



Planning Commission Report

Planning Commission Meeting: June 17, 2020		Agenda Item: 9-A
To:	Planning Commission	
From:	Jing Yeo, AICP, City Planning Division Manager	
Permits:	Conditional Use Permit (19ENT-0441) and Variance (19ENT-0442)	
Address:	1820 Broadway	
Applicant:	1820 Broadway LLC	
Subject	<p>Conditional Use Permit to allow the operation of a creative office use within an existing building whose floor area would be expanded by more than 50 percent and Variance requests to reduce the number of required parking spaces from 14 spaces to 7 spaces, increase the number of allowable compact spaces from 40% to 47%, and provide a non-dedicated loading space in conjunction with a new creative business that is focused on fitness, wellness, and personal development known as Supercharged. The creative office use would be located on a 5,000 square foot parcel in the Mixed-Use Boulevard Low zoning district and operated within an existing one-story building that would be remodeled and expanded to a height of two stories and contain 9,675 square feet of floor area which includes a 3,457 square foot basement.</p>	
Recommended Action	<ol style="list-style-type: none"> 1. Approve Conditional Use Permit 19ENT-0441 2. Approve Variance 19ENT-0442 3. Adopt the Statement of Official Action 	

Zoning District	Mixed-Use Boulevard Low (MUBL)
Land Use Element Designation	Mixed-Use Boulevard Low
Parcel Area (SF)/Dimensions	5,000 square feet (50' X 100')
Existing On-Site Improvements	<p>1820/1822 Broadway – one-story, 2,500 square foot commercial building (1940-1957) (to be retained and expanded)</p> <p>1822 ½ Broadway – one-story vacant single-unit residence, 655 square feet (1954) (to be demolished)</p>
Rent Control Status	Not under rent control; vacant since February 2015
Adjacent Zoning Districts & Land Uses	<p>North: MUBL –auto repair facility (Herman’s Auto Body) and surface level parking lot</p> <p>East: MUBL – two-story commercial/office building and surface level parking lot</p> <p>South: MUBL – one-story pre-school (Beginnings Pre-School Center)</p>

14 parking spaces on-site, a Variance to reduce the number of on-site parking spaces to seven spaces has been proposed. In addition, the applicant is seeking relief through a Variance to also increase the amount of permitted compact spaces and provide a non-dedicated loading space.

The following issues should be considered by the Planning Commission in its review of the proposed project and are addressed in this report:

- The compatibility of a creative office use within the context of the surrounding neighborhood.
- Consideration of the special circumstances or exceptional characteristics applicable to the property, or unique hardships to support the requested parking variances.
- The effectiveness of the recommended conditions of approval, including enhanced Transportation Demand Management (TDM) measures, toward minimizing any potential adverse impacts to the surrounding neighborhood in conjunction with the operation of a creative office use.

Background

Project Location

The project site is characterized in the City's General Plan (LUCE) as a mixed-use corridor that encourages the continued creation of creative office uses. The corridor would feature residential, retail, small-scale industrial, and locally-oriented incubator spaces. Immediately adjacent uses include a two-story retail/commercial building to the east, a one-story auto body/repair shop to the north (across Broadway), an early education facility/preschool to the west (across 18th Court), and an early education facility/preschool to the south.

The site has multiple transit options available to its occupants. Aside from the public street and sidewalk network which provide pedestrian and vehicular access, the site is approximately 1/3 of a mile from the 17th Street/SMC station of the "E" (Expo) Line light rail which equates to an approximate ten-minute walk for the average person. Intra-city bus service is available through the City's Big Blue Bus Routes 41 and 42 which run directly in front of the property along Broadway. An east-west bicycle lane exists in front of the subject property along Broadway, and a north-south bike lane is located one block to the west along 17th Street.

Existing Site Conditions

The existing site is currently improved with a one-story commercial structure fronting Broadway and a vacant, one-story single-unit residential dwelling in the rear (south) portion of the lot. Currently there is not any on-site parking available in service to these uses. The existing one-story 2,500 square foot commercial structure with direct frontage along Broadway was initially constructed in 1940 with a small expansion occurring in 1945

and another addition occurring between 1945 and 1957. This building is currently licensed to allow physical training and fitness. This structure would be retained and expanded as part of the proposed project. The existing one-story single-unit residence in the rear (south) portion of the lot is approximately 655 square feet in size and was constructed in 1954. The house was acquired vacant and has been since approximately February 2015. The single-unit residence would be removed as part of the proposed project.

Neither of the existing improvements are listed on the City's Historic Resource Inventory. A Demolition Permit application was received on November 13, 2018 and reviewed by the Landmarks Commission on December 10, 2018. It was determined that there was not any credible evidence in the record to proceed with a further public hearing to determine whether the subject buildings met criteria as a City Landmark or Structure of Merit. The 75-day waiting period for that application expired on January 27, 2019, and no action was taken by the Landmarks Commission. No Landmark or Structure of Merit application was also initiated by an interested party.

With regard to the proposed demolition of the single-unit residence currently located on-site, given that the filing date for the subject application precedes the effective date of the Housing Crisis Act of 2019 (a.k.a. SB 330), the application would not be subject to the housing protections that the legislation affords. Consequently, even if the timing of the subject application met the applicability criteria for SB 330, the law would not prohibit the City from approving a non-residential project or a project that does not meet the definition of a "Housing Development Project", even on sites that contain existing residential development proposed for demolition. Any such project must still conform to goals and policies specified in the City's LUCE to which the proposed Supercharged project would conform.

Project Description

The Supercharged Project as presented would include space that would function as "Creative Office" space as defined in SMMC 9.51.030(B)(19)(b). As per SMMC Section 9.11.020, creative office is typically permitted within existing buildings within the Mixed-Use Boulevard Low (MUBL) zoning district subject to the Active Use requirements. Creative Office uses within the MUBL zone are considered to be in compliance with Active Use requirements. However, pursuant to Specific Limitation 21 in SMMC Table 9.11.020, because an addition to the building is proposed that exceeds 50 percent of the existing floor area for a creative office use, approval of a Conditional Use Permit is required by the Planning Commission.



Exhibit 1 – Proposed Project Rendering

The proposed Supercharged facility would be an owner-operated creative office use that includes ancillary ground floor retail and fitness/programming components. The operation would occur within an expanded building located on the south side of Broadway, east of 18th Street within the MUBL zoning district. The building would be expanded in compliance with the Tier 1 base development standards as it would not exceed the 32-foot or two-story height limits and would have a floor area ratio that does not exceed 1.25 (1.24 is proposed). After expansion, the building will contain approximately 9,675 sf. of floor area (including approximately 3,457 square feet of basement).

After factoring in existing building floor area, the project will result in a net increase of 6,520 square feet of new floor area that would need to be considered for calculating on-site parking requirements. Accordingly, per Code, the additional floor area necessitates a need for 14 on-site parking spaces. However, due to the project’s site constraints, only seven parking spaces can be provided on-site. A parking Variance would be required to allow a reduced amount. All parking to be provided onsite would be at-grade in a tandem arrangement and located towards the rear of the property. In addition, given the site constraints, Variances are also being sought to permit a higher percentage of compact spaces as well as a non-dedicated loading space.

Project Operations

The proposed owner-occupied building and use, Supercharged, is a modern, multi-faceted business focused on fitness, wellbeing, wellness, and personal development. Its primary business model is to film fitness classes, wellness workshops, and personal development lectures, edit the content, and then distribute to its larger audience using a mobile app and online platforms. All of the content, including the music used in the fitness classes and workshops, will be produced on site. Ancillary to this use, the company will also design, market, and sell its name-brand merchandise; plan and implement off-site

conferences; and initiate and pursue various other creative, educational, fitness, health, wellbeing, wellness, and personal development activities.

Floor Plan and Site Plan

The ground floor level and the ground floor street frontage along Broadway would be occupied by the retail and fitness/programming components with the building's materiality primarily composed of semi-transparent glass. These conditions would effectively activate the Broadway street frontage. The remainder of the interior floor area on the ground floor would be open-concept creative office and ancillary uses. On the exterior, at-grade covered parking designed in a tandem configuration with space to accommodate seven parking spaces would be located at the rear of the lot along with short-term and long-term bicycle parking, stair access, an electrical transformer pad, and space to accommodate refuse and recycling. The second story and basement levels would be programmed as creative office space that would include the production and editing of music, videos, media, and internet content all in support of the company's core mission. Outdoor exterior terraces on the second-story level are sited along the Broadway and 18th Court alley elevations. These spaces would be used by employees and guests and enhance the project's connection to street with their inviting appearance.

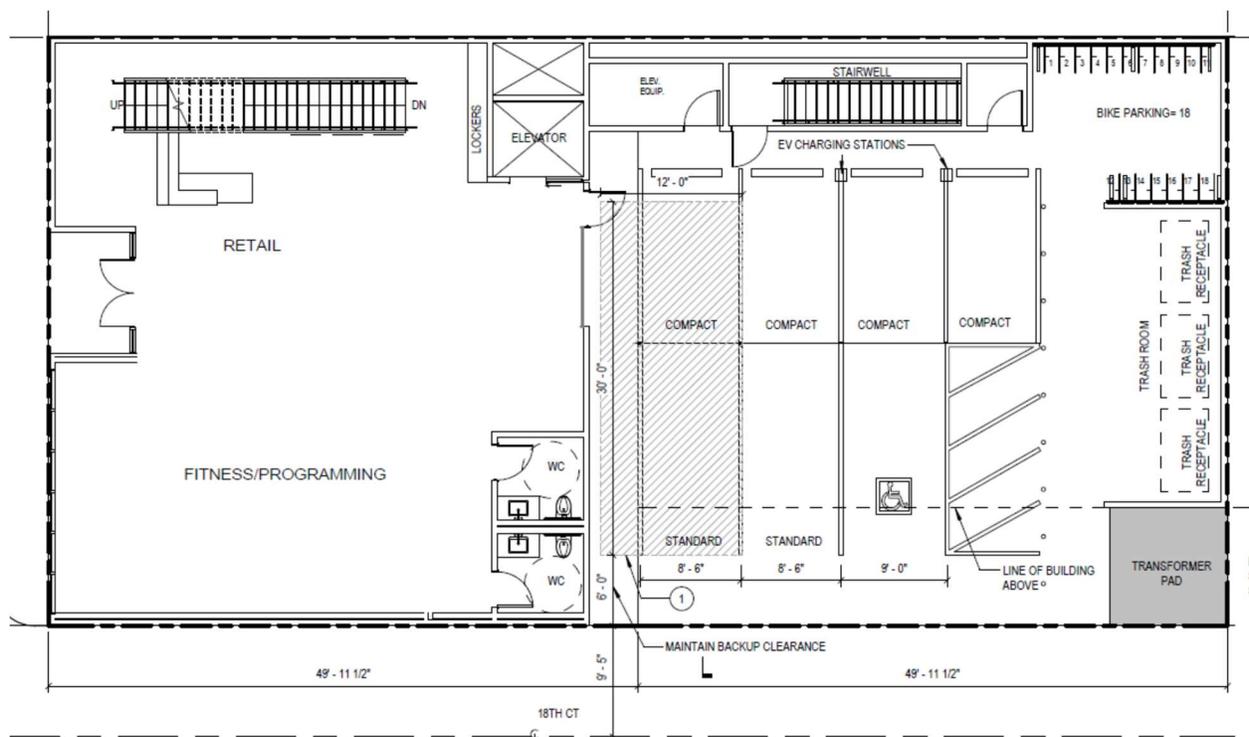


Exhibit 2 - Proposed Ground Floor Plan

Analysis

Neighborhood Compatibility

The City's Municipal Code does not establish operational standards specific to the expansion of buildings in conjunction with creative office uses. The project and operation would be required to comply with generally applicable City building code and safety

regulations. In fact, if this specific tenant, as a creative office use, were proposed within an existing building that was not proposed for expansion (and also located with the MUBL zone), it would be permitted outright without any constraints or imposed conditions of approval. However, although parcels zoned exclusively for residential development are not directly adjacent to the subject property, due to the site's close proximity to multi-unit residential zoned parcels (approximately 50 feet to the south), the proposed building design with its inclusion of an outdoor, uncovered patio space on the second floor level could lead to negative noise impacts to residential development if left unregulated. This concern is specific to the patio along the rear (south) elevation. A condition of approval related to address this concern is proposed as follows:

Condition No. 1: The upper level outdoor patio located along the south elevation of the building shall not be occupied during the hours of 8:00 PM to 7:00 AM. This space shall be used as ancillary common space for the building tenants and shall not be utilized as an event space.

