings with a handful of people at a time...to meet with a potential customer in a more casual setting. There will also be a limited number of special events at the store, which might include use of the rooftop," as stated in the application materials. The proposal notes that the terrace would be available for events and specifies that events would likely take place 5-6 times per year in conjunction with exhibition openings. Any events on the rooftop terrace would be subject to the same noise regulations as all businesses in the City. The rooftop terrace is proposed to be surrounded by a 6' parapet, which would provide the benefit of screening activity from the street level, thereby limiting visibility of people on the rooftop and dampening noise. Although the parapet would increase the perception of bulk and mass of the building from the street (as compared with a lower parapet), this effect would be limited because the front portion of the building will remain lower in height than all adjacent buildings (25' in height). Due to the limited amount of activity proposed for the rooftop terrace, design features to minimize its impacts, the unique location in the Business Triangle (approximately 500' from the nearest residentially zoned property), and the modest height as compared with adjacent properties, the proposed rooftop use is not expected to cause substantial impacts to adjacent properties..

In Lieu Parking. The existing building has a legal nonconforming right to the existing floor area, using the 10 existing parking spaces on site. In order to meet the code required amount of parking for the full building, an additional five spaces would be needed and are being requested through the In Lieu parking program. The addition of five In Lieu spaces would allow the project to meet the 14 parking spaces required for the entire building through a combination of In Lieu Parking spaces and the existing surface parking lot. The use of In Lieu Parking for this type and scale of project appears to be appropriate due to the small number of requested spaces and the upscale retail use of the project. A professional analysis of the parking demand in the area, included as Attachment F, shows that the proposed five In Lieu Parking spaces would not adversely impact the parking supply in the Business Triangle.² There are three public parking garages within three blocks of the subject property, which have excess capacity at peak and off-peak hours. Given that the proposed operating hours of the business will be 10 AM to 5 PM and that it would function similarly to an upscale retail store or art gallery, it is not anticipated that the customers and employees would cause a substantial increase in traffic to the Business Triangle during peak hours.

² The attached professional parking analysis assessed the required number of lieu parking spaces at seven spaces; a review of the proposal and the code-allowed nonconforming rights indicate that the required number is five In Lieu Parking spaces.



Recommendation

It is recommended that the Planning Commission conduct the public hearing and adopt a resolution conditionally approving a Development Plan Review and five In Lieu Parking spaces to allow the addition of floor area and height to the existing building at 332-336 North Camden Drive.

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 specific findings.
3. Direct staff or applicant as appropriate and continue the hearing to a date (un)certain, consistent with permit processing timelines.

Report Reviewed By:



Ryan Gonlich, AICP
Assistant Director of Community Development / City
Planner

ATTACHMENT A
REQUIRED FINDINGS

Required Findings for Development Plan Review (per BHMC § 10-3-3104):

The reviewing authority shall approve a development plan review application only if it makes all of the following findings:

- A. The proposed plan is consistent with the general plan and any specific plans adopted for the area.
- B. The proposed plan will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area.
- C. 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.
- D. The proposed plan will not create any significantly adverse traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards.
- E. The proposed plan will not be detrimental to the public health, safety or general welfare.

In approving a development plan application, the reviewing authority may impose such conditions as it deems appropriate to protect the public health, safety and general welfare.

Required Findings for In Lieu Parking (per BHMC § 10-3-3308):

The planning commission or director pursuant to the provisions of section 10-3-3307 of this chapter shall approve an application for participation in the in lieu parking district only if the commission or director makes the following findings:

- A. Participation in the in lieu parking district, as approved, will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area.
- B. Participation in the in lieu parking district, as approved, will not create any significantly adverse traffic safety impacts, pedestrian-vehicle conflicts, or parking impacts.
- C. Participation in the in lieu parking district will not be detrimental to the public health, safety and welfare.

