Attachment 10:

RTK Associates Design Feasibility Study

GATEWAY PROPERTIES
CITY OF BEVERLY HILLS

OCT. 07, 2013

HEIGHT LIMITS & ACCESS FEASIBILITY STUDY

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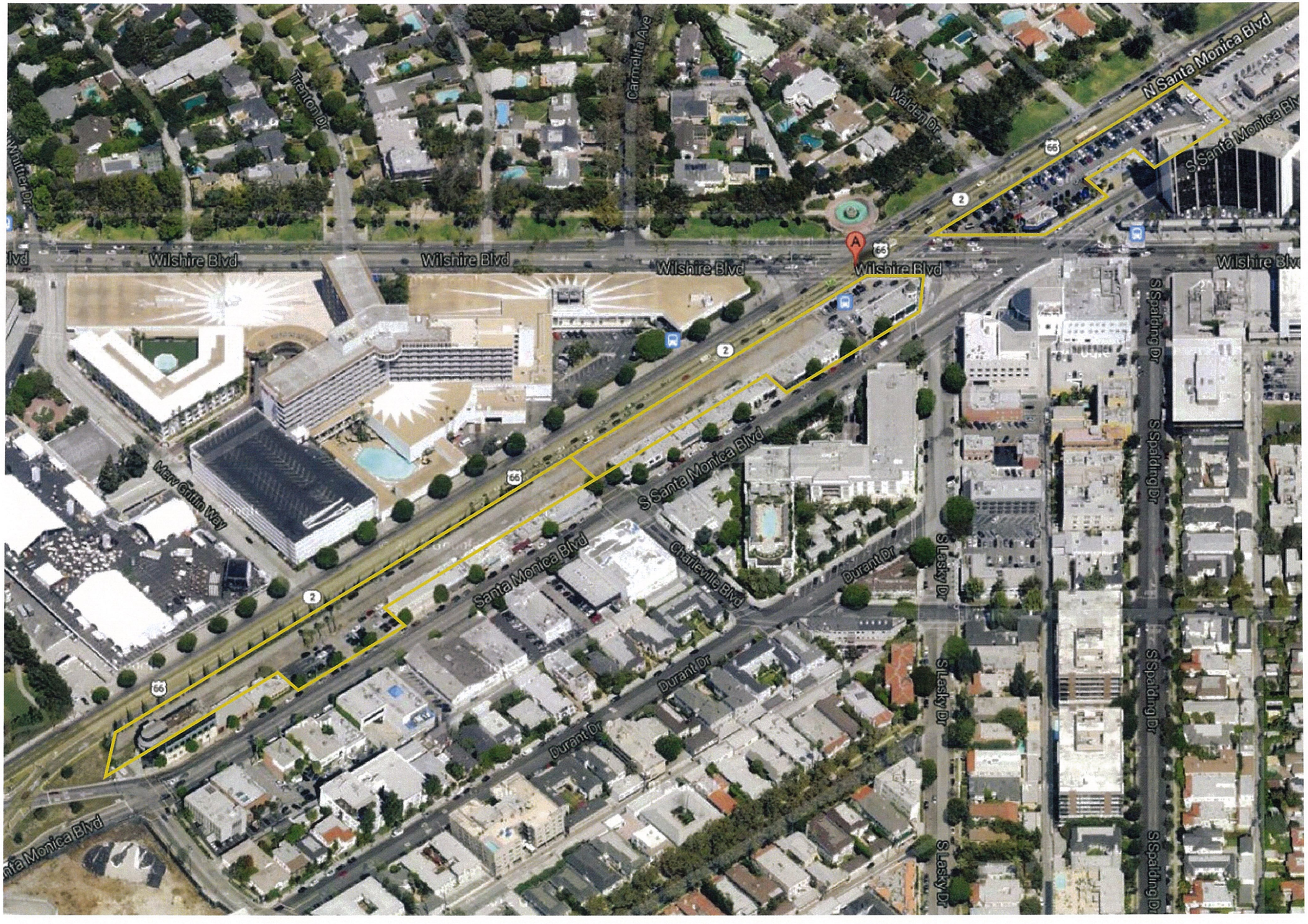
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Wilshire Blvd
Wilshire Blvd
Wilshire Blvd
Wilshire Blvd
N Santa Monica Blvd
S Santa Monica Blvd
Trenton Dr
Carmelita Ave
Walden Dr
Whittier Dr
Marv Griffin Way
S Santa Monica Blvd
Santa Monica Blvd
Charleville Blvd
Durant Dr
Durant Dr
Durant Dr
S Lasky Dr
S Lasky Dr
S Lasky Dr
S Spalding Dr
S Spalding Dr
S Spalding Dr
Santa Monica Blvd
A
2
65
66

A-0

RTK Architects is pleased to submit our feasibility study for the development of the Gateway Property parcels. The objective of the study is to analyze the sites for development based on the following:

1. Understanding the impact of establishing a height limit based on the datum point being the lowest point of the natural grade or public sidewalk adjoining the lot (in lieu of the highest point as defined in Section 10-3-2726 of the Zoning Code).

2. Understanding the impact of various vehicle access points to the parcels from Santa Monica Boulevard South and Santa Monica Boulevard North.

SITE CHARACTERISTICS

The Gateway properties include three T-1 zoned parcels and certain adjacent C-3 zoned properties, located between Santa Monica Boulevard South and Santa Monica Boulevard North stretching from the western city boundary to Linden drive, east of Wilshire Boulevard.

All three properties are located on blocks either partially or fully developed with commercial / retail uses on the south side (facing Santa Monica Boulevard South). The north side (facing Santa Monica Blvd North) is primarily vacant with minor patches of surface parking.

Santa Monica Boulevard North is characterized as a major artery running parallel to Beverly Gardens Park. It separates residential areas from the northern edge of the Beverly Hills commercial triangle (north-east of Wilshire Boulevard) and it is bound by large hotel development on the northern edge (south-west of Wilshire Boulevard). Currently, there is an approved mixed used development at 9900 Wilshire Boulevard (the Robinsons-May site) on the northern side of Santa Monica Blvd. North and an approved development including condominium buildings and a boutique hotel at the Hilton Hotel site (9876 Wilshire).