Additionally, in order to address and respond to any issues or complaints that may arise within the neighborhood, the applicant is willingly volunteering, as a condition of approval, to designate an on-site contact person to serve as a neighborhood liaison to address any concerns related to the project's operation. This contact information would be posted on the applicant's website.

Building Design/Architectural Concept

The proposed project design has been refined to address staff's design comments. In general, staff is satisfied with the design and material choices, the overall quality of the pedestrian experience, and the proposed interaction of the building within the context of the Broadway streetscape with its ample ground floor glazing and the upper story open space.

Variance Findings for Approval

In order to implement the proposed project, the applicant is requesting the following three Variances:

- Variance for reduction in parking spaces to seven spaces
- Variance to increase percentage of compact spaces to 47%
- Variance to provide a non-dedicated loading space

Approval of the proposed Variances requires that the Planning Commission make all ten of the required Variance findings pursuant to SMMC Section 9.42.020. Some findings of special note in considering approval of these Variances include:

- There are special circumstances or exceptional characteristics applicable to the property that do not apply to other properties in the vicinity under an identical zoning classification.
- The granting of such Variance will not be detrimental nor injurious to the property or improvements in the general vicinity and District in which the property is located.

- The strict application of the provisions of this Ordinance would result in practical difficulties or unnecessary hardships, not including economic difficulties or economic hardships.
- The strict application of the provisions of this Ordinance would result in unreasonable deprivation of the use or enjoyment of the property.
- For the reduction of the automobile parking space requirements, the reduction is based and conditioned upon an approved parking reduction plan that incorporates transportation control measures that have been demonstrated to be effective in reducing parking needs and that are monitored, periodically reviewed for continued effectiveness, and enforced by the City as contained in Chapter [9.28](#), Parking, Loading, and Circulation.

All of the findings can be made in an affirmative manner as detailed in the draft Statement of the Official Action. The following highlights key findings for the Commission’s consideration:

Special Circumstances or Exceptional Characteristics

Finding 9.42.040(A) states the following:

“There are special circumstances or exceptional characteristics applicable to the property involved, including size, shape, topography, mature trees, location, surroundings, identification as a Historic Resource, or to the intended use or development of the property that do not apply to other properties in the vicinity under an identical zoning classification.”

1. Variance for Reduction in Required Parking and Increase Percentage of Compact Spaces

The subject property is a substandard-sized lot for the MUBL district in terms of its size (5,000 square feet whereas 7,500 square feet is the minimum) and in its dimension (100 feet of length whereas 150 feet is the minimum). A standard lot has more site area available to address the provision of parking on-site.

Staff has analyzed parcels along the Broadway corridor that have a similar MUBL zoning classification in order to establish the extent of non-compliant parcel attributes. Within a local context (between 17th Court and 19th Court, one full block in each direction from the subject property), there are 26 parcels within this corridor in total. Of the 26, three parcels or 11.5 percent of the properties (including the subject property) are undersized in lot attributes of size and/or dimension. Within a larger context of the Broadway corridor specifically identified and addressed within the LUCE (between 20th Street and Lincoln Boulevard), 22 percent of the 106 parcels are undersized in either dimension and/or total site area.

These facts confirm the special circumstances and exceptional characteristics that are unique to the subject property and hinder the ability to provide the required

amount of parking on-site and a compliant amount of compact spaces on-site. The additional site area afforded with a standard sized and dimensioned parcel allows more alternatives to be feasible including a subterranean garage or an automated parking system. The adopted LUCE in its discussion on the current conditions, trends, and issues affecting the Broadway corridor (Chapter 2.4, page 2.4-24) acknowledges the potential on-site parking constraint resulting from the substandard lot dimensions currently found on a limited number of parcels in the stretch of Broadway between 20th Street and Lincoln Boulevard.

2. Variance to Allow Non-Dedicated Loading Space

The substandard size of the parcel also affects the ability to provide compliant site improvements associated with development including a dedicated loading space. The additional site area afforded with a standard sized and dimensioned parcel allows more flexibility for the design of the entire site. The substandard lot attributes of size and dimension are a unique and special circumstance.

Not Detrimental nor Injurious to Surroundings

Finding 9.42.040(B) states the following:

“The granting of such variance will not be detrimental nor injurious to the property or improvements in the general vicinity and district in which the property is located.”

1. Variance for Reduction in Required Parking and Increase Percentage of Compact Spaces

It is anticipated that there will be adequate onsite parking to accommodate the proposed creative office use during peak periods. Additionally, the project site is located in the vicinity of diverse transportation options including walking distance to the Metro “E” (Expo) light rail line, Big Blue Bus bus lines along Broadway, dedicated bicycle lanes immediately adjacent to the subject property along Broadway, and Breeze Bikeshare in close proximity. It is anticipated that a number of employees and visitors will utilize these and other alternative modes of transport which will ultimately reduce parking demand. Project specific conditions of approval will require a minimum of 18 bicycle parking spaces to be provided and maintained for use at the project, supporting alternative transit to the property, and enhanced TDM measures would also be included as a condition of approval to encourage employees to use alternative transit modes and to provide employees with incentives to rideshare or use alternative commute modes. Finally, a condition of approval is also included formally requiring the applicant to provide an on-site attendant or designate an employee to maximize efficiency of the on-site parking during hours that the project is open to the public in order to facilitate parking and loading. The higher number of compact spaces allows the project to provide additional parking spaces than it would be able to provide otherwise on this constrained parcel, thereby increasing the project’s ability to accommodate

parking demand and reducing the likelihood there will be negative parking impacts on the surrounding area.

2. Variance to Allow Non-Dedicated Loading Space

The proposed non-dedicated loading space would be adequate. Loading will be encouraged to occur outside of the peak periods and, given the proposed creative office use and small scale of the proposed project, is expected to be minimal. In addition, Mobility Division staff has reviewed and approved in concept the applicant's Parking Loading Operations Plan (PLOP) and agrees that the proposed loading configuration is acceptable given the project's site constraints. Further, the subject site's configuration with its 100 feet of frontage along 18th Court alley, where the typical MUBL parcel in the vicinity would only have 50 feet of frontage along a service alley, provides greater opportunity for loading from the service alley without significantly impacting or hindering other properties in the vicinity.

Practical Difficulties or Unnecessary Hardships

Finding 9.42.040(C) states the following:

“The strict application of the provisions of this Ordinance would result in practical difficulties or unnecessary hardships, not including economic difficulties or economic hardships.”

1. Variance for Reduction in Required Parking and Increase Percentage of Compact Spaces

Providing the prescribed minimum number of parking spaces, is precluded by the special circumstances related to the property given the physical constraints of this legal nonconforming, undersized lot. A standard lot with similar existing improvements has approximately fifty percent more site area to address these requirements, and a standard lot with smaller or no existing improvements has even more space. A reduction in the project scope to only adhere to the maximum number of parking spaces that can be accommodated on-site (seven spaces) would eliminate approximately 3,100 square feet from the project.

The plan set includes alternative parking plans and considerations that have been studied to possibly avert any variances related to parking:

- A subterranean parking concept was considered. However, the project team believes that this alternative would be infeasible at this site due to the constrained size of the substandard lot and would not provide adequate parking. The architectural study of this concept indicates that a subterranean garage would only allow for a total of 4 parking spaces, would eliminate an ADA accessible space, and would hamper the provision of the other pertinent

development requirements such as refuse and recycling.

- An automated parking system was also studied but also found to be infeasible due to the negative impacts it would have on the provision of appurtenant site improvements such as bike parking and walkway clearances, the trash receptacles/pickup, and would conflict with ADA parking and routes of travel. In addition, staff from the City's Fire Department expressed reservations about the safety and walkway clearances needed for mechanical parking.

The higher number of compact spaces allows the project to provide additional parking spaces than it would be able to provide otherwise on this constrained parcel. The net gain in the number of compact spaces to be provided as a result of this variance is one, increasing from three to four.

2. Variance to Allow Non-Dedicated Loading Space

Providing a dedicated loading space on-site is precluded by the special circumstances related to the property given the physical constraints of this legal nonconforming, undersized lot. A standard lot with similar existing improvements has approximately fifty percent more site area to address loading requirements, and a standard lot with smaller or no existing improvements has even more space. Strict application would be impractical and would create an unnecessary hardship of further reducing the area available to provide the parking simply to accommodate loading that would have minimal demand and may be unnecessary 24 hours a day.

Parking Reduction Plan

Finding 9.42.040(I) states the following:

“For the reduction of the automobile parking space requirements, the reduction is based and conditioned upon an approved parking reduction plan that incorporates transportation control measures that have been demonstrated to be effective in reducing parking needs and that are monitored, periodically reviewed for continued effectiveness, and enforced by the City as contained in Chapter [9.28](#), Parking, Loading, and Circulation.”

In consultation with the City's Mobility Division, it was determined that the most practical course of action was to provide the parking as presented in the plans. Seven tandem parking spaces (including one ADA space) would be provided at grade towards the rear of the parcel. The parking would be monitored by a parking attendant. A non-dedicated loading space would be provided to be used outside of peak hours. The reduced on-site parking would be offset by the varied transportation options that are locally available and through an enhanced Transportation Demand Management (TDM) plan. This TDM Plan would include a 75% transportation allowance, a

Guaranteed Ride Home program, and incentives for employees that bike, walk, or use public transit to get to work. To ensure the proper adherence to the enhanced TDM plan, the following special operational restrictions have been volunteered by the applicant and shall be included as conditions of approval:

1. The applicant shall designate an on-site attendant or employee during hours that the project is open to the public in order to facilitate parking and loading.
2. The applicant shall work with Mobility Division staff and the adjacent property owners to explore the feasibility of providing a loading zone on Broadway in front of the project or at adjacent properties.
3. A minimum of 18 bicycle parking spaces, as shown on the approved plans, shall be provided and maintained for use.
4. The applicant shall work with appropriate City staff to fully develop a TDM plan that encourages employees to commute through alternatives to single-occupancy driving and at a minimum shall provide employees with incentives to rideshare or use alternative commute modes including, at minimum, providing transit passes or a 75% transportation allowance, and shall include a Guaranteed Ride Home program.

Unreasonable Deprivation of the Use or Enjoyment of the Property

Finding 9.42.040(J) states the following:

“The strict application of the provisions of this Ordinance would result in unreasonable deprivation of the use or enjoyment of the property.”