The commission or director may restrict participation in the in lieu parking district by requiring the provision of a minimum amount of on site parking if the commission or director determines that such restriction is necessary to allow the commission or director to make the findings set forth in this section. (Ord. 11-O-2615, eff. 12-16-2011)

ATTACHMENT B
DRAFT RESOLUTION

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS CONDITIONALLY APPROVING A DEVELOPMENT PLAN REVIEW FOR AN APPROXIMATELY 1400 SQUARE FOOT SECOND STORY ADDITION TO AN EXISTING COMMERCIAL BUILDING AND PARTICIPATION IN THE CITY'S INLIEU PARKING PROGRAM FOR THE PROPERTY LOCATED AT 332-336 NORTH CAMDEN DRIVE (CHRISTIE'S).

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

Section 1. Loren Shanks, agent on behalf of Christie's, Inc., (collectively the "Applicant") has submitted an application for a Development Plan Review and to participate in the City's In Lieu Parking program associated with an addition to the existing building located at 332-336 North Camden Drive (the "Project").

Section 2. The subject property is located in the Business Triangle in the Central Area of the City, between Brighton Way and Dayton Way with frontage on Camden Drive. This is also considered the pedestrian-oriented area of the City. This building has a ten-space parking lot to the rear, with access from the 20'-wide alley to the rear. The subject property has a site area of approximately 7,432 square feet and is currently developed with a one-story commercial building and surface parking lot with ten nonconforming parking spaces. The existing commercial building was originally constructed in 1950. The proposed project includes the following changes to the existing commercial building as part of the tenant improvement for the new business:

- Construction of a partial second story at the rear of the existing building to be used as office and meeting space. The project would add approximately 1,400 square feet of floor area to the existing commercial building, bringing the total floor area to 5,387 square feet. This would increase the floor area ratio on the project site from 0.54 to 0.72.
- Construction of a 1,990 square foot unenclosed roof-top terrace surrounded by a six foot tall parapet on top of the existing one-story portion of the building.
- Purchase of five In Lieu Parking spaces.
- Construction of a new façade, in accordance with Architectural Commission approvals.

Section 3. The Project has been environmentally reviewed pursuant to the provisions of the California Environmental Quality Act (Public Resources Code Sections 21000, *et seq.* (“CEQA”), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000, *et seq.*), and the City’s Local CEQA Guidelines (hereafter the “Guidelines”). The project qualifies for a categorical exemption pursuant to Section 15301 (Class 1) of the Guidelines, and the Planning Commission finds the project to be exempt from further review under the provisions of CEQA. Specifically, a Class 1(e) exemption applies to additions that do not exceed 50% of the floor area of the existing structure, or 2,500 square feet, whichever is less. The proposed addition complies with both criteria, as it totals approximately 35% of the building’s existing floor area, or 1,400 square feet, and is therefore eligible for the Categorical Exemption.

Section 4. Notice of the Project and public hearing was mailed on August 15, 2016 to all property owners and residential occupants within a 500-foot radius plus block-face of the property. Notice of the public hearing was posted on the property on August 12, 2016. On August 25, 2016, the Planning Commission considered the application at a duly noticed public meeting. Evidence, both written and oral, was presented at said meeting.

Section 5. In reviewing the request for a Development Plan Review, the Planning Commission considered whether it could make the following findings in support of the Project:

1. The proposed plan is consistent with the general plan and any specific plans adopted for the area.
2. The proposed plan will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area.
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.

4. The proposed plan will not create any significantly adverse traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards.
5. The proposed plan will not be detrimental to the public health, safety or general welfare.

Section 6. Based on the foregoing, the Planning Commission hereby finds and determines as follows with respect to the request for a Development Plan Review:

1. The proposed project meets all development standards: the increase in height from 20'4 to approximately 35' is below the 45' maximum in the C-3 zone and the proposed increase to a floor area ratio of 0.72 is less than the maximum of 2.0. The proposed project does not exceed any standards for height or density, and it complies with applicable policies set forth in the General Plan. There are no specific plans that apply to the subject property. For these reasons, the project is consistent with the General Plan.
2. The proposed addition to the existing building will be consistent with the scale of development on Camden Drive and in the Business Triangle. In fact, the proposal is modest in comparison to some nearby buildings, such as the adjacent eight- and ten-story buildings. The proposed partial second story will match the height of the adjacent building to the north. The proposed changes will also modernize the existing building with a new façade and high-quality design that will add to the pedestrian environment by

adding interesting details to the south façade and maintaining transparency at the ground floor adjacent to the sidewalk.