Santa Monica Boulevard South is characterized as a neighborhood commercial street with low-rise commercial development on the north side of the street and low rise, mid-rise and high-rise commercial development on the south side of the street.

In general the sites consist of gentle slopes from the east to the west and slightly steeper slopes from the north to the south.

GOAL

The study focuses on evaluating each T-1 parcel and adjacent C-3 parcels with respect to measuring the building maximum height from the lowest point of the natural grade or the public sidewalk adjoining the lot and its impact on development opportunities.

For purpose of this study and considering the development may encompass both T-1 and C-3 parcels in the future; The low point datum is assumed to be the lowest point of public sidewalk adjoining the lot at corner of each block.

The study also includes evaluating the options for vehicular site access from the north and south sides of the property and the impact that the access points have on the development opportunities.

It is preferred for developers to consider pedestrian oriented uses on the Ground floors.

FINDINGS

1. Height Study:

All three properties slightly vary in measurements between low point and high point datum.

Parcel 1 - Has approximately a 7'-3" variation from low point to high point of site.

Parcel 2 - Has approximately a 6'-6" variation from low to high point of site.

Parcel 3 - Has approximately a 5'-0" variation from low to high point of site.

While development appears feasible in both scenarios (measuring structures from the low point or high point of the site), measuring maximum building height from the lowest point of the natural grade results in a less desirable building development standard for the reason below:

The floor to floor heights will be restricted, resulting in less than desirable tenant spaces.

The Height Study Diagrams on Sheets A-5 through A-7 show information for Scenario A (building height measured from the low point) and Scenario B (building height measured from the high point).

Scenario A: results in lower ground floor heights i.e. 11'-6" in the worst case condition, while Scenario B would allow 17'-0" ground floor heights.

Scenario A would allow upper levels floor to floor heights of 13'-0" while Scenario B would allow 14'-0" upper level floor to floor heights.

In analyzing floor to floor heights in today's office market, it is most desirable to have higher clear ceilings than the traditional minimum 8' to 9' ceilings. Standard structural floor framing for an office bay will be anywhere form 24" to 30" in depth. It is then desirable to leave approximately 18" - 24" minimum of clearance for building systems i.e. ductwork, sprinklers etc.

Given the building systems noted above, a 13'-0" floor to floor height will result in finished ceiling space of 9'-0" or less. In today's office market, and given the fact that Beverly Hills office space at this location should be Class A space, It is our opinion that the potential development and leasing of the office spaces would be compromised with the reduced floor to floor heights.

For pedestrian oriented uses, a minimum of 15 feet floor to floor height on the Ground level is preferred.

Possible Alternatives:

A possible alternative for the proposed developments could be to have stepped floor plates on the ground floor resulting in floor level elevations that directly relate to Santa Monica Blvd North and Santa Monica Blvd. South. This scenario while promoting pedestrian oriented design options maybe less than optimal since it would still limit the ground floor height along the northern property line.

To resolve the low ceiling height issue mentioned above, the developer may elect to sink the ground floor along northern portion of the building in order to achieve desired floor to floor height, however this may result in a less desirable ground floor space as well as a less than optimal relationship to the exterior environment and pedestrian experience. It also may create leasing constraints and accessibility issues at the ground floor.

2. Vehicular Access:

In general, it is always most desirable to have vehicular access points at the lowest elevation of the property in developing design options for vehicular access to subterranean parking.

However, we understand that in order to control over saturation of any particular access driveway and evenly disperse project trips for development of Gateway properties, it is recommended to have multiple access driveways along North Santa Monica Boulevard as well as along South Santa Monica Boulevard. (Refer to sheet A-8)

Based on the findings of the FEHR-PEERS report dated 01.03.2013 and recommended driveway access points, our analysis will evaluate feasibility of these access points at each parcel as it relates to heights measured from low point datum and high point datum.

Parcel1:

Driveway# 5 (Driveway #1 similar) , Access from North Santa Monica Boulevard

Access diagrams 2 and 3, sheet A-9, show information for Scenario A (building height measured from the low point) and Scenario B (building height measured from the high point).

Driveway access will be feasible in both scenarios with the following attributes:

Scenario A: results in a longer access ramp (approximately 101'-5" long) requiring a larger floor area for ramp access resulting in less floor area available for ground floor tenant space(s).

Scenario B: results in a shorter access ramp (approximately 56 '-0" long) thus, requiring less floor area resulting in a larger available tenant space on the ground floor.

Note: Due to orientation of driveway access and narrowness of the site, the access ramp to subterranean parking should be set parallel to Santa Monica Boulevard.

Driveway #2, Access from South Santa Monica Boulevard

Access diagram **#1,** sheet A-9, show information for Scenario A (building height measured from the low point) and Scenario B (building height measured from the high point).

Scenario A: results in a longer access ramp (approximately 87'-0" long) and with respect to narrowness of the lot there will not be sufficient area at the bottom of the ramp for vehicle maneuvering and access control. This scenario is not feasible for development.

Scenario B: results in a shorter access ramp (approximately 43'-0" long) and a large vehicular maneuvering area at the bottom of the ramp with sufficient space for vehicles turning radiuses and ample area for parking access control (boots, automated access controls, etc...)

This scenario is feasible for development.

Vehicular Access Continued.....

Parcal2:

Driveway# 6 , Access from North Santa Monica Boulevard

Access diagrams 2 and 3, sheet A-10, show information for Scenario A (building height measured from the low point) and Scenario B (building height measured from the high point).

Driveway access will be feasible in both scenarios with the following attributes:

Scenario A: results in a longer access ramp (approximately 110'-0" long) requiring a larger floor area for ramp access resulting in less floor area available for ground floor tenant space.

Scenario B: results in a shorter access ramp (approximately 70' '-0" long) thus, requiring less floor area resulting in a larger available tenant space on the ground floor.

Note: Due to orientation of driveway access and narrowness of the site access ramp to subterranean parking should be set parallel to Santa Monica Boulevard.

Driveway #3, Access from South Santa Monica Boulevard

Access diagram #1, sheet A-10 show information for Scenario A (building height measured from the low point) and Scenario B (building height measured from the high point).

