

ATTACHMENT 9

Public Comments
October 2013 Public Workshop



COMMUNITY WORKSHOP

You are invited!

Central Area Single-Family Home Bulk & Mass Study

City Hall - Municipal Gallery

455 North Rexford Drive
Beverly Hills, CA 90210

**October 24, 2013
6pm - 9pm**

Parking at the municipal garage
❖ 450 North Rexford Drive

All are welcome, light refreshments will be served.

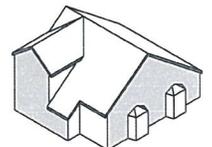
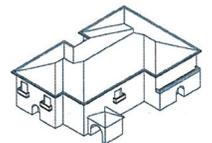
Dyett & Bhatia, Urban and Regional Planners in collaboration with John Kaliski Architects have proposed recommendations to reduce perceptible size and bulk of new homes in the Central Area.

This is an opportunity to view and comment on these proposed changes in an open-house style workshop. Comments received will be considered by the Planning Commission and City Council.

For further information please contact Principal Planner Michele McGrath at 310.285.1135 or log on to www.beverlyhills.org/centralr1study



City of Beverly Hills Map of Central Area
Single-Family Home Bulk & Mass Study



Central Area Single-Family Home Bulk & Mass Study

Comments From Public Workshop: October 24, 2013

The Comments below reflect written and verbal comments received by planning staff during the public workshop on October 24, 2013 in the Municipal Gallery. The comments have been sorted by general topic category.

GENERAL

Need to talk to architects about what works

What you are proposing is going to result in tract houses

Concerned about building to lifestyle one size doesn't fit all. Concerned about getting input from property owners

The before and after photos (pre and post design review houses) say it all

Sample block presented for the northern part of the City doesn't represent a typical block

Have solar issues been addressed?

Don't change anything

Exempt attic area from square footage regardless of height

Look at neighbor privacy/ limit prohibit windows directly overlooking adjacent neighbor rear yards

Would like to see higher resident involvement in this project. Suggestions: meet at a different time/day, booth at farmers market, less technical more personal (3d models, visuals, renderings). Concerned with getting "cookie cutter" houses and neighborhood

Limit utilities to each house and expansions of utilities (would eliminate illegal expansions and conversions)

BUILDING ENVELOPE/MODULATION

There is not enough room left for development on property if there is a setback required for porte cocheres (width of the properties are too narrow)

Is the offset of setback really just beaux arts style that was eliminated from style catalogue? Will mandating setback really help the massing?

Modulation requirements don't take into consideration architectural style. Not all styles are appropriate to be modulated. Tie standards to style

Pushing porte cochere back from front building plane is a good idea

Modulation requirements are good

Eaves should be exempt from architectural projection limitation

Second story 70% of 1st story floor area should be incentivized- give bonus if meet this LA mansionization ordinance is a good model

Concerns about losing articulation, specifically eaves if encroachment standards are dropped

Provide guest house incentive if you modulate (to meet maximums)

Consider adding square footage to garage (2nd story) @ rear/alley where not currently allowed

BASEMENTS

Basement does not affect bulk

Using basement for underground parking is tricky (ugly)

Don't take away basement at all

Leave basements as is

Don't limit basement square footage

Basements should not be restricted, was never the issue, issue is view from street

What kind of increase allowed for use of basements?

If you exempt underground parking it will be converted as soon as complete

Large/more basements doesn't necessarily mean more intensity/people

PARKING

Ramps for parking underground will take up too much area-not practical

Require garage- enforce parking in garage

Require covered parking in rear of property

Add idea of elevator for parking – eliminates problem by putting it inside

Need to extend parking ramp into front yard in order to get the run down necessary for parking

Parking lifts are another way to be more efficient with space for parking 0 can fit two cars into a single car garage

Consider screening of parking ramp vs. requiring ramp to be setback or gated

DESIGN REVIEW

Will the DRC still exist with these requirements in place?

The focus should be on how to improve the design quality of the buildings, not the mass. You can have a very ugly modulated façade too, how is this going to be better than an ugly box? Some of the best houses in the flats from the 20s are flat facades

Most important: that 1 person (staff or commission) really understands architecture and style and can work with the applicant on the design and streamline the process

Your style guide is very general and needs to be beefed up. Consider including an axon with a floor plan so it's clear why a certain style home might have certain façade elements i.e. craftsman has big windows on front because the entry was into a large living room w/ windows

LANDSCAPE

Can't require property owners to maintain landscaping and that's an issue

Landscaping helps reduce perception of mass and bulk – require "mature" landscaping (define mature)

Landscaping is critical – don't need as much modulation with great landscaping (Columbia savings exchange)

Trees in side yard could block fire access

BULK AND MASS STUDY
2013

I am sorry to miss this important meeting as I am out of town. Michele, thank you for reading my brief comments, it is greatly appreciated.

As a Commissioner on the Design Review Commission, many projects come before us that are bulky and massive. These houses make a particularly great impact on the existing houses on either side. The new house is typically set closer to the street and has less green space and more hardscape and interferes with light, air and visibility of the existing neighbors.

Would it be possible to have an ordinance that states “the new house may not be closer to the street than the average of the neighboring houses”? This would reduce the “crowded” massive feeling of new construction at a minimal inconvenience.

Thank you,
Arline Pepp
Design Review Commission