1. Variance for Reduction in Required Parking and Increase Percentage of Compact Spaces

The applicant is an owner-occupant that bought the property for her own business and has made a substantial economic commitment to this neighborhood. The applicant has worked extensively and in good faith with Staff through the review and approval of the Parking and Loading Operations Plan (PLOP) to provide the maximum of amount of parking possible in a configuration acceptable to the City, and has proposed a Transportation Demand Management plan that achieves above-code required measures to mitigate parking impacts. The strict application of the provisions of this Ordinance, however, would prevent the applicant’s proposed project because, due to the property’s substandard lot size and the existing improvements that occupy the front (north) half of the site area, the number of parking spaces prescribed by code cannot feasibly be provided together with the code-prescribed ADA path of travel, trash and recycling enclosures, bicycle parking, transformer(s), and other requirements.

A reduction in the project scope that adheres to the maximum number of parking spaces that can be accommodated on-site (seven spaces) would eliminate approximately 3,100 square feet from the project which would make the project infeasible and deprive the owner of full use of the project site in accordance with the development parameters established for parcels zoned MUBL. If new construction were proposed entirely and all existing improvements on-site were demolished, given the Tier 1 parameters for development, the site would yield approximately 6,250 square feet of building floor area, and require 14 parking spaces. Staff believes that the redevelopment of this site under these circumstances could prove just as challenging.

2. Variance to Allow Non-Dedicated Loading Space

A reduction in the project scope to accommodate a dedicated loading space would result in deprivation in use of the property. Therefore depriving the owner of full use of the project site in accordance with the development parameters established for parcels zoned MUBL.

Land Use and Circulation Element (LUCE) Consistency

The proposed use is consistent with the Goals and Policies specified for the Mixed-Use Boulevard Low land use district and the specific goals, policies, and objective of the Broadway corridor established in the General Plan (LUCE). The LUCE establishes an overall vision for area designated as Mixed-Use Boulevard Low (Chapter 2.1, page 2.1-34) whereas development should maximize human-scale elements and at the ground floor encourage uses including active, local-serving and service-oriented commercial uses with the exception of Broadway where small creative commercial uses are also permitted. Chapter 2.4 of the LUCE specifically addresses the character of Broadway envisioning this particular section of Broadway as a “one to three story mixed use corridor that continues and maintains a creative office use pattern” (page. 2.4-19) and “features residential, retail, small-scale industrial and locally-oriented incubator spaces” (page 2.4-24.) The LUCE also describes Broadway as “a transit and major east-west bicycle route” and a “primary east-west bicycle thoroughfare” (pages 2.4-19, 24.).

Environmental Analysis

The proposed creative office use is exempt from the provisions of the California Environmental Quality Act pursuant to CEQA Guideline Section 15303 (Class 3), New Construction or Conversion of Small Structures, in that the project involves the conversion of an existing structure and new floor area additions to operate a creative office use within a commercial building that will not exceed 10,000 square feet in size, will not include the use of significant amounts of hazardous substances, is located on a site where all necessary public services and facilities are available, and the surrounding area is not environmentally sensitive.

Alternative Actions:

In addition to the recommended action, the Planning Commission could consider the following with respect to the project if supported by the evidentiary record and consistent with applicable legal requirements:

- A1. Continue the project for specific reasons, consistent with applicable deadlines and with agreement from the applicant
- A2. Articulate revised findings and/or conditions to Deny, with or without prejudice, the subject application

Conclusion

Staff believes that the Conditional Use Permit for the operation of the Supercharged creative office use within an expanded building along the Broadway corridor would be appropriate. The use would be compatible within the context of its mixed-use commercial and service-oriented surroundings. The proposed operational standards and enhanced TDM measures as volunteered by the applicant would provide the necessary safeguards against any environmental or neighborhood impacts that could result and should offset parking demands in support of the Variance requests. Staff recommends that the Planning Commission approve Conditional Use Permit 19ENT-0441 and Variance 19ENT-0442 subject to the conditions described in the attached draft Statement of Official Action.

Prepared by: Scott Albright, Senior Planner

Attachments

- A. General Plan and Municipal Code Compliance Worksheet
- B. Draft Statement of Official Action
- C. Public Notification
- D. Project Plans, Renderings & Neighborhood Context Photographs

**ATTACHMENT A
GENERAL PLAN AND MUNICIPAL CODE COMPLIANCE WORKSHEET**

Project Location and Permit Processing Time Limits

Project Address: 1820 Broadway
 Application Filing Date: November 26, 2019
 CEQA Deadline: January 25, 2020
 PSA Deadline: July 23, 2020 with extension
 Total Process Review Time (Days): 48 Days

General Plan and Municipal Code Compliance Worksheet

Category	Municipal Code	Project
Permitted Use	Creative Office Conditionally permitted within an expanded building with the Mixed-Use Boulevard Low district [SMMC Section 9.13.020]	Conditional Use Permit for the operation of a creative office

**ATTACHMENT B
DRAFT STATEMENT OF OFFICIAL ACTION**



City of Santa Monica
City Planning Division

**PLANNING COMMISSION
STATEMENT OF OFFICIAL ACTION**

City of
Santa MonicaSM

PROJECT INFORMATION

CASE NUMBER: 19ENT-0441 and 19ENT-0442

LOCATION: 1820 Broadway

APPLICANT: Kwanza Jones

PROPERTY OWNER: 1820 Broadway LLC

CASE PLANNER: Scott Albright, Senior Planner

REQUEST: Conditional Use Permit to allow the operation of a creative office use within an existing building whose floor area would be expanded by more than 50 percent, and a Variance to reduce the number of required parking spaces, increase the number of allowable compact spaces, and provide a non-dedicated loading space in conjunction with a new creative business that is focused on fitness, wellness, and personal development known as Supercharged. The creative office use would be located on a 5,000 square foot parcel in the Mixed-Use Boulevard Low zoning district and operated within an existing one-story building that would be remodeled and expanded to a height of two stories and contain 9,675 square feet of floor area, which includes a 3,457 square foot basement.

CEQA STATUS: The proposed creative office use is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guideline Section 15303 (Class 3), New Construction or Conversion of Small Structures.

PLANNING COMMISSION ACTION

June 3, 2020 Determination Date
 _____ Approved based on the following findings and subject to the
 _____ conditions below.
 _____ Denied.
 _____ Other:

EFFECTIVE DATES OF ACTIONS IF NOT APPEALED:	June 18, 2020
EXPIRATION DATE OF ANY PERMITS GRANTED:	June 18, 2022
LENGTH OF ANY POSSIBLE EXTENSION OF EXPIRATION DATES*:	6 months

* Any request for an extension of the expiration date must be received in the City Planning Division prior to expiration of this permit.

Each and all of the findings and determinations are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project. All summaries of information contained herein or in the findings are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

FINDINGS:

CONDITIONAL USE PERMIT FINDINGS

1. The proposed creative office use is conditionally allowed within the Mixed-Use Boulevard Low (MUBL) Zoning District and complies with all of the applicable provisions of the "City of Santa Monica Comprehensive Zoning Ordinance" and all other titles of the Municipal Code. Creative office uses within a building whose floor area would be expanded by more than 50 percent are specifically identified in SMMC Section 9.11.020 as permitted subject to the issuance of a Conditional Use Permit by the Planning Commission.

2. The proposed use is consistent with the Goals and Policies specified for the Mixed-Use Boulevard Low land use district and the specific goals, policies, and objective of the Broadway corridor established in the General Plan (LUCE). The LUCE establishes an overall vision for area designated as Mixed-Use Boulevard Low (Chapter 2.1, page 2.1-34) whereas development should maximize human-scale elements and at the ground floor encourage uses including active, local-serving and service-oriented commercial uses with the exception of Broadway where small creative commercial uses are also permitted. Chapter 2.4 of the LUCE specifically

addresses the character of Broadway envisioning this particular section of Broadway as a “one to three story mixed use corridor that continues and maintains a creative office use pattern” (page. 2.4-19) and “features residential, retail, small-scale industrial and locally-oriented incubator spaces” (page 2.4-24.) The LUCE also describes Broadway as “a transit and major east-west bicycle route” and a “primary east-west bicycle thoroughfare” (pages 2.4-19, 24.).

3. The subject parcel is physically suitable for the type of land use being proposed, in that the approximate 5,000 square foot parcel is adequate in size to accommodate a creative office use within an expanded building facility and its ancillary uses in a manner that will be fully compliant with any relevant zoning requirements with the exception of parking to which Variances are being sought. The LUCE recognizes the challenge of providing parking for redeveloping sites in this specific segment of Broadway where it is noted that providing parking at this site is challenging. To this point, the LUCE notes: “The 50-foot depth of parcels fronting on Broadway severely limits the development of sufficient parking to support the redevelopment of parcels.”
4. The proposed use is compatible with any of the land uses presently on the subject parcel if the present land uses are to remain, in that the proposed creative office use will be operated in a rehabilitated building that will be expanded in size. Currently the owner has a business license allowing for physical training and fitness which are ancillary components to the proposed Supercharged creative office use and business model.
5. The proposed use is compatible with existing and permissible land uses within the district and the general area in which the proposed use is to be located, in that the subject property is zoned Mixed-Use Boulevard Low which allows creative office uses within existing buildings outright and conditionally allows for creative office uses within buildings that will be expanded in floor area by more than 50 percent. The proposed Supercharged offices would comply with the definition of a creative office use as defined in SMMC 9.51.030(B)(19)(b). The proposed creative office use will also be compatible with the surrounding land uses which include a two-story retail/commercial building to the east, a one-story auto body/repair shop to the north (across Broadway), an early education facility/preschool to the west (across 18th Court), and an early education facility/preschool to the south. In order to address and respond to any issues or complaints that may arise within the neighborhood, the applicant is volunteering, as a condition of approval, to designate an on-site contact person to serve as a neighborhood liaison to address any concerns related to the project’s operation. In addition, a condition of approval related to potential noise related issues is included to minimize potential impacts to nearby residential development resulting from use of the uncovered outdoor patio space along the south elevation of the building.
6. The physical location or placement of the use on the site is compatible with and relates harmoniously to the surrounding neighborhood, in that the proposed

Supercharge creative office use will be compatible with the surrounding land uses, which include a two-story retail/commercial building to the east, a one-story auto body/repair shop to the north (across Broadway), an early education facility/preschool to the west (across 18th Court), and an early education facility/preschool to the south. In order to address and respond to any issues or complaints that may arise within the neighborhood, the applicant is volunteering, as a condition of approval, to designate an on-site contact person to serve as a neighborhood liaison to address any concerns related to the project's operation.

7. Based on environmental review, the proposed project has no potentially significant environmental impacts or any potentially significant environmental impacts have been reduced to a less than significant because of mitigation measures incorporated in the project or a Statement of Overriding Considerations has been adopted. The requested Conditional Use Permit to allow to the operation of a creative office use within a building whose floor area would be expanded by more than 50 percent is exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to CEQA Guideline Section 15303 (Class 3), New Construction or Conversion of Small Structures.
8. The proposed creative office use would not be detrimental to the public interest, health, safety, convenience, or general welfare in that its operation would be compatible within the context of its commercial surroundings and would be subject to voluntary operational standards and conditions of approval to provide the necessary safeguards against any environmental or neighborhood impacts.

VARIANCE FINDINGS

1. There are special circumstances or exceptional characteristics applicable to the property involved, including size, shape, topography, mature trees, location, surroundings, identification as a Historic Resource, or to the intended use or development of the property that do not apply to other properties in the vicinity under an identical zoning classification.