Additionally, given the supply of parking within three blocks of the subject property, there is no indication that the purchase of In Lieu Parking spaces will create a deficit of parking in the area. For these reasons, the proposed project will not adversely affect the harmonious development of the area.

3. The subject property is located approximately 500' from the nearest residentially zoned property. The proposed additional floor area will not exceed any current standards for commercial properties. Therefore, the proposal will not adversely affect residential property in the area.
4. The Applicant prepared a parking assessment, which was peer-reviewed by the City, in order to identify any potential impacts that might be generated by vehicles associated with the Project. The parking assessment studied three public parking garages within walking distance of the Project site, and demonstrated that sufficient parking capacity exists in order to accommodate the Project's In Lieu Parking request without causing a parking shortfall. Additionally, the existing property is developed with a surface parking lot at the rear; nine of the ten existing surface parking spaces are proposed to be maintained with one being upgraded to a standard ADA-accessible stall. The location of the

project is in the pedestrian-oriented area of the City, which has many retail storefronts akin to the one proposed and is accessed via wide sidewalks. Overall, the proposal will not change how the existing commercial building will be accessed for pedestrians, nor will it cause any substantial changes to the existing vehicle and pedestrian travel patterns in the area. Therefore, the Project will not result in any significantly adverse traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards.

5. The Project has been designed to be consistent with surrounding development, and is compatible with the existing commercial uses along North Camden Drive. Because the Project has been designed as a harmonious addition to the Business Triangle, and based on the discussions and analysis in Findings 1-4 above, the Project will not be detrimental to the public health, safety, or general welfare.

Section 7. In reviewing the request for In Lieu Parking, the Planning Commission considered whether it could make the following findings in support of the Project:

1. Participation in the In Lieu Parking district, as approved, will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area.

2. Participation in the In Lieu Parking district, as approved, will not create any significantly adverse traffic safety impacts, pedestrian-vehicle conflicts, or parking impacts.
3. Participation in the In Lieu Parking district will not be detrimental to the public health, safety and welfare.

Section 8. Based on the foregoing, the Planning Commission hereby finds and determines as follows with respect to the request for In Lieu Parking:

1. Although approval of the In Lieu Parking request would generate additional demand on parking facilities in the vicinity of the project site, a parking utilization assessment (Linscott, Law & Greenspan, April 2016) demonstrates that a sufficient number of parking spaces are available within three nearby, public parking lots to accommodate the requested five In Lieu Parking spaces throughout the day and evening. The additional demand of five vehicles at the subject parking facilities would not result in a parking shortfall, and would therefore not adversely affect existing and anticipated development in the vicinity. In fact, approval of the In Lieu Parking spaces facilitates the expansion of a commercial tenant space that provides an additional pedestrian-oriented use that will be a complementary, harmonious, and beneficial addition to other uses in the western portion of the Business Triangle.

2. The existing public parking facilities in the vicinity of the site and circulation patterns will not be modified as a result of the project. The routes used to access the public lots will not deviate from existing patterns of circulation. Additionally, based on current usage patterns, the requested In Lieu Parking spaces can be accommodated within existing public parking facilities without adversely impacting the operation of such existing parking facilities. Therefore, participation in In Lieu Parking district will not result in traffic safety impacts, pedestrian-vehicle conflicts, or parking impacts.
3. The project involves the addition of office space as a partial second story above commercial space (which is the existing designation of the use/building); the remaining nine nonconforming parking spaces would be allocated to the proposed office and portions of the existing retail use, with five In Lieu Parking spaces used to accommodate the additional parking requirements that result from the Project. The expansion and addition of In Lieu Parking spaces will allow the addition of a new high end retail commercial seller, as well as an upgrade to the building, which will be a beneficial contribution to this area of the Business Triangle. The In Lieu Parking spaces can be accommodated within existing parking facilities without adversely impacting the operation of such

existing facilities. As a result, the project will not be detrimental to the public health, safety and welfare.