Scenario A: results in a longer access ramp (approximately 90'-6" long) and with respect to narrowness of the lot there will not be sufficient area at the bottom of the ramp for vehicle maneuvering and access control. This scenario is not feasible for development.

Scenario B: results in a shorter access ramp (approximately 49'-7" long) and a large vehicular maneuvering area at the bottom of the ramp with sufficient space for vehicles turning radiuses and ample area for parking access control (boots, automated access controls, etc...)
This scenario is feasible for development.

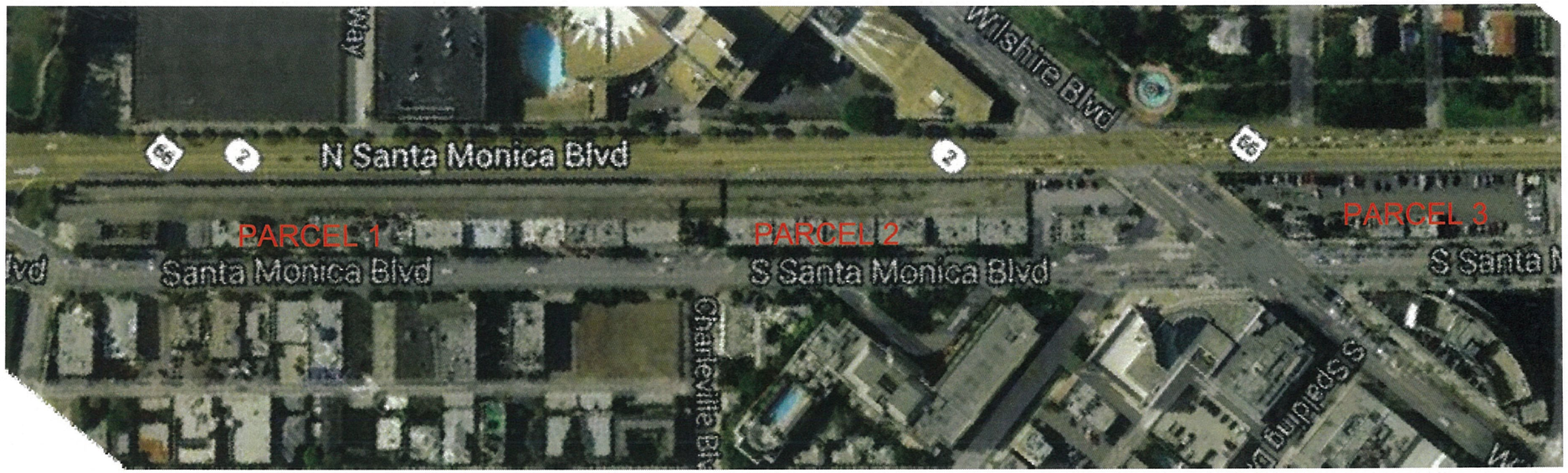
Parcel3:

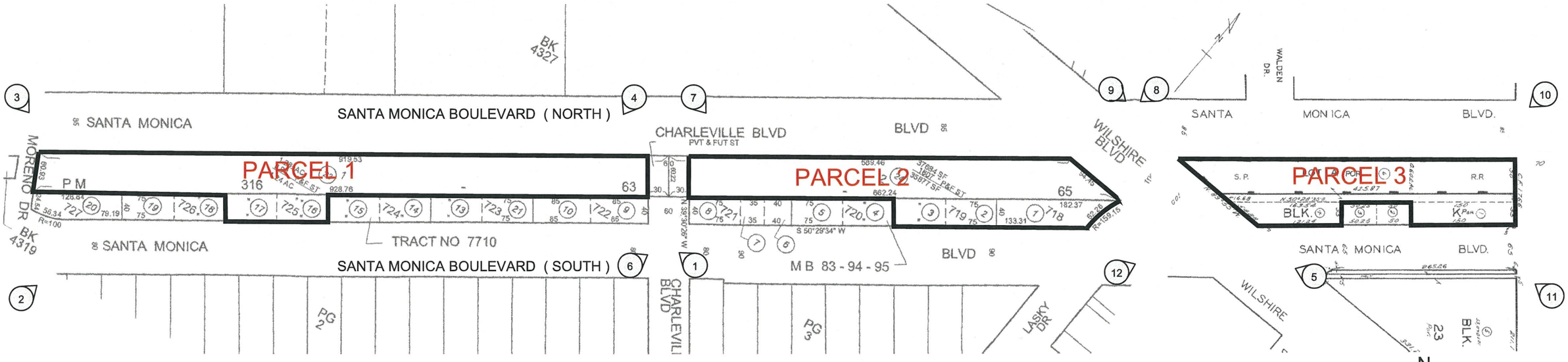
Driveway #4, Access from South Santa Monica Boulevard

Access diagram 1 sheet A-11 show information for Scenario A (building height measured from the low point) and Scenario B (building height measured from the high point).

Scenario A: results in a longer access ramp (approximately 76'-0" long) and with respect to narrowness of the lot there will not be sufficient area at the bottom of the ramp for vehicle maneuvering and access control. This scenario is not feasible for development.

Scenario B: results in a shorter access ramp (approximately 58'-0" long) and a large vehicular maneuvering area at the bottom of the ramp with sufficient space for vehicles turning radiuses and ample area for parking access control (boots, automated access controls, etc...)
This scenario is feasible for development.