Variance for Reduction in Number of Parking Spaces

The subject property is a substandard-sized lot for the MUBL district in terms of its size (5,000 square feet whereas 7,500 square feet is the minimum) and in its dimension (100 feet of length whereas 150 feet is the minimum). A standard lot has more site area available to address the provision of parking on-site. Staff has analyzed parcels along the Broadway corridor that have a similar MUBL zoning classification in order to establish the extent of non-compliant parcel attributes. Within a local context (between 17th Court and 19th Court, one full block in each direction from the subject property), there are 26 parcels within this corridor in total. Of the 26, three parcels or 11.5 percent of the properties (including the subject property) are undersized in lot attributes of size and/or dimension. Within a larger context of the Broadway corridor specifically identified and addressed within the LUCE (between 20th Street and Lincoln Boulevard), 22 percent of the 106 parcels are undersized in either dimension and/or total site area. These facts confirm the

special circumstances and exceptional characteristics that are unique to the subject property and hinder the ability to provide the required amount of parking on-site. Because the project includes the sustainable practice of retaining and reusing the existing building, the site is even further hampered with the provision of on-site improvements. The additional site area afforded with a standard sized and dimensioned parcel allows more alternatives to be feasible including a subterranean garage or an automated parking system. Thus, unlike other properties under an identical zoning classification, providing the required 14 parking spaces, is effectively precluded by the special circumstances of the property. The adopted LUCE in its discussion on the current conditions, trends, and issues affecting the Broadway corridor (Chapter 2.4, page 2.4-24) acknowledges the potential on-site parking constraint resulting from the substandard lot dimensions currently found in the stretch of Broadway between 20th Street and Lincoln Boulevard.

Variance for Non-Dedicated Loading Space

The subject property is a substandard-sized lot for the MUBL district in terms of its size (5,000 square feet whereas 7,500 square feet is the minimum) and in its dimension (100 feet of length whereas 150 feet is the minimum). A standard lot has more site area available to address the provision of required site improvements including a dedicated loading space. Staff has analyzed parcels along the Broadway corridor that have a similar MUBL zoning classification in order to establish the extent of non-compliant parcel attributes. Within a local context (between 17th Court and 19th Court, one full block in each direction from the subject property), there are 26 parcels within this corridor in total. Of the 26, three parcels or 11.5 percent of the properties (including the subject property) are undersized in lot attributes of size and/or dimension. Within a larger context of the Broadway corridor specifically identified and addressed within the LUCE (between 20th Street and Lincoln Boulevard), 22 percent of the 106 parcels are undersized in either dimension and/or total site area. These facts confirm the special circumstances and exceptional characteristics that are unique to the subject property and hinder the ability to provide the dedicated loading space on-site. Because the project includes the sustainable practice of retaining and reusing the existing building, the site is even further hampered with the provision of on-site improvements. The additional site area afforded with a standard sized and dimensioned parcel allows more flexibility for the design of the entire site including the necessary site improvements associated with development including a dedicated loading space. Thus, unlike other properties under an identical zoning classification, providing the dedicated loading space is effectively precluded by the special circumstances of the property.

Variance for Higher Percentage of Compact Parking

The subject property is a substandard-sized lot for the MUBL district in terms of its size (5,000 square feet whereas 7,500 square feet is the minimum) and in its dimension (100 feet of length whereas 150 feet is the minimum). A standard lot has more site area available to address the provision of parking and other required

site improvements. Because the project includes the sustainable practice of retaining and reusing the existing building, the site is even further hampered with the provision of on-site improvements. The additional site area afforded with a standard sized and dimensioned parcel allows more alternatives to be feasible including a subterranean garage or an automated parking system and would allow for an additional standard-sized parking space, which would allow for a conforming amount of compact parking. Thus, unlike other properties under an identical zoning classification, providing the maximum of forty percent compact parking spaces is effectively precluded by the special circumstances of the property. The adopted LUCE in its discussion on the current conditions, trends, and issues affecting the Broadway corridor (Chapter 2.4, page 2.4-24) acknowledges the potential on-site parking constraint resulting from the substandard lot dimensions currently found in the stretch of Broadway between 20th Street and Lincoln Boulevard.

2. The granting of such variance will not be detrimental nor injurious to the property or improvements in the general vicinity and District in which the property is located.

Variance for Reduction in Number of Parking Spaces

It is anticipated that there will be adequate onsite parking to accommodate the proposed creative office use during peak periods. Additionally, the project site is located in a City that provides diverse transportation options including a location within walking distance to the Metro “E” (Expo) light rail line, Big Blue Bus bus lines along Broadway, dedicated bicycle lanes immediately adjacent to the subject property along Broadway, and Breeze Bikeshare in close proximity. It is anticipated that a number of employees and visitors will utilize these and other alternative modes of transport which will ultimately reduce parking demand. Project specific conditions of approval will require a minimum of 18 bicycle parking spaces to be provided and maintained for use at the project, supporting alternative transit to the property, and enhanced TDM measures would also be included as a condition of approval to encourage employees to use alternative transit modes and to provide employees with incentives to rideshare or use alternative commute modes. Finally, a condition of approval is also included formally requiring the applicant to provide an on-site attendant or designate an employee to maximize efficiency of the on-site parking during hours that the project is open to the public in order to facilitate parking and loading. The alternative transportation modes within the vicinity will provide options to driving and reduce demand for on-site parking, and the use of an on-site attendant to monitor demand and facilitate parking will allow the creative office use to function without being detrimental nor injurious to properties within the general vicinity.

Variance for Non-Dedicated Loading Space

The granting of a variance for a non-dedicated loading space will not be detrimental or injurious to the property or improvements in the general vicinity and District in which the property is located in that the proposed flex loading space is adequate. Loading will be encouraged to occur outside of the peak periods and, given the proposed creative office use and small scale of the proposed project, is expected to be minimal. In addition, Mobility Division staff has reviewed and

approved in concept the applicant's Parking Loading Operations Plan (PLOP) and agrees that the proposed parking and loading configuration is acceptable given the project's site constraints. As a result, the proposed parking variance for a non-dedicated loading space would not create any parking or circulation impacts to the property or improvements in the surrounding area.

Variance for Higher Percentage of Compact Parking

The granting of the variance to provide a higher percentage of compact parking spaces will not be detrimental or injurious to the property or improvements in the general vicinity and District in which the property is located in that the higher number of compact spaces allows the project to provide additional parking spaces than it would be able to provide otherwise on this constrained parcel, thereby increasing the project's ability to accommodate parking demand and reducing the likelihood there will be negative parking impacts on the surrounding area.

3. The strict application of the provisions of this Ordinance would result in practical difficulties or unnecessary hardships, not including economic difficulties or economic hardships.

Variance for Reduction in Number of Parking Spaces

Providing the prescribed minimum number of parking spaces, is precluded by the special circumstances related to the property given the physical constraints of this legal nonconforming, undersized lot. A standard lot with similar existing improvements has approximately fifty percent more site area to address these requirements, and a standard lot with smaller or no existing improvements has even more space. This additional site area allows standard lots and lots with smaller or no existing improvements to provide more parking on-site, and allow other alternatives such as subterranean garages or mechanized parking systems to be considered. A reduction in the project scope to only adhere to the maximum number of parking spaces that can be accommodated on-site (seven spaces) would eliminate approximately 3,100 square feet from the project.

Variance for Non-Dedicated Loading Space

Providing a dedicated loading space on-site is precluded by the special circumstances related to the property given the physical constraints of this legal nonconforming, undersized lot. A standard lot with similar existing improvements has approximately fifty percent more site area to address loading requirements, and a standard lot with smaller or no existing improvements has even more space. This additional site area provided on a standard sized parcel would allow a dedicated loading space to be provided. In addition, the strict application of the Ordinance would result in the practical difficulty and unnecessary hardship of further reducing the area available to provide the code-prescribed parking spaces simply to accommodate loading that may be unnecessary 24 hours a day.

Variance for Higher Percentage of Compact Parking

The 40 percent standard-to-compact parking ratio is precluded by the special circumstances related to the property given the physical constraints of this legal

nonconforming, undersized lot. A standard lot with similar existing improvements has approximately fifty percent more site area to address these requirements, and a standard lot with smaller or no existing improvements has even more space. This additional site area allows standard lots and lots with smaller or no existing improvements to provide more parking spaces of standard size and dimension. In addition, the strict application of the Ordinance would result in the practical difficulty and unnecessary hardship of further reducing the amount of parking that could be provided on-site. The higher number of compact spaces allows the project to provide additional parking spaces than it would be able to provide otherwise on this constrained parcel.

4. The granting of a variance will not be contrary to or in conflict with the general purposes and intent of this Ordinance, nor to the goals, objectives, and policies of the General Plan and any applicable Specific Plan.

Variance for Reduction in Number of Parking Spaces

Granting the variance to reduce the number of required parking spaces to be provided on-site would further LUCE Policy E1.1 to “make land use decisions that respond to changing market conditions and meet the needs of City residents,” in that the variance would allow for a contemporary, creative office use that responds to the changing economy, that would provide local jobs, and that would otherwise be precluded without the variances requested. Moreover, granting the variance furthers the LUCE’s goal to “facilitate the growth of creative-related business uses in the City” (LUCE Goal E3) and the LUCE’s policy for Broadway to “encourage a mix of residential, small scale retail, and creative arts uses between 20th Street and Lincoln Boulevard” (LUCE Policy B7.3). In addition, the project furthers LUCE Policy B8.1 to “design new development along Broadway to complement the street’s function as a cycling route through the City” and furthers the TDM Ordinance’s (SMMC Ch. 9.28) purpose to support the LUCE’s objective of creating a more sustainable community by making more efficient modes of transportation—walking, biking, transit, and carpooling more attractive. Finally, consistent with SMMC Section 9.28.090(B), Staff has reviewed and approved in concept the applicant’s Parking Loading Operations Plan (PLOP) and agrees that the proposed parking is acceptable given the project’s site constraints.

Variance for Non-Dedicated Loading Space

Specifically, granting the variance to allow a non-dedicated loading space would further LUCE Policy E1.1 to “make land use decisions that respond to changing market conditions and meet the needs of City residents,” in that the variance would allow for a contemporary, creative office use that responds to the changing economy, that would provide local jobs, and that would otherwise be precluded without the variances requested. Moreover, granting the variance furthers the LUCE’s goal to “facilitate the growth of creative-related business uses in the City” (LUCE Goal E3) and the LUCE’s policy for Broadway to “encourage a mix of residential, small scale retail, and creative arts uses between 20th Street and Lincoln Boulevard” (LUCE Policy B7.3). Finally, consistent with SMMC Section 9.28.090(B), Staff has reviewed and approved in concept the applicant’s Parking

Loading Operations Plan (PLOP) and agrees that the proposed loading configuration is acceptable given the project's site constraints.

Variance for Higher Percentage of Compact Parking

Granting the variance to increase the maximum allowable amount of compact parking spaces from 40 percent to 47 percent would only affect one parking space, resulting in an increase in the amount of parking that could be provided on-site. The granting of this variance furthers LUCE Policy E1.1 to "make land use decisions that respond to changing market conditions and meet the needs of City residents," in that the variance would allow for a contemporary, creative office use that responds to the changing economy, that would provide local jobs, and that would otherwise be precluded without the variances requested. Moreover, granting the variance furthers the LUCE's goal to "facilitate the growth of creative-related business uses in the City" (LUCE Goal E3) and the LUCE's policy for Broadway to "encourage a mix of residential, small scale retail, and creative arts uses between 20th Street and Lincoln Boulevard" (LUCE Policy B7.3). Staff has reviewed and approved in concept the applicant's Parking Loading Operations Plan (PLOP) and agrees that the proposed parking design and configuration is acceptable given the project's site constraints.