Section 9. Based on the foregoing, the Planning Commission hereby grants the requested Development Plan Review and purchase of five In Lieu Parking spaces, subject to the following conditions:

1. The outdoor rooftop terrace shall only be used in conjunction with the business operations of the commercial occupant of the building. It shall not be leased to external groups for use as an event space.

2. The applicant shall obtain approval from the City Council for any encroachment of the building onto the public right-of-way prior to receiving building permits.

3. Deliveries shall be loaded from the designated loading space in the surface parking lot, or shall comply with all of the City's standards for loading on the public right-of-way with issuance of a Public Right-of-Way use permit.

4. Minor amendments to the plans, including minor changes to the number of In Lieu Parking spaces required, 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.

5. The City expressly reserves jurisdiction relative to traffic, parking, noise, and loading issues. In the event that the Director of Community Development

determines that operation of the use at this site is having unanticipated traffic, parking, noise, and/or loading impacts, the Director of Community Development shall require the Applicant to pay for a traffic, parking, noise, and/or loading demand analysis. After reviewing the traffic, parking, noise, and/or loading demand analysis, if, in the opinion of the Director of Community Development, the traffic, parking, noise, and/or loading issues merit review by the Planning Commission, the Director of Community Development shall schedule a hearing before the Planning Commission in accordance with the provisions of Title 10 of the Beverly Hills Municipal Code. The Planning Commission shall conduct a noticed public hearing regarding the traffic, parking, noise, and/or loading issues and may impose additional conditions as necessary to mitigate any unanticipated traffic, parking, noise, and/or loading impacts caused by the proposed Project, and the Applicant shall forthwith comply with any additional conditions at its sole expense.

6. APPEAL. Decisions of the Planning Commission may be appealed to the City Council within fourteen (14) days of the Planning Commission action by filing a written appeal with the City Clerk. Appeal forms are available in the City Clerk's office. Decisions involving subdivision maps must be appealed within ten (10) days of the Planning Commission Action. An appeal fee is required.

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

60 days of the Planning Commission decision. At the time that the Applicant delivers the covenant to the City, the Applicant shall also provide the City with all fees necessary to record the document with the County Recorder. If the Applicant fails to deliver the executed covenant within the required 60 days, this resolution approving the Project shall be **null and void and of no further effect**. Notwithstanding the foregoing, the Director of Community Development may, upon a request by the Applicant, grant a waiver from the 60 day time limit if, at the time of the request, the Director determines that there have been no substantial changes to any federal, state or local law that would affect the Project.

8. **EXPIRATION.** The exercise of rights granted in this Resolution shall be commenced within three (3) years after the adoption of such resolution.

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

10. This approval is for those plans submitted to the Planning Commission on August 25, 2016, a copy of which shall be maintained in the files of the City Planning Division. Project development shall be consistent with such plans, except as otherwise specified in these conditions of approval.

11. Project Plans are subject to compliance with all applicable zoning regulations, except as may be expressly modified herein. Project plans shall be subject to a complete Code Compliance review when building plans are submitted for plan check. Compliance with all applicable Municipal Code and General Plan Policies is required prior to the issuance of a building permit.

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

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

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

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

//

//

//

//

//

Section 10. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his/her Certification to be entered in the Book of Resolutions of the Planning Commission of the City.