PARCEL 1
PARCEL 2
PARCEL 3
N Santa Monica Blvd
Wilshire Blvd
Santa Monica Blvd
S Santa Monica Blvd
Charleville Blvd
S Spalding Dr


SANTA MONICA BOULEVARD (NORTH)
SANTA MONICA BOULEVARD (SOUTH)
CHARLEVILLE BLVD
PVT & FUT ST
WILSHIRE BLVD
SANTA MONICA BLVD.
MORENO DR
WALDEN DR.
LASKY DR
PARCEL 1
PARCEL 2
PARCEL 3
TRACT NO 7710
M B 83 - 94 - 95
BK 4327
BK 4319
PG 2
PG 3
INDEX MAP
NOT TO SCALE
N
TN

A-3

1. LOOKING NORTH-EAST FROM SANTA MONICA BOULEVARD (SOUTH)

2. LOOKING SOUTH-EAST FROM SANTA MONICA BOULEVARD (NORTH)

3. LOOKING NORTH-WEST FROM SANTA MONICA BOULEVARD (SOUTH)

4. LOOKING SOUTH-WEST FROM SANTA MONICA BOULEVARD (NORTH)

PARCEL 1

5. LOOKING WEST FROM CORNER OF SANTA MONICA BLVD. SOUTH AND WILSHIRE BLVD.

6. LOOKING NORTH- EAST FROM SANTA MONICA BOULEVARD (SOUTH)

7. LOOKING SOUTH- EAST FROM SANTA MONICA BOULEVARD (NORTH)

8. LOOKING SOUTH- WEST FROM CORNER OF WILSHIRE BLVD. AND SANTA MONICA BOULEVARD (NORTH)

PARCEL 2

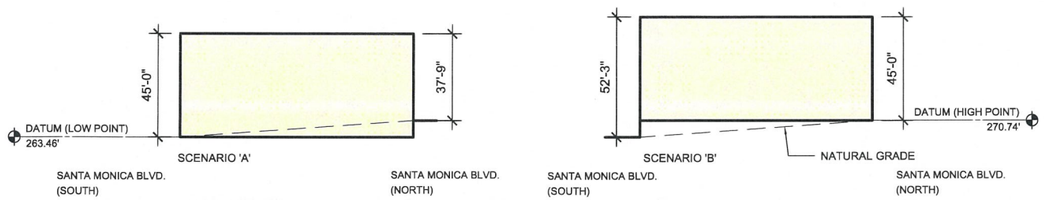
9. LOOKING SOUTH-EAST FROM CORNER OF SANTA MONICA BLVD. NORTH AND WILSHIRE BLVD.

10. LOOKING SOUTH- WEST FROM SANTA MONICA BOULEVARD (NORTH)

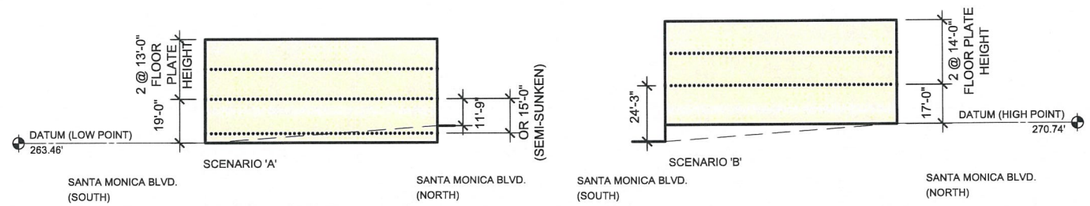
11. LOOKING NORTH- WEST FROM SANTA MONICA BOULEVARD (SOUTH)

12. LOOKING NORTH-EAST FORM SANTA MONICA BOULEVARD (SOUTH)

PARCEL 3



ENVELOPE

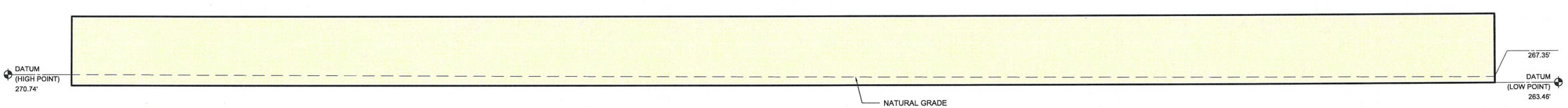


STORY HEIGHT

HEIGHT DIAGRAMS

SCALE: 1/64" = 1'-0"

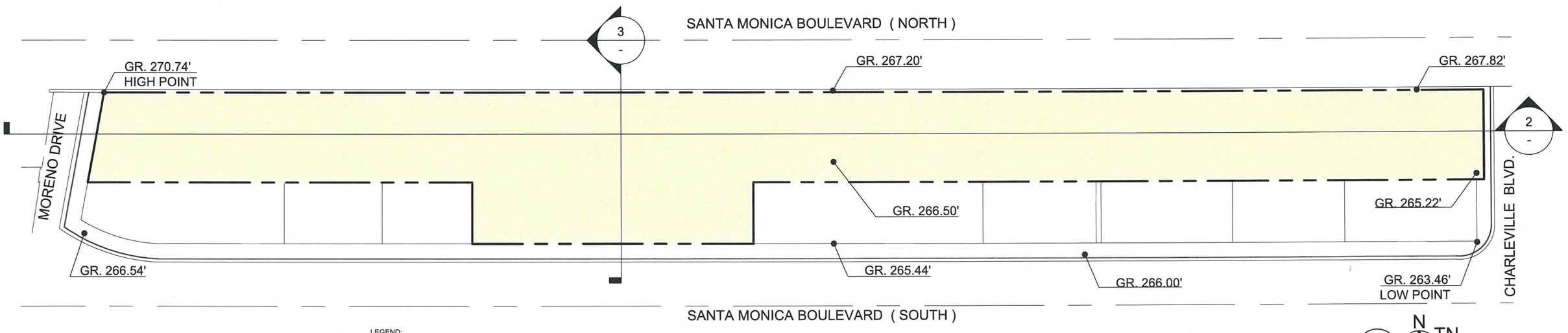
3



LONGITUDAL SECTION

SCALE: 1/64" = 1'-0"

2



SITE PLAN

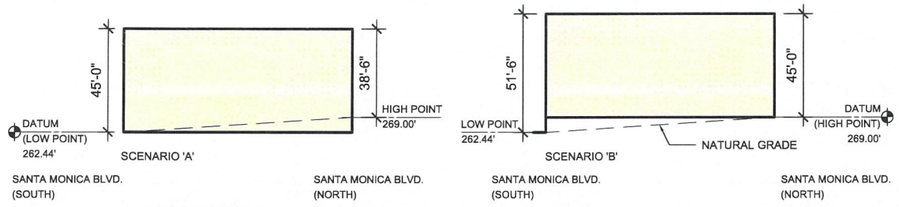
SCALE: 1/64" = 1'-0"