5. The variance would not impair the integrity and character of the District in which it is to be located.

Variance for Reduction in Number of Parking Spaces

Granting the variance to reduce the required amount of on-site parking would not impair the integrity and character of the district but will enhance its overall character as a pedestrian-oriented district as envisioned by the LUCE. The reduced parking requirement would foster the property's use as creative office, which is supported by the LUCE's goal to "facilitate the growth of creative-related business uses in the City" (LUCE Goal E3) and the LUCE's policy for Broadway to "encourage a mix of residential, small scale retail, and creative arts uses between 20th Street and Lincoln Boulevard." (LUCE Policy B7.3.) In addition, the project site is located in an area of the City that has many alternative modes of transportation available. It is within walking distance to the Metro "E" (Expo) Line, in close proximity to several Big Blue Bus lines, near several bicycle lanes and Breeze Bikeshare hubs, and directly adjacent to the Broadway bike lanes and a Big Blue Bus stop. Thus, it is anticipated that employees and visitors will utilize public transit resulting in an anticipated lower on-site parking demand and reducing parking impacts to the surrounding area. These transportation options will encourage alternative means of access to the site and lessen demand for automobile use and parking, and encouraging the retention of the area's pedestrian oriented character. Project specific conditions will also protect the project the integrity and character of the District including the provision of additional on-site bicycle parking, enhanced TDM measures, and the provision of an onsite parking attendant to control and monitor on-site parking. As volunteered by the applicant an internal company employee will be designated as the neighborhood liaison to receive and address complaints from neighbors.

Variance for Non-Dedicated Loading Space

The granting of the variance to allow a non-dedicated loading space would not impair the integrity and character of the District in that it would allow the project to provide additional and more efficient onsite parking in order to accommodate the project parking demand during business hours and would allow loading to occupy a portion of the parking area during less busy times, or times when the creative offices are not in use. Given the business model and creative content to which the Supercharged office use adheres, demand for loading should be minimal, which would reduce or eliminate impacts that might otherwise be detrimental to the surrounding neighborhood. Finally, granting the variance would not impair the integrity and character of the district in that it would foster the property's use as creative office, which is supported by the LUCE's goal to "facilitate the growth of creative-related business uses in the City" (LUCE Goal E3) and the LUCE's policy for Broadway to "encourage a mix of residential, small scale retail, and creative arts uses between 20th Street and Lincoln Boulevard." (LUCE Policy B7.3.) Accordingly, granting the variance would support the integrity and character of the district as envisioned by the LUCE.

Variance for Higher Percentage of Compact Parking

The granting of the variance to allow more than forty percent compact parking would not impair the integrity and character of the District in that it would allow the project to provide additional onsite parking in order to accommodate the project parking demand which would reduce or eliminate potential parking impacts that might otherwise be detrimental to the surrounding neighborhood. A net increase of one additional compact space results. Finally, granting the variance would not impair the integrity and character of the district in that it would foster the property's use as creative office, which is supported by the LUCE's goal to "facilitate the growth of creative-related business uses in the City" (LUCE Goal E3) and the LUCE's policy for Broadway to "encourage a mix of residential, small scale retail, and creative arts uses between 20th Street and Lincoln Boulevard." (LUCE Policy B7.3.) Accordingly, granting the variance would support the integrity and character of the district as envisioned by the LUCE.

6. The subject site is physically suitable for the proposed variance

Variance for Reduction in Number of Parking Spaces

The physical characteristics of the property, including its small, substandard lot size and dimensions, and the existing improvements to be retained and incorporated into the project preclude the number of parking spaces otherwise prescribed by code. Further, the subject site's configuration with its 100 feet of frontage along 18th Court alley, where the typical MUBL parcel in the vicinity would only have 50 feet of frontage along a service alley, makes it physically suitable for the proposed variance by increasing design flexibility to maximize the number of

spaces that can be provided on-site afforded by the tandem arrangement and the lack of an access driveway.

Variance for Non-Dedicated Loading Space

The physical characteristics of the property, including its small, substandard lot size and dimensions, and the existing improvements to be retained and incorporated into the project preclude a dedicated loading space otherwise prescribed by code. Further, the subject site's configuration with its 100 feet of frontage along 18th Court alley, where the typical MUBL parcel in the vicinity would only have 50 feet of frontage along a service alley, provides greater opportunity for loading from the service alley without impacting or hindering other site improvements.

Variance for Higher Percentage of Compact Parking

The physical characteristics of the property, including its small, substandard lot size and dimensions, and the existing improvements to be retained and incorporated into the project preclude the standard-to-compact parking ratio, prescribed by code. Further, the subject site's configuration with its 100 feet of frontage along 18th Court alley, where the typical MUBL parcel in the vicinity would only have 50 feet of frontage along a service alley, along with the higher ratio of compact spaces enables design flexibility that maximizes the number of on-site parking spaces available.

7. There are adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed variance would not be detrimental to public health and safety.

Variance for Reduction in Number of Parking Spaces

The subject property is located within a developed urbanized environment that is adequately served by existing infrastructure, public utilities, and services. The approval of the variance to reduce the amount of required on-site parking will not create a need for additional utilities or services.

Variance for Non-Dedicated Loading Space

The subject property is located within a developed urbanized environment that is adequately served by existing infrastructure, public utilities, and services. The approval of the variance to allow a non-dedicated loading space on-site will not create a need for additional utilities or services.

Variance for Higher Percentage of Compact Parking

The subject property is located within a developed urbanized environment that is adequately served by existing infrastructure, public utilities, and services. The approval of the variance to allow a higher percentage of compact parking will not create a need for additional utilities or services.

8. There will be adequate provisions for public access to serve the subject variance proposal.

Variance for Reduction in Number of Parking Spaces

The site has direct access to the public sidewalk along Broadway. Automobile access to the proposed on-site parking is provided from 18th Court, a dedicated service alley. Furthermore, the project site is well served by public transit and bicycle infrastructure that increase public access to the site. The site is also within walking distance to the Metro “E” (Expo) Line, in close proximity to several Metro and Big Blue Bus lines, near several bicycle lanes and Breeze bikeshare hubs, and directly adjacent to the Broadway bike lanes and a Big Blue Bus stop.

Variance for Non-Dedicated Loading Space

The site has direct access to the public sidewalk along Broadway. Automobile access to the proposed on-site parking and non-dedicated loading space is provided from 18th Court, a dedicated service alley. Furthermore, the project site is well served by public transit and bicycle infrastructure that increase public access to the site. The site is also within walking distance to the Metro “E” (Expo) Line, in close proximity to several Metro and Big Blue Bus lines, near several bicycle lanes and Breeze bikeshare hubs, and directly adjacent to the Broadway bike lanes and a Big Blue Bus stop.

Variance for Higher Percentage of Compact Parking

The site has direct access to the public sidewalk along Broadway. Automobile access to the proposed on-site parking is provided from 18th Court, a dedicated service alley. Furthermore, the project site is well served by public transit and bicycle infrastructure that increase public access to the site. The site is also within walking distance to the Metro “E” (Expo) Line, in close proximity to several Metro and Big Blue Bus lines, near several bicycle lanes and Breeze bikeshare hubs, and directly adjacent to the Broadway bike lanes and a Big Blue Bus stop.

9. For the reduction of the automobile parking space requirements, the reduction is based and conditioned upon an approved parking reduction plan that incorporates transportation control measures that have been demonstrated to be effective in reducing parking needs and that are monitored, periodically reviewed for continued effectiveness, and enforced by the City as contained in Chapter 9.28, Parking, Loading, and Circulation. The reduction is based and conditioned upon a robust TDM plan and a thorough Parking and Loading Operations Plan that are designed to be effective in reducing parking needs and are specifically tailored to this site and this desirable creative office use. The applicant will meet any applicable TDM reporting requirements consistent with SMMC chapter 9.53.
10. The strict application of the provisions of this Ordinance would result in unreasonable deprivation of the use or enjoyment of the property.

Variance for Reduction in Number of Parking Spaces

The applicant is an owner-occupant that bought the property for her own business and has made a substantial economic commitment to this neighborhood. The applicant has worked extensively and in good faith with Staff through the review and approval of the Parking and Loading Operations Plan (PLOP) to provide the maximum of amount of parking possible in a configuration acceptable to the City, and has proposed a Transportation Demand Management plan that achieves above-code required measures to mitigate parking impacts. The strict application of the provisions of this Ordinance, however, would prevent the applicant's proposed project because, due to the property's substandard lot size and the existing improvements that occupy the front (north) half of the site area, the number of parking spaces prescribed by code cannot feasibly be provided together with the code-prescribed ADA path of travel, trash and recycling enclosures, bicycle parking, transformer(s), and other requirements. A reduction in the project scope to only adhere to the maximum number of parking spaces that can be accommodated on-site (seven spaces) would eliminate approximately 3,100 square feet from the project which would make the project infeasible and deprive the owner of full use of the project site in accordance with the development parameters established for parcels zoned MUBL.

Variance for Non-Dedicated Loading Space

The applicant is an owner-occupant that bought the property for her own business and has made a substantial economic commitment to this neighborhood. The applicant has worked extensively and in good faith with Staff through the review and approval of the Parking and Loading Operations Plan (PLOP) to accommodate on-site loading in a configuration acceptable to the City, and has proposed a Transportation Demand Management plan that achieves above-code required measures to mitigate parking impacts. The strict application of the provisions of this Ordinance, however, would prevent the applicant's proposed project because, due to the property's substandard lot size and the existing improvements that occupy the front (north) half of the site area, a dedicated loading area as prescribed by code cannot feasibly be provided together with the code-prescribed ADA path of travel, trash and recycling enclosures, automobile parking, bicycle parking, transformer(s), and other requirements. A reduction in the project scope to accommodate a dedicated loading zone loading is impractical given the project's small scale and proposed single "tenant" use and would make the project infeasible and deprive the owner of full use of the project site in accordance with the development parameters established for parcels zoned MUBL.

Variance for Higher Percentage of Compact Parking

The applicant is an owner-occupant that bought the property for her own business and has made a substantial economic commitment to this neighborhood. The applicant has worked extensively and in good faith with Staff through the review and approval of the Parking and Loading Operations Plan (PLOP) to provide the maximum of amount of parking possible in a configuration acceptable to the City, and has proposed a Transportation Demand Management plan that achieves above-code required measures to mitigate parking impacts. The strict application

of the provisions of this Ordinance, however, would prevent the applicant's proposed project because, due to the property's substandard lot size and the existing improvements that occupy the front (north) half of the site area, the number of parking spaces prescribed by code cannot feasibly be provided together with the code-prescribed ADA path of travel, trash and recycling enclosures, bicycle parking, transformer(s), and other requirements. A reduction in the project scope to only adhere to the maximum number of parking spaces that can be accommodated on-site (seven spaces) would eliminate approximately 3,100 square feet from the project which would make the project infeasible and deprive the owner of full use of the project site in accordance with the development parameters established for parcels zoned as MUBL.