Adopted: August 25, 2016

Farshid Joe Shooshani
Chair of the Planning Commission of the
City of Beverly Hills

Attest:

Ryan Gohlich, AICP
Secretary of the Planning Commission

Approved as to form:

Approved as to content:

David M. Snow
Assistant City Attorney

Ryan Gohlich, AICP
Assistant Director / City Planner
Community Development Department

ATTACHMENT C

PUBLIC NOTICE



NOTICE OF PUBLIC HEARING

HEARING DATE: August 25, 2016
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, August 25, 2016, 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 Development Plan Review to allow the construction of a 1,400 square foot partial second story addition to an existing building, and a request to provide five parking spaces through participation in the City's In Lieu parking program for the commercially zoned property located at 332-336 North Camden Drive. If approved, the proposed retail store (Christie's) would include a total of approximately 5,387 square feet of floor area. The project includes the addition of a partial second story and rooftop terrace to the existing one-story building. The project would increase the height of the parapet above the first floor roof from approximately 20'4" to approximately 25', and increase the overall building height to approximately 35'. The partial second story would be located toward the rear of the building, with the rooftop terrace located closer to the street, at the level above the first floor. The project would require an additional five parking spaces to meet code requirements; five parking spaces are being requested through the City's In Lieu Parking program pursuant to Beverly Hills Municipal Code §10-3-3300.

This project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 *et seq.*), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*), and the environmental regulations of the City. The project appears to qualify for a Class 1 Categorical Exemption pursuant to Section 15301 of the State CEQA Guidelines as an addition to an existing structure that will not result in more than 2,500 square feet of floor area, and the Planning

Commission will consider finding that the project will not 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. Please note that any communication received by the City becomes part of the public record.

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 **Alek Miller, Assistant Planner** in the Planning Division at (310) 285-1196, or by email at amiller@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,



Alek Miller
Assistant Planner

Date of mailing: August 15, 2016

ATTACHMENT D
PARKING ANALYSIS



MEMORANDUM

Table with 2 columns: Field (To, From, Subject) and Content (Tim Yule, David S. Shender, P.E., Corinna Gutierrez, P.E., Linscott, Law & Greenspan, Engineers, Parking Analysis - 336 N. Camden In Lieu Parking Project, City of Beverly Hills)

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
20931 Burbank Boulevard
Suite C
Woodland Hills, CA 91367
818.835.8648 T
818.835.8649 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to summarize our parking analysis related to the proposed retail project located at 336 N. Camden Drive in the City of Beverly Hills. The proposed project consists of the expansion of the existing commercial building to provide up to 5,400 total square feet of retail/office floor area. The project site location and general vicinity are shown in Figure 1.

The existing project site provides approximately 4,000 square feet of retail space. The project site currently has ten (10) parking spaces in the surface parking lot. Vehicular access to the surface parking lot is provided via the existing north-south alley located between Camden Drive and Rodeo Drive. Based on the City's Municipal Code, the existing building requires twelve (12) parking spaces. This results in a shortage of two (2) parking spaces for the existing site. Figure 2 shows the existing site plan, including its designated parking spaces.

The project proposes to add up to 1,400 square feet of floor area on the mezzanine level for commercial use. The proposed expansion would result in the requirement for four (4) parking spaces based on the City's Municipal Code in addition to the two deficient parking spaces for the existing site. Therefore, the project will be required to provide a total of six (6) parking spaces in addition to the ten (10) parking spaces currently provided on-site. As the project site does not have six additional parking spaces on-site, the applicant proposes to participate in the City of Beverly Hills' in lieu parking program, whereby a portion of the project's parking demand would be accommodated in nearby City parking facilities.

The purpose of this parking analysis is to demonstrate that the existing parking at the on-site surface parking lot, in combination with the City's in lieu parking program, is adequate to serve the existing and future parking demand of the proposed project. The parking demand forecast has been prepared in part based on recent parking utilization counts conducted at the City's public parking garages located at 461 N. Bedford Drive, 440 N. Camden Drive, and 9510 Brighton Way.

Briefly, it is concluded that the future parking demand for the proposed project at 336 N. Camden Drive can be accommodated by the project's on-site surface parking lot, as well as parking available at the nearby City public parking facilities.