1

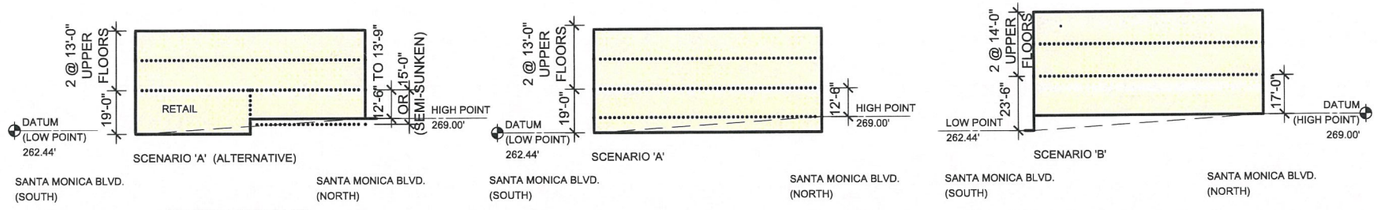
N
TN

PARCEL 1

A-5



ENVELOPE

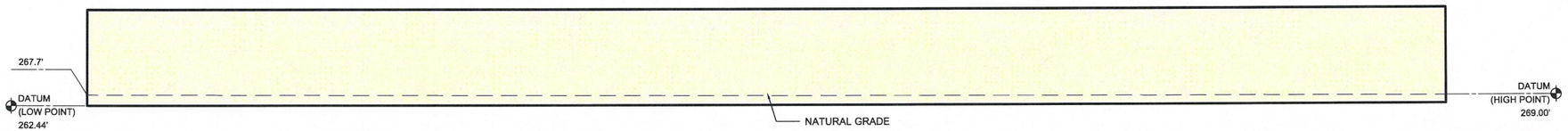


STORY HEIGHT

HEIGHT DIAGRAMS

SCALE: 1/64" = 1'-0"

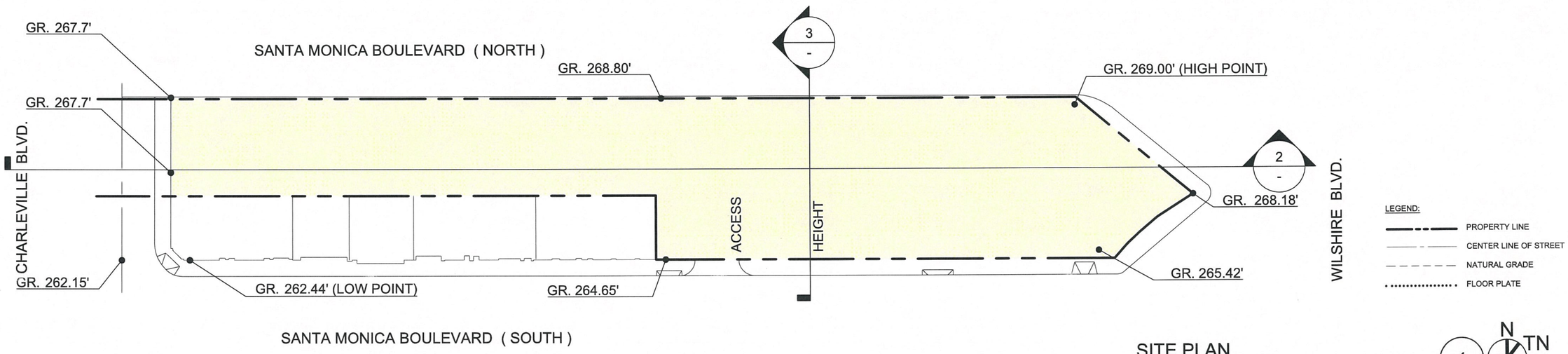
3



LONGITUDAL SECTION

SCALE: 1/64" = 1'-0"

2



SITE PLAN

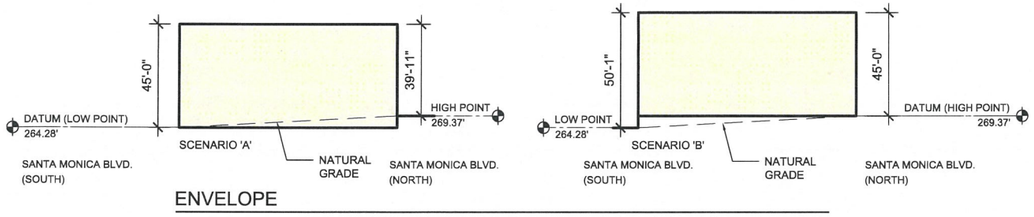
SCALE: 1/64" = 1'-0"

1

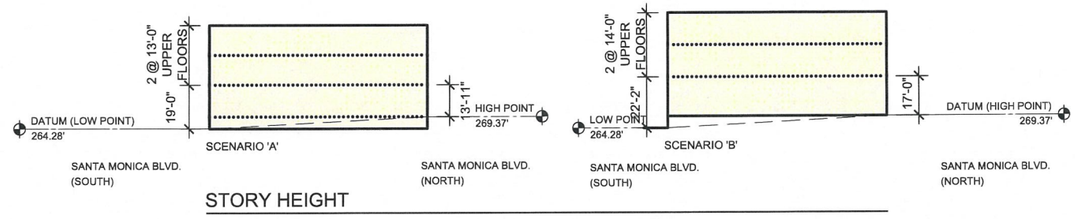
N
TN

PARCEL 2

A-6



ENVELOPE

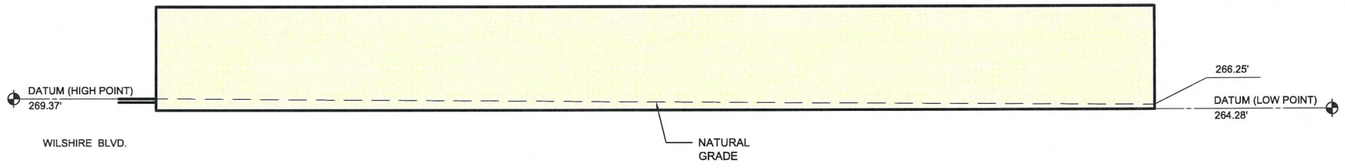


STORY HEIGHT

HEIGHT DIAGRAMS

SCALE: 1/64" = 1'-0"