CONDITIONS OF APPROVAL:

PLANNING AND COMMUNITY DEVELOPMENT

Project Specific Conditions

1. The upper level outdoor patio located along the south elevation of the building shall not be occupied during the hours of 8:00 PM to 7:00 AM. This space shall be used as ancillary common space for the building tenants and shall not be utilized as an event space.
2. The applicant shall designate an on-site attendant or employee during hours that the project is open to the public in order to facilitate parking and loading.
3. An on-site contact person shall be designated to serve as a neighborhood liaison to address any neighborhood concerns related to the project. Applicable contact information shall be posted on the applicant's website.
4. The applicant shall work with the City's Mobility division and the adjacent property owners to explore the feasibility of providing a loading zone on Broadway in front of the project or at adjacent properties.
5. A minimum of 18 bicycle parking spaces, as shown on the approved plans, shall be provided and maintained for use.
6. The applicant shall encourage employees to commute through alternatives to single-occupancy driving and shall provide employees with incentives to rideshare or use alternative commute modes including, at minimum, providing transit passes or a 75% transportation allowance in order to minimize trips and parking generated by the facility.

Administrative

7. The Planning Commission's approval, conditions of approval, or denial of these applications may be appealed to the City Council if the appeal is filed with the Zoning Administrator within fourteen consecutive days following the date of the Planning Commission's determination in the manner provided in SMMC Section 9.37.130. Any appeal must be made in the form required by the Zoning Administrator. The approval of this permit shall expire if the rights granted are not exercised within one year the permit's effective date. Exercise of rights shall mean issuance of a building permit to commence construction, or actual commencement of the use granted by this conditional use permit if a building permit is not required.
8. Within ten days of City Planning Division transmittal of the Statement of Official Action, project applicant shall sign and return a copy of the Statement of Official Action prepared by the City Planning Division, agreeing to the conditions of approval and acknowledging that failure to comply with such conditions shall constitute grounds for potential revocation of the permit approval. By signing same, applicant shall not thereby waive any legal rights applicant may possess regarding said conditions. The signed Statement shall be returned to the City Planning Division. Failure to comply with this condition shall constitute grounds for potential permit revocation.
9. Within thirty (30) days after final approval of the project, a sign shall be posted on site stating the date and nature of the approval. The sign shall be posted in accordance with the Zoning Administrator guidelines and shall remain in place until a building permit is issued for the project. The sign shall be removed promptly when a building permit is issued for the project or upon expiration of the Conditional Use Permit and/or Variance.
10. Prior to issuance of a Business License, the applicant shall post a notice at the building entry stating that the site is regulated by a Conditional Use Permit and the Statement of Official Action, which includes the establishment's conditions of approval, the establishment's approved floor plan, is available upon request. This notice shall remain posted at all times the establishment is in operation.
11. In the event permittee violates or fails to comply with any conditions of approval of this permit, no further permits, licenses, approvals or certificates of occupancy shall be issued until such violation has been fully remedied.
12. Applicant shall defend, indemnify, and hold harmless the City and its boards, commissions, agents, officers, and employees (collectively, "City") from any claims, actions, or proceedings (individually referenced as "Claim" and collectively referenced as "Claims") against the City to attack, set aside, void, or annul, the approval of 19ENT-0441 and/or 19ENT-0442 or any Claims brought against the City due to the acts or omissions in any way connected to the Applicant's project. City shall promptly notify the applicant of any Claim and shall cooperate fully in the defense. Nothing contained in this paragraph prohibits the City from participating in the defense of any Claims, if both of the following occur:

- i. The City bears its own attorney's fees and costs.
- ii. The City defends the action in good faith.
- iii. Applicant shall not be required to pay or perform any settlement unless the settlement is approved by the Applicant.
- iv. In the event any such action is commenced to attack, set aside, void or annul all, or any, provisions of any approvals granted for the Project, or is commenced for any other reason against the City for the act or omissions relating to the Applicant's project, within fourteen (14) days following notice of such action from the City, the Applicant shall file with the City a performance bond or irrevocable letter of credit, or other form of security satisfactory to the City ("the Security") in a form satisfactory to the City, and in the amount of \$100,000 to ensure applicant's performance of its defense, indemnity and hold harmless obligations to City. The Security amount shall not limit the Applicant's obligations to the City hereunder. The failure of the Applicant to provide the Security shall be deemed an express acknowledgment and agreement by the Applicant that the City shall have the authority and right, without consent of the Applicant, to revoke the approvals granted hereunder.

Conformance with Approved Plans

13. This approval is for those plans dated May 2020, 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.
14. Minor amendments to the plans shall be subject to approval by the Director of Planning. A significant change in the approved concept shall be subject to Planning Commission Review. Construction shall be in conformance with the plans submitted or as modified by the Planning Commission, Architectural Review Board or Director of Planning.
15. Project plans shall be subject to complete Code Compliance review when the building plans are submitted for plan check and shall comply with all applicable provisions of Article IX of the Municipal Code and all other pertinent ordinances and General Plan policies of the City of Santa Monica prior to building permit issuance.

Fees

16. As required by California Government Code Section 66020, the project applicant is hereby notified that the 90-day period has begun as of the date of the approval of this application, in which the applicant may protest any fees, dedications, reservations, or other exactions imposed by the City as part of the approval or as a condition of approval of this development. The fees, dedications, reservations,

or other exactions are described in the approved plans, conditions of approval, and/or adopted city fee schedule.

Project Operations

17. The operation shall at all times be conducted in a manner not detrimental to surrounding properties or residents by reason of lights, noise, activities, parking or other actions.
18. The project shall at all times comply with the provisions of the Noise Ordinance (SMMC Chapter 4.12).
19. All on-site parking spaces for employee or customer use shall be clearly identified as such with either signage or pavement markings.

Standard Conditions

20. Mechanical equipment shall not be located on the side of any building which is adjacent to a residential building on the adjoining lot, unless otherwise permitted by applicable regulations. Roof locations may be used when the mechanical equipment is installed within a sound-rated parapet enclosure.
21. Final approval of any mechanical equipment installation will require a noise test in compliance with SMMC Section 4.12.040. Equipment for the test shall be provided by the owner or contractor and the test shall be conducted by the owner or contractor. A copy of the noise test results on mechanical equipment shall be submitted to the Community Noise Officer for review to ensure that noise levels do not exceed maximum allowable levels for the applicable noise zone.
22. Final parking lot layout and specifications shall be subject to the review and approval of the Strategic and Transportation Planning Division.
23. The property owner shall insure any graffiti on the site is promptly removed through compliance with the City's graffiti removal program.

VOTE

Ayes:
Nays:
Abstain:
Absent:

NOTICE

If this is a final decision not subject to further appeal under the City of Santa Monica

Comprehensive Land Use and Zoning Ordinance, the time within which judicial review of this decision must be sought is governed by Code of Civil Procedure Section 1094.6, which provision has been adopted by the City pursuant to Municipal Code Section 1.16.010.

I hereby certify that this Statement of Official Action accurately reflects the final determination of the Planning Commission of the City of Santa Monica.

Leslie Lambert, Chairperson_

Date

Acknowledgement by Permit Holder

I hereby agree to the above conditions of approval and acknowledge that failure to comply with such conditions shall constitute grounds for potential revocation of the permit approval.

Print Name and Title

Date

Applicant's Signature

**NOTICE OF A PUBLIC HEARING
BEFORE THE SANTA MONICA PLANNING COMMISSION
VIA TELECONFERENCE
Pursuant to Executive Order N-29-20 Issued By Governor Gavin Newsom**

SUBJECT: 19ENT-0441 (Conditional Use Permit)
19ENT-0442 (Variance)
1820 Broadway
APPLICANT: Kwanza Jones, Supercharged
PROPERTY OWNER: 1820 Broadway LLC

A public hearing will be held by the Planning Commission to consider the following requests:

Conditional Use Permit to allow the operation of a creative office use within a building whose floor area would be expanded by more than 50 percent and a Variance to reduce the number of required parking spaces, increase the number of allowable compact spaces, and provide a non-dedicated loading space in conjunction with a new creative business that is focused on fitness, wellness, and personal development known as Supercharged. The creative office use would be located on a 5,000 square foot parcel in the Mixed-Use Boulevard Low zoning district and operated within an existing one-story building that would be remodeled and expanded to a height of two stories and contain 9,675 square feet of floor area which includes a 3,457 square-foot basement.

DATE/TIME: WEDNESDAY, JUNE 3, 2020 AT 5:30 PM

LOCATION: In an effort to reduce the risk of spreading Coronavirus (COVID-19), members of the Planning Commission and City Staff will participate via teleconference. The meeting will be broadcast on CityTV Channel 16 and streamed on the City's website as normal but participants may also join the teleconference via <https://primetime.bluejeans.com/a2m/live-event/vwreggha> or by dialing in at 1-415-466-7000 (PIN: 9645793 #)

HOW TO COMMENT

The City of Santa Monica encourages public comment. Those wishing to give public comment must make that request via email to planningcomment@smgov.net. Written information received prior to 12 p.m. on the day of the meeting will be distributed to the Planning Commission prior to the meeting and posted online. Written information received after 12 p.m. on June 3, 2020 will be read aloud at the meeting for a total of three minutes.

Address your comments to: Scott Albright, Senior Planner
Re: 20ENT-0441 and 20ENT-0442

MORE INFORMATION

If you want more information about this project or wish to review the project file, please contact Scott Albright at (310) 458-8341, or by e-mail at scott.albright@smgov.net. The Zoning Ordinance is available on the City's web site at www.smgov.net. For disability-related accommodations, please contact (310) 458-8341 or (310) 458-8696 TTY at least 72 hours in advance. All written materials are available in alternate format upon request. Pursuant to California Government Code Section 65009(b), if this matter is subsequently challenged in Court, the challenge may be limited to only those issues raised at the public hearing described in this notice, or in written correspondence delivered to the City of Santa Monica at, or prior to, the public hearing.

ESPAÑOL

Esto es una noticia de una audiencia pública para revisar aplicaciones proponiendo desarrollo en Santa Monica. Si deseas más información, favor de llamar a Carmen Gutierrez en la División de Planificación al número (310) 458-8341.



ARB HEARING

1820 BROADWAY
Santa Monica, CA 90404

MAY 2020

SUPERCHARGED

A MODERN, MULTI-FACETED BUSINESS FOCUSED ON HEALTH, WELLNESS, WELLBEING, AND PERSONAL DEVELOPMENT

HLW International LLP
1437 4TH STREET, 4TH FLOOR
Santa Monica, CA 90401
Tel 310 453 2800



PROJECT IDENTIFICATION

PROJECT INFORMATION

SHEET LIST

DRAWING SYMBOLS

OWNER:
1820 BROADWAY, LLC
8605 SANTA MONICA BLVD, #29406
LOS ANGELES, CA 90401

APPLICABLE BUILDING CODE :
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA GREEN BUILDINGS STANDARDS CODE
2016 CALIFORNIA REFERENCED STANDARDS CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ADMINISTRATIVE CODE
2010 AMERICANS WITH DISABILITY ACT
CITY OF SANTA MONICA MUNICIPAL CODE
REFERENCES AND INDUSTRY STANDARDS

SCOPE OF WORK: 2-STORY WITH BASEMENT, CREATIVE OFFICE,
WITH GROUND FLOOR RETAIL & FITNESS/PROGRAMMING
COMPONENTS

OCCUPANCY TYPE: B - OFFICE

PROJECT ADDRESS:
1820 BROADWAY
SANTA MONICA, CA 90404

ASSESSOR'S PARCEL NUMBER (APN):
4275-013-003

PROPERTY SETBACKS:
NO SETBACK AT BROADWAY STREET FRONTAGE
REQUIRED STEPBACK: 5' AVERAGE SETBACK AT SECOND FLOOR

ZONING:
MUBL (MIXED- USE BOULEVARD LOW)