Proposed Project

The existing retail building located at 336 N. Camden Drive proposes to expand the floor area on the mezzanine level with the addition of up to 1,400 square feet of retail/office floor area for a total floor area of approximately 5,400 square feet. *Table 1* below provides a summary of the existing and maximum proposed floor area expansion for the project. Also provided in *Table 1* is the calculation of required parking based on the City of Beverly Hills Municipal Code.

**Table 1
 336 N. Camden Drive Parking Calculation**

Use	Existing			Proposed		
	Floor Area	Parking Rate	Spaces	Floor Area	Parking Rate	Spaces
Commercial Offices and Retail	4,000 s.f.	1:350 s.f.	12	5,400 s.f.	1:350 s.f.	16

As shown in *Table 1*, the existing project site is currently required to provide 12 parking spaces. The proposed addition of 1,400 square feet of mezzanine floor area for retail/office space would result in the need for 16 parking spaces on-site, or an increase in four (4) parking spaces. As previously noted, the existing project site currently has 10 parking spaces in the on-site surface parking lot, six (6) spaces fewer than the City Code parking requirement for the project following the proposed expansion of the mezzanine area.

To address the shortfall of six (6) spaces, the project proposes to participate in the City’s in lieu parking program. As shown in *Figure 1*, there are three (3) nearby City public parking facilities that are forecast to accommodate the proposed project’s parking deficiency. These three parking facilities are located at 461 N. Bedford Drive, 440 N. Camden Drive, and 9510 Brighton Way. Within the project vicinity, there are several private parking facilities available for use by the general public, as well as metered street parking spaces. However, only the three City parking facilities were analyzed to evaluate a “worst case” parking occupancy scenario.

Field review at the above mentioned City parking facilities indicates that the actual parking demand is well below full parking utilization. Accordingly, a parking demand analysis was prepared to forecast the actual parking space needs at the three City parking facilities. The parking demand analysis is provided in the following sections.

Parking Utilization Surveys

Parking utilization counts were conducted at three City public parking facilities within walking distance of the site in conjunction with the parking demand analysis. Specifically, parking utilization was counted during the following days:

- Thursday, April 14, 2016
- Tuesday, April 19, 2016

Parking utilization was counted at each City parking facility on an hourly basis each day beginning at 10:00 AM, with the last parking count made at 4:00 PM. The survey time periods and days were determined based on the peak period of operation of the proposed project. The parking utilization counts were conducted by The Traffic Solution, a traffic data collection company.

The parking utilization counts for the Thursday and Tuesday survey days including the forecasted additional parking demand of the proposed project are provided on *Tables 2 and 3*, respectively. As shown on *Table 2*, the combined parking facilities were observed to experience a peak parking demand at 2:00 p.m. during the Thursday survey day. During this hour, 757 of the available 878 parking spaces in the combined public parking facilities were occupied. Parking utilization on the Tuesday survey day was slightly lower as shown on *Table 3*, with a peak demand for 717 spaces observed at 12:00 p.m.

Parking Demand Analysis for Future Conditions

A parking demand analysis was prepared for the project to forecast future parking demand at the three City public parking facilities following the proposed expansion of the mezzanine floor area. The forecast of future parking demand considers: 1) Existing parking demand at the three public parking facilities; and 2) Changes in parking demand at the three public parking facilities based on the proposed expansion of the mezzanine floor area.

Tables 2 and 3 provide the parking demand evaluations at the three public parking facilities for typical weekday conditions (i.e., a Thursday and Tuesday). The following notes are provided in regards to the parking demand analysis:

- The existing parking utilization at the three public parking facilities was used to determine “baseline” parking demand.
- The future parking demand was estimated by adding to each hourly survey the additional six parking spaces required by the City Code related to the

expansion of the mezzanine floor area and parking shortage of the existing site.

Table 2 indicates that the Thursday peak parking demand at the City public parking facilities is forecast to occur at 2:00 p.m. As shown on *Table 2*, 115 spaces would still be available following completion of the proposed expansion of the mezzanine floor area. Similarly, *Table 3* forecasts that the Thursday peak parking demand at the City parking facilities occurs at 12:00 p.m. when 155 spaces would still be available after project build-out.