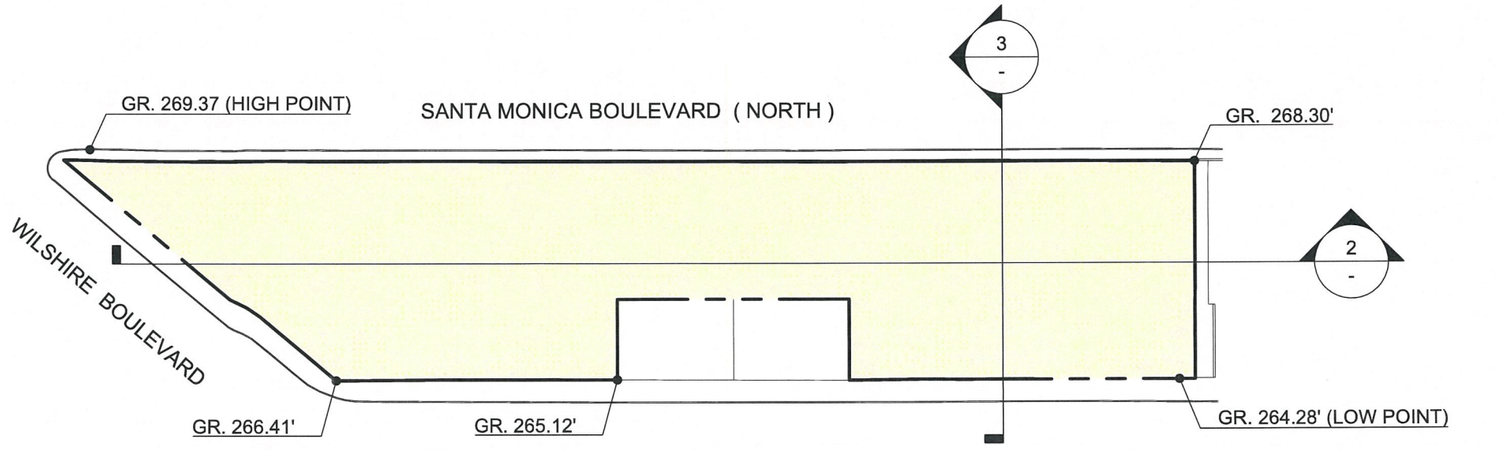
3



LONGITUDAL SECTION

SCALE: 1/64" = 1'-0"

2



SITE PLAN

SCALE: 1/64" = 1'-0"

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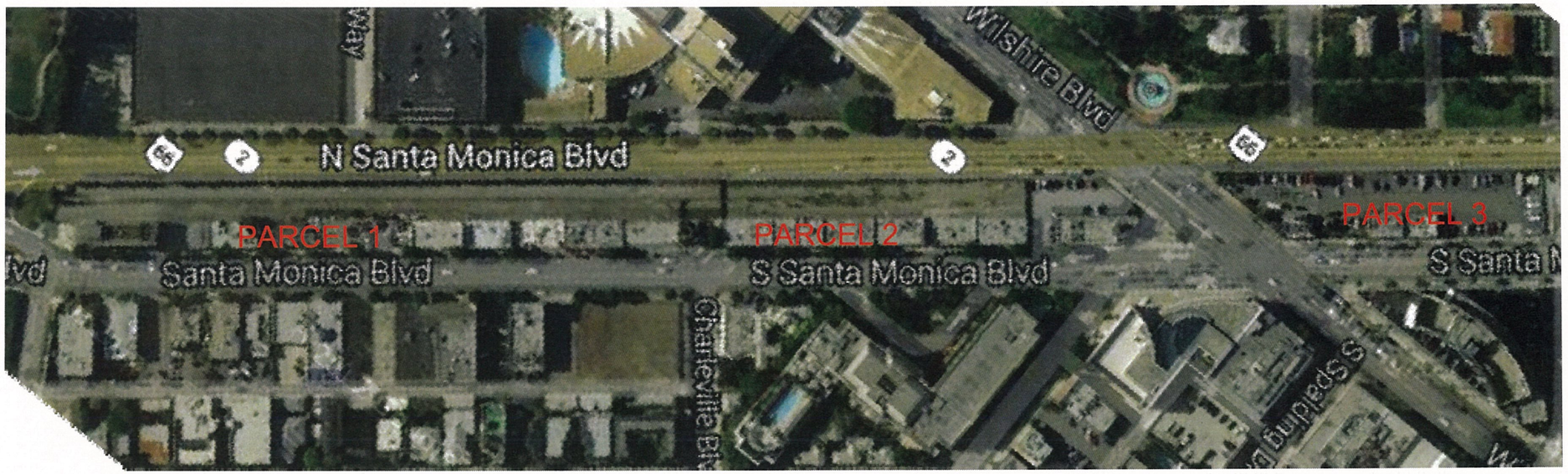
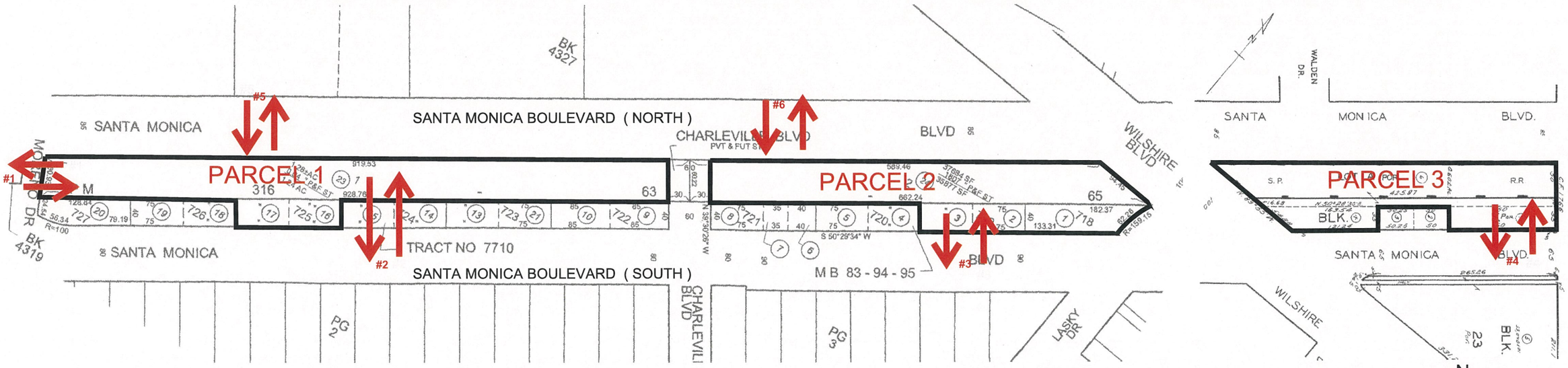
N
TN