PRIMARY USE:
CREATIVE OFFICE WITH GROUND FLOOR RETAIL & FITNESS/ PROGRAMMING COMPONENTS

CONSTRUCTION TYPE:
V-B

HEIGHT:
MAXIMUM TIER 1 ALLOWABLE HEIGHT: 32'
PROPOSED PROJECT HEIGHT: 32'

FLOOR AREA:
EXISTING: 2,500 COMMERCIAL SF + 655 SFH = 3,155 SF
TOTAL PROPOSED FLOOR AREA = 6,218 SF (1ST FL AND 2ND FL) + 3,457(BASEMENT) SF = 9,675 SF
NET ADDITIONAL FLOOR AREA = 9,675 SF-3,155SF= 6,520

FAR:
MAXIMUM TIER 1 ALLOWABLE FAR: 1:25 (6,250 SF)
EXISTING FAR: 0.63 (3,155 SF)
PROPOSED FAR: 1.24 (6,218 SF)
(FLOOR AREA FOR FAR CALCULATION INCLUDES COVERED PARKING & EXCLUDES BASEMENT)

PARKING:
PARKING: 1:450 SF CREATIVE OFFICE
REQUIRED: 14 SPACES
EXISTING: 0 SPACES
PROPOSED: 7 TANDEM SPACES COMPRISED OF:
4 COMPACT
2 STANDARD
1 ACCESSIBLE
2 EV CHARGERS

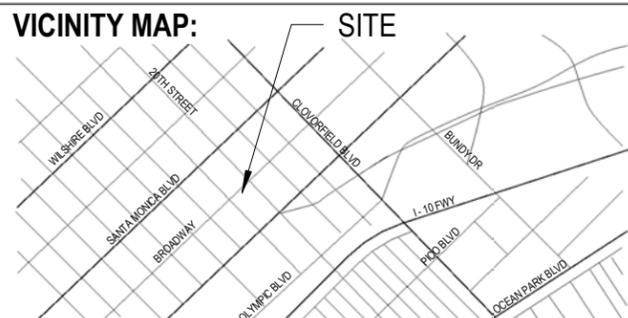
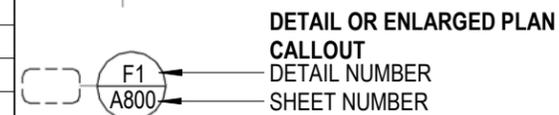
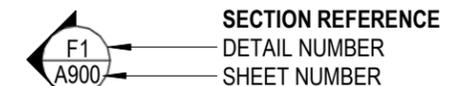
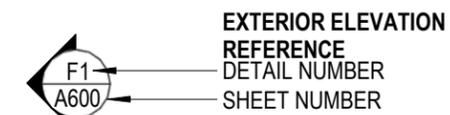
BICYCLE PARKING:
REQUIRED: 1 SPACE PER 8,000 SF (4 MIN SHORT TERM)
REQUIRED: 1 SPACE PER 2,000 SF (4 MIN LONG TERM)
PROVIDED: 18

LOADING:
REQUIRED:1
PROPOSED:1 SHARED WITH PARKING

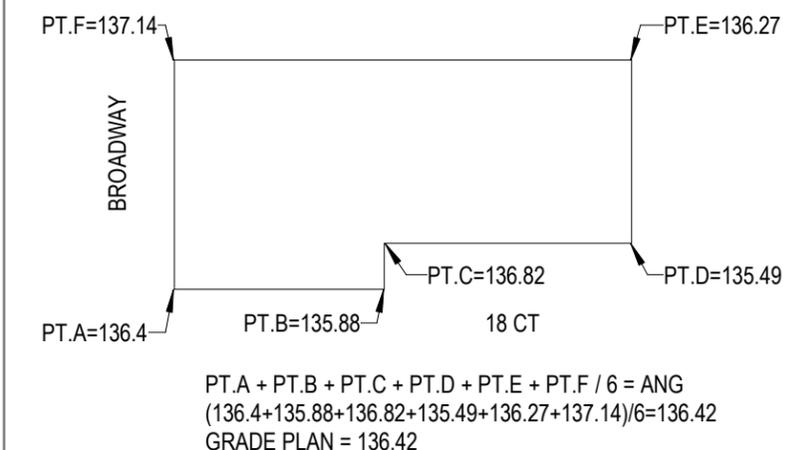
EXISTING LOT SIZE
5,000 SF (100' X 50')
LEGAL NONCOMFORMING LOT

**DEMOLITION PERMIT CLEARED LANDMARKS COMMISSION 75-DAY WAITING PERIOD ON
JANUARY 27,2019**

#	NAME	Issue 1
A-0	SUPERCHARGED	
A-0.1	PROJECT DATA SHEET	
A-0.2	FLOOR AREA	
A-0.2.2	AERIAL LOCATION PLAN	
A-0.4	SURVEY SITE PLAN	
A-1.0	SURROUNDING CONTEXT	
A-1.1	SURROUNDING CONTEXT PHOTO WITH PROJECT	
A-1.2	ENLARGED SURROUNDING CONTEXT PHOTO WITH PROJECT	
A-1.3	EXISTING BUILDING PHOTOS	
A-2.1	PROPOSED BUILDING AXONOMETRIC	
A-2.2	PROJECT RENDERING	
A-102	GROUND FLOOR RETENTION OF EXISTING COMMERCIAL BUILDING & REMOVAL OF REAR DWELLING UNIT	
A-102.2	STRUCTURAL LETTER	
A-200	SITE PLAN PROPOSED	
A-201	GROUND FLOOR PLAN - PROPOSED	
A-202	LEVEL 02 FLOOR PLAN - PROPOSED	
A-203	BASEMENT FLOOR PLAN - PROPOSED	
A-204	ROOF PLAN - PROPOSED	
A-300	PROPOSED ELEVATIONS - NORTH	
A-302	PROPOSED ELEVATIONS - WEST	
A-303	PROPOSED ELEVATIONS - SOUTH	
A-304	PROPOSED ELEVATIONS - SOUTH FACING PARKING	
A-305	PROPOSED ELEVATIONS - EAST	
A-400	BUILDING SECTIONS	
A-401	BUILDING SECTIONS	
A-500	APPENDIX	



AVERAGE NATURAL GRADE CALCULATION

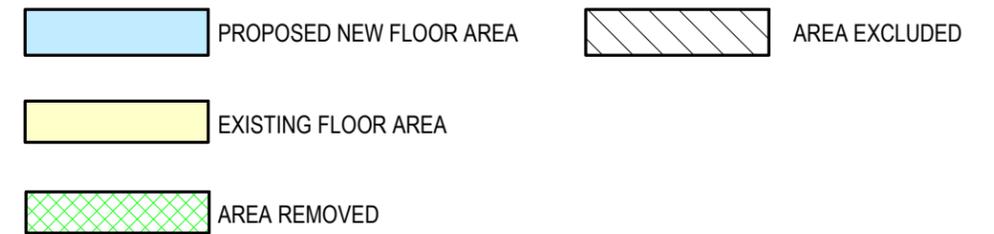


PROJECT NARRATIVE

TWO- STORY PLUS BASEMENT CREATIVE OFFICE PROJECT DESIGNED TO HEADQUARTER OWNER-USER'S HEALTH, WELLNESS, WELLBEING AND PERSONAL DEVELOPMENT BUSINESS, WITH ANCILLARY GROUND FLOOR RETAIL AND FITNESS/PROGRAMMING COMPONENTS TO CREATE AND MARKET OWNER-USER'S CREATIVE CONTENT WHILE ACTIVATING THE BROADWAY FRONTAGE. CUP TO ALLOW CREATIVE OFFICE USE AND PARKING VARIANCE TO ALLOW 7 COVERED SURFACE PARKING SPACES AND MINOR DEVIATIONS FROM PARKING/LOADING STANDARDS. SUBTERRANEAN PARKING IS INFEASIBLE ON THIS SUBSTANDARD LOT.

FLOOR AREA CALCULATIONS

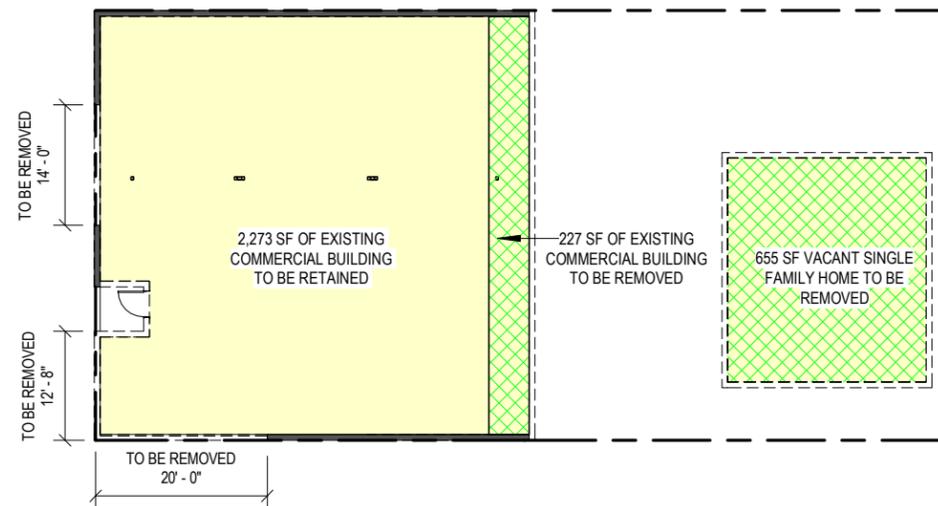
FAR:
 MAXIMUM TIER 1 ALLOWABLE FAR: 1:25 (6,250SF)
 PROPOSED FAR: 1.24 (6,218 SF)
 (PROPOSED INCLUDES COVERED PARKING & EXCLUDES BASEMENT)



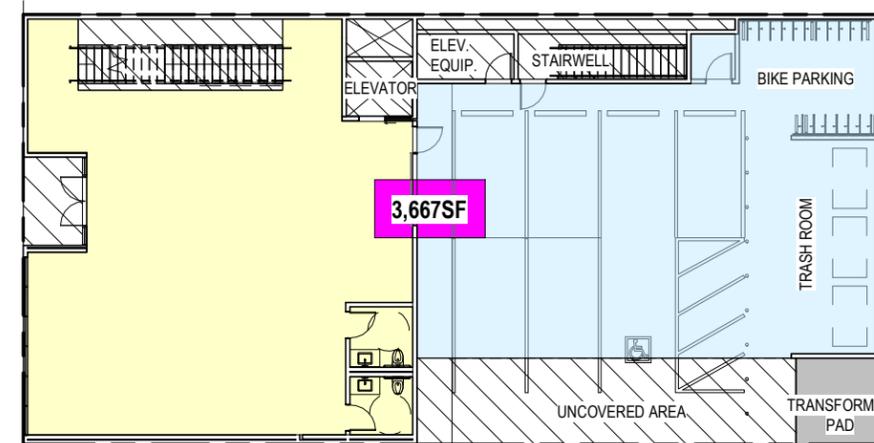
LEVEL 02 PROPOSED

	EXISTING FLOOR AREA	EXISTING FLOOR AREA REMOVED	EXISTING AREA RETAINED
LEVEL	AREA	AREA	AREA
COMMERCIAL BLDG.	2,500 SF	227 SF	2,273 SF
VACANT SFH.	655 SF	655 SF	0 SF
TOTAL	3,155 SF	882 SF	2,273 SF