In summary, the 336 N. Camden Drive project proposes to expand the existing commercial building to provide up to 5,400 total square feet of retail/office floor area. The existing surface parking lot associated with the site, as well as the parking spaces available at the three nearby City public parking facilities analyzed are more than adequate to accommodate the forecast peak parking demand generated by the project following the proposed expansion of the mezzanine floor area. The project will have a negligible impact on the nearby City parking facilities and it is recommended that the project's "in-lieu" parking application be approved.

cc: File

c:\0255\img\1.dwg 04/25/2018 15:18:37 bueno lg arbibilla color.ctb

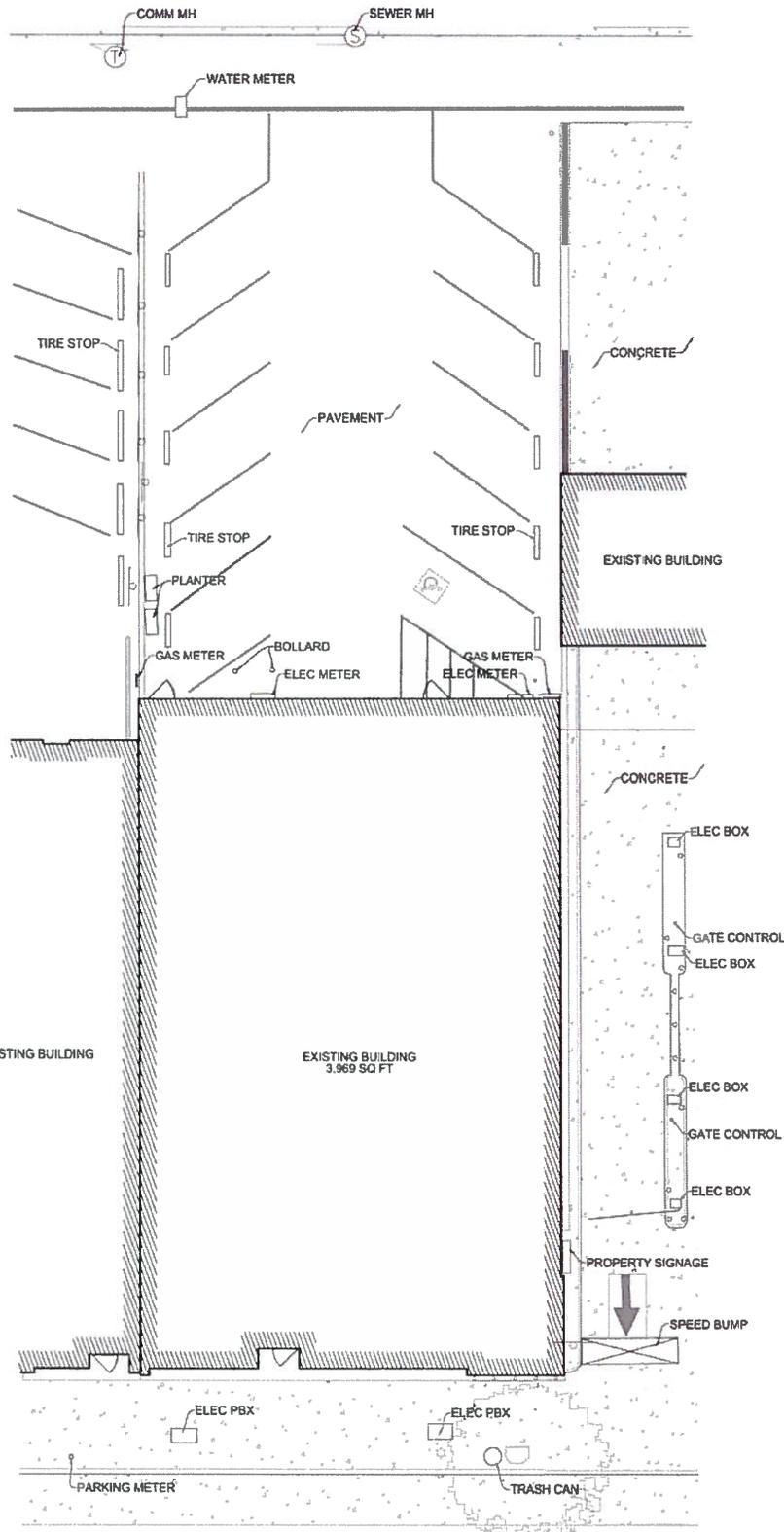


- MAP SOURCE: GOOGLE MAPS
- ★ PROJECT SITE
- CITY PUBLIC PARKING FACILITY

FIGURE 1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

336 N. CAMDEN IN LIEU PARKING PROJECT



c:\0255\dwg\2.dwg 04/21/2016 15:31:09 bueno lig exhibits color.ctb



NOT TO SCALE

SOURCE: ATLAS GEOSPATIAL

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2 EXISTING SITE PLAN GROUND FLOOR

336 N. CAMDEN IN LIEU PARKING PROJECT

TABLE 2
THURSDAY PARKING DEMAND ANALYSIS
336 N. CAMDEN IN LIEU PARKING PROJECT

	461 N. Bedford Drive Existing Parking Demand [1]	440 N. Camden Drive Existing Parking Demand [1]	9510 Brighton Way Existing Parking Demand [1]		336 N. Camden Drive Future Additional Parking Demand [2]	Comparison w/ Parking Supply 878 Spaces [3]
Parking Spaces	261 Spc.	367 Spc.	250 Spc.	Existing Parking Demand	6 Spc.	Surplus (Deficiency)
Time of Day	Number of Occupied Spaces	Number of Occupied Spaces	Number of Occupied Spaces		Number of Occupied Spaces	
10:00 AM	245	259	105	609	6	263
11:00 AM	244	302	189	735	6	137
12:00 PM	237	295	217	749	6	123
1:00 PM	223	285	229	737	6	135
2:00 PM	235	290	232	757	6	115
3:00 PM	222	252	211	685	6	187
4:00 PM	224	223	173	620	6	252

Notes:

[1] Parking Counts conducted on Thursday, April 14, 2016 by Traffic Solutions.

[2] Additional parking demand at 336 N. Camden Drive due to the expansion of mezzanine floor area and parking shortage of the existing site.

[3] 878 total parking spaces provided at the three City public parking facilities.

**TABLE 3
TUESDAY PARKING DEMAND ANALYSIS
336 N. CAMDEN IN LIEU PARKING PROJECT**

	461 N. Bedford Drive Existing Parking Demand [1]	440 N. Camden Drive Existing Parking Demand [1]	9510 Brighton Way Existing Parking Demand [1]		336 N. Camden Drive Future Additional Parking Demand [2]	Comparison w/ Parking Supply 878 Spaces [3]
Parking Spaces	261 Spc.	367 Spc.	250 Spc.	Existing Parking Demand	6 Spc.	Surplus (Deficiency)
Time of Day	Number of Occupied Spaces	Number of Occupied Spaces	Number of Occupied Spaces		Number of Occupied Spaces	
10:00 AM	244	244	111	599	6	273
11:00 AM	231	284	178	693	6	179
12:00 PM	249	288	180	717	6	155
1:00 PM	214	288	181	683	6	189
2:00 PM	235	286	179	700	6	172
3:00 PM	246	258	177	681	6	191
4:00 PM	241	217	154	612	6	260

Notes:

[1] Parking Counts conducted on Tuesday, April 19, 2016 by Traffic Solutions.

[2] Additional parking demand at 336 N. Camden Drive due to the expansion of mezzanine floor area and parking shortage of the existing site.

[3] 878 total parking spaces provided at the three City public parking facilities.

ATTACHMENT E
ARCHITECTURAL PLANS
(PROVIDED UNDER SEPARATE COVER)