PARCEL 3

A-7



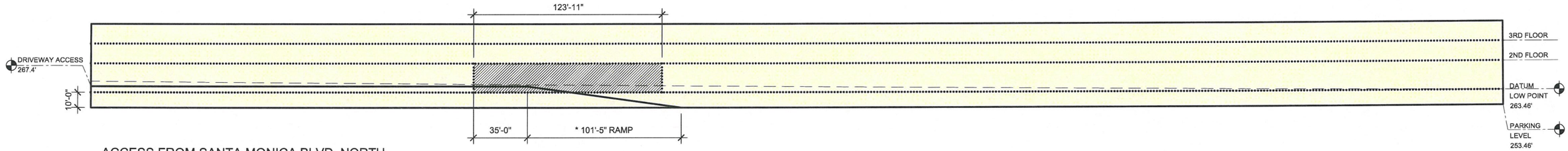


ACCESS DIAGRAM
NOT TO SCALE

1

N TN

A-8

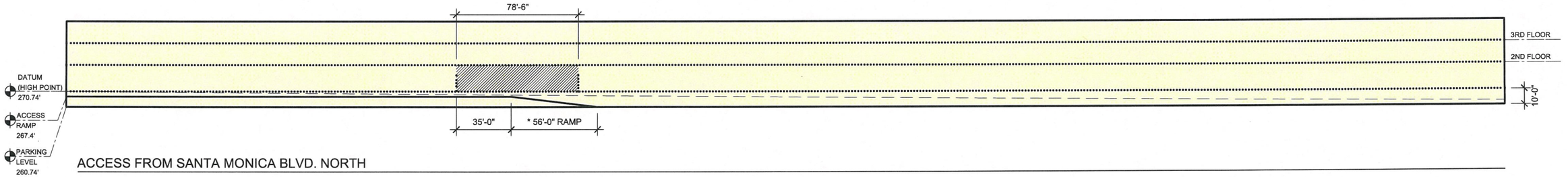


ACCESS FROM SANTA MONICA BLVD. NORTH

VEHICULAR ACCESS

(DRIVEWAY # 5) (SCENARIO A) 3

HEIGHT MEASURED FROM LOW POINT

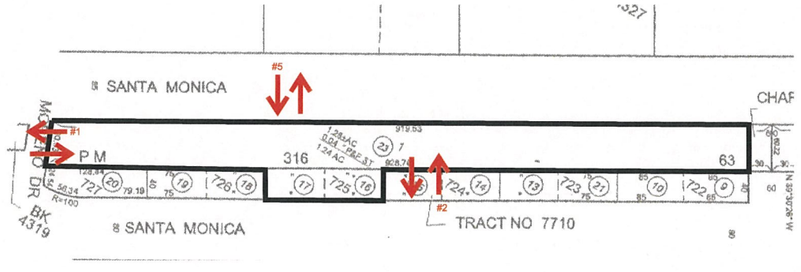


ACCESS FROM SANTA MONICA BLVD. NORTH

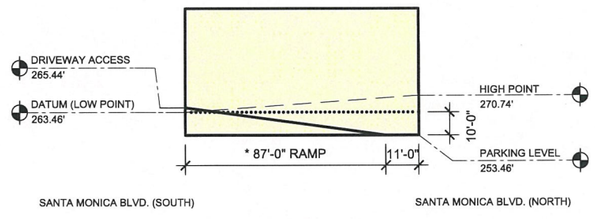
VEHICULAR ACCESS

(DRIVEWAY # 5) (SCENARIO B) 2

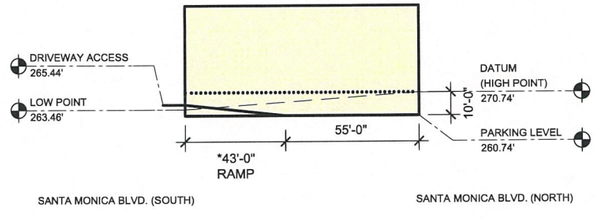
HEIGHT MEASURED FROM HIGH POINT



ACCESS KEY PLAN



(SENARIO A)



(SENARIO B)

ACCESS FROM SANTA MONICA BLVD. SOUTH

(DRIVEWAY #2)

LEGEND:

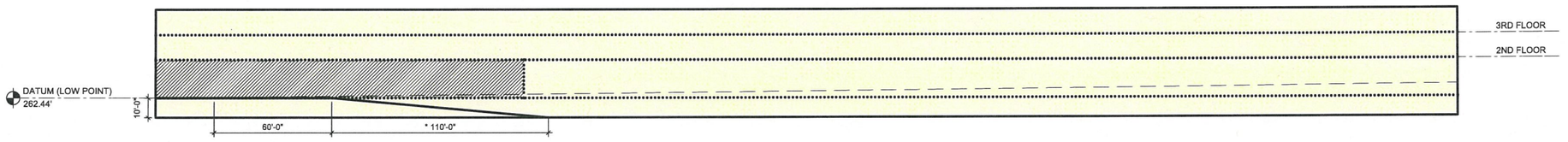
- NATURAL GRADE
- FLOOR PLATE
- AREA DEDICATED TO DRIVEWAY AND RAMP AT GROUND FLOOR