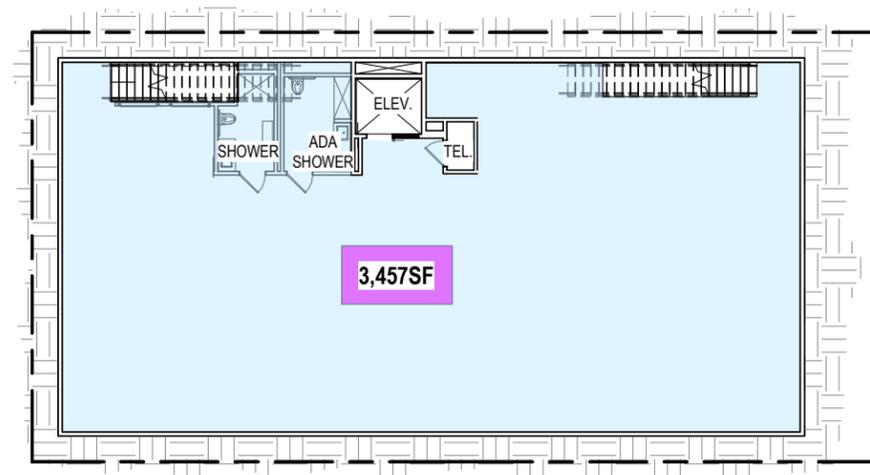
	EXISTING FLOOR AREA RETAINED	AREA ADDED	TOTAL AREA PROPOSED
LEVEL	AREA	AREA	AREA
BASEMENT	-	3,457 SF	3,457 SF
GROUND FLOOR	2,273 SF	1,394 SF	3,667 SF
2ND FLOOR	-	2,551 SF	2,551 SF
TOTAL	2,273 SF	7,402 SF	9,675 SF



GROUND FLOOR EXISTING

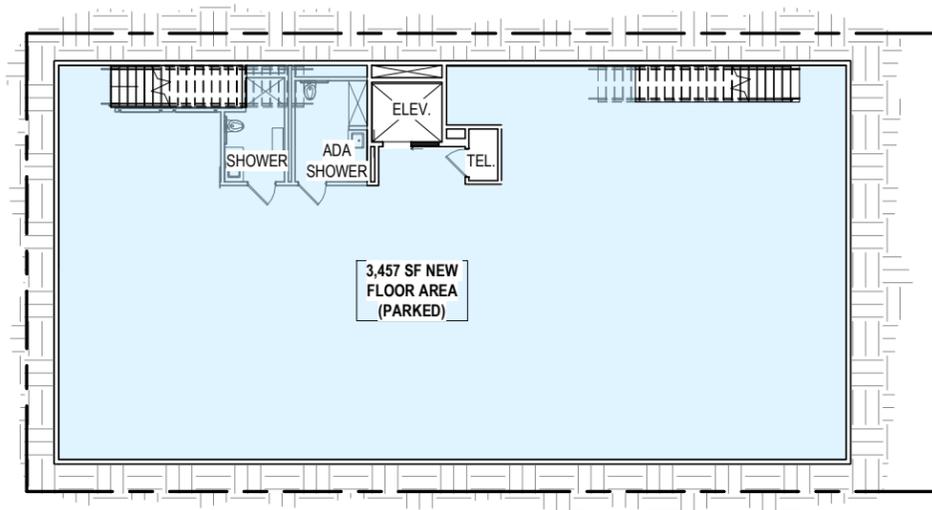


GROUND FLOOR PROPOSED

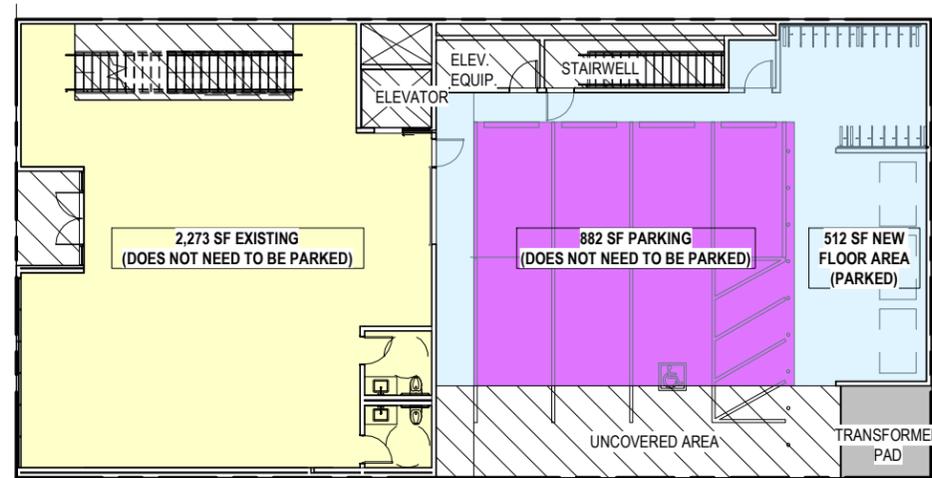


BASEMENT LEVEL PROPOSED

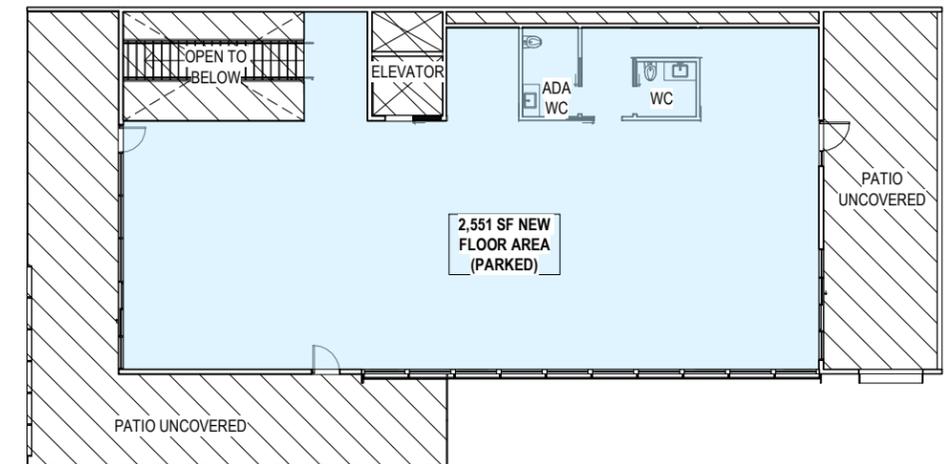
FLOOR AREA



BASEMENT LEVEL PROPOSED



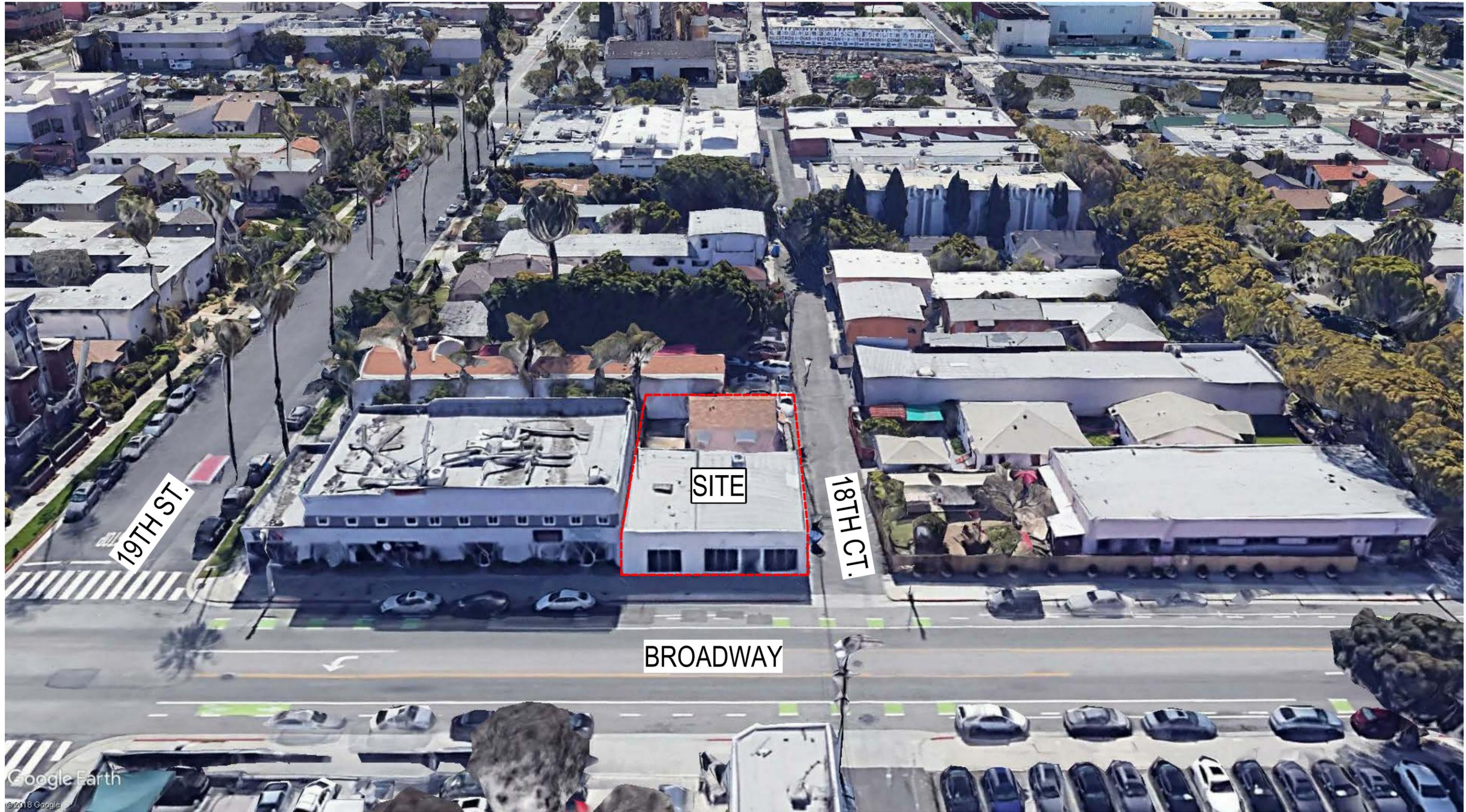
GROUND FLOOR PROPOSED



LEVEL 02 PROPOSED

FLOOR AREA TO BE PARKED				
	TOTAL FLOOR AREA	COVERED PARKING**	EXISTING FLOOR AREA**	TOTAL FLOOR AREA TO BE PARKED
BASEMENT	3,457 SF	N/A	N/A	3,457 SF
GROUND FLOOR	3,667 SF	882 SF	2,273 SF	512 SF
2ND FLOOR	2,551 SF	N/A	N/A	2,551 SF
TOTAL	9,675 SF	882 SF	2,273 SF	6,520 SF
** DOES NOT NEED TO BE PARKED				
PARKING RATIO: 1 SPACE PER 450 SF CREATIVE OFFICE 6,250 SF / 450 = 14 SPACES				

- PROPOSED FLOOR AREA
- EXISTING FLOOR AREA
- PARKING AREA



AERIAL LOCATION PLAN



1. 2 STORY COMMERCIAL, 1828 BROADWAY BROADWAY LOOKING SOUTH



SITE (1820 BROADWAY)



2. 1 STORY PRESCHOOL, 1810 BROADWAY BROADWAY LOOKING SOUTH



3. 1 STORY COMMERCIAL, 1810 BROADWAY BROADWAY LOOKING SOUTH



4. 1 STORY COMMERCIAL, 1503 18TH ST



5. SINGLE STORY PRESCHOOL ACROSS 18TH CT LOOKING WEST



6. CAR DEALER STORAGE LOT, 1807 BROADWAY LOOKING NORTH