VEHICULAR ACCESS

(DRIVEWAY # 2) 1

* DRIVEWAY RAMP SLOPES ARE BASED ON CITY OF BEVERLY HILLS DEPARTMENT OF BUILDING AND SAFETY ENTRANCES MINIMUM STANDARDS; 1 : 8 & INTERNAL: 1 : 6

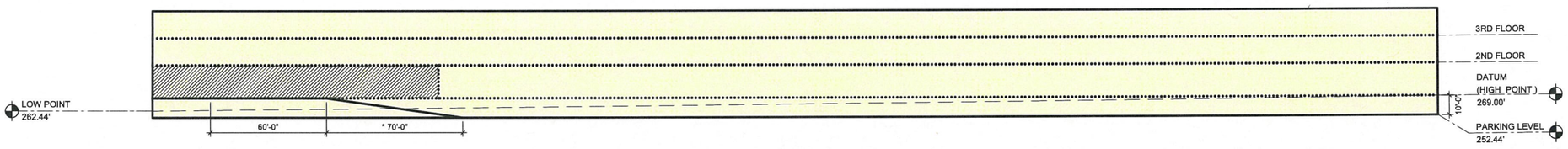
PARCEL 1



ACCESS FROM SANTA MONICA BLVD. NORTH (SENARIO A)

HEIGHT MEASURED FROM LOW POINT

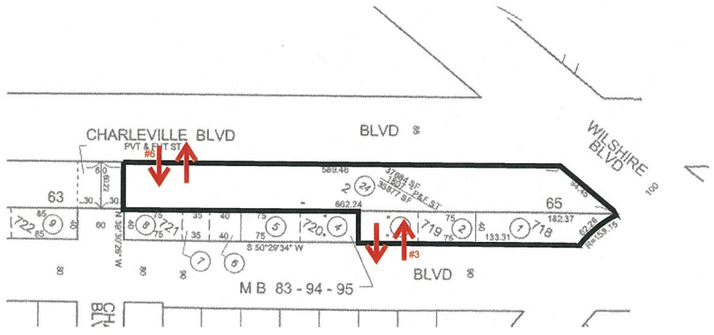
VEHICULAR ACCESS (DRIVEWAY # 6) — 2



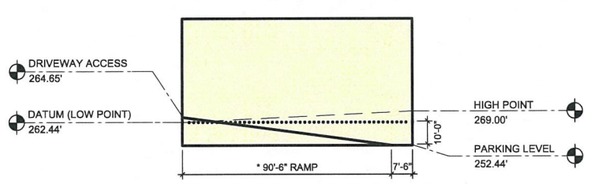
ACCESS FROM SANTA MONICA BLVD. NORTH (SENARIO B)

HEIGHT MEASURED FROM HIGH POINT

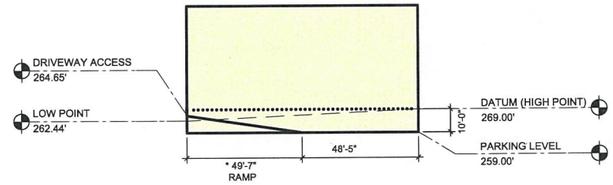
VEHICULAR ACCESS (DRIVEWAY # 6) — 2



ACCESS KEY PLAN



(SENARIO A)



(SENARIO B)

ACCESS FROM SANTA MONICA BLVD. SOUTH

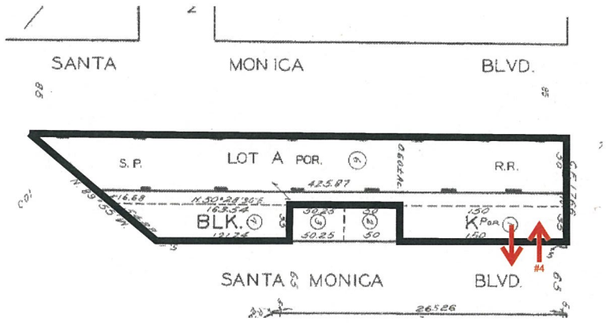
LEGEND:

- NATURAL GRADE
- FLOOR PLATE
- AREA DEDICATED TO DRIVEWAY AND RAMP AT GROUND FLOOR

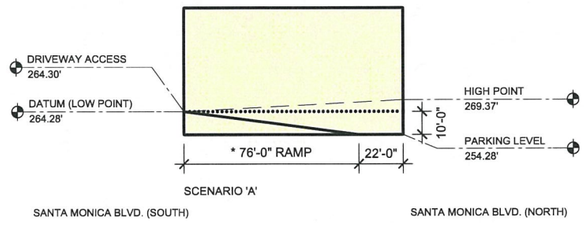
VEHICULAR ACCESS (DRIVEWAY # 3) — 1

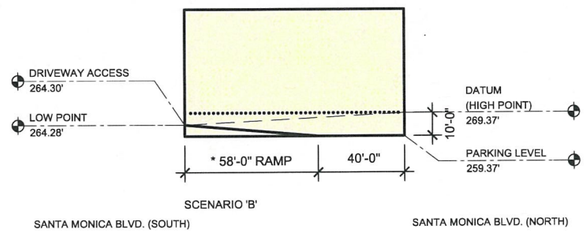
* DRIVEWAY RAMP SLOPES ARE BASED ON CITY OF BEVERLY HILLS DEPARTMENT OF BUILDING AND SAFETY ENTRANCES MINIMUM STANDARDS; 1 : 8 & INTERNAL: 1 : 6

PARCEL 2



ACCESS KEY PLAN





ACCESS FROM SANTA MONICA BLVD. SOUTH

* DRIVEWAY RAMP SLOPES ARE BASED ON CITY OF BEVERLY HILLS DEPARTMENT OF BUILDING AND SAFETY MINIMUM STANDARDS
ENTRANCES: 1 : 8 & INTERNAL: 1 : 6

LEGEND:

NATURAL GRADE

FLOOR PLATE

VEHICULAR ACCESS

(DRIVEWAY # 4)

1

* DRIVEWAY RAMP SLOPES ARE BASED ON CITY OF BEVERLY HILLS DEPARTMENT OF BUILDING AND SAFETY ENTRANCES MINIMUM STANDARDS; 1 : 8 & INTERNAL: 1 : 6

PARCEL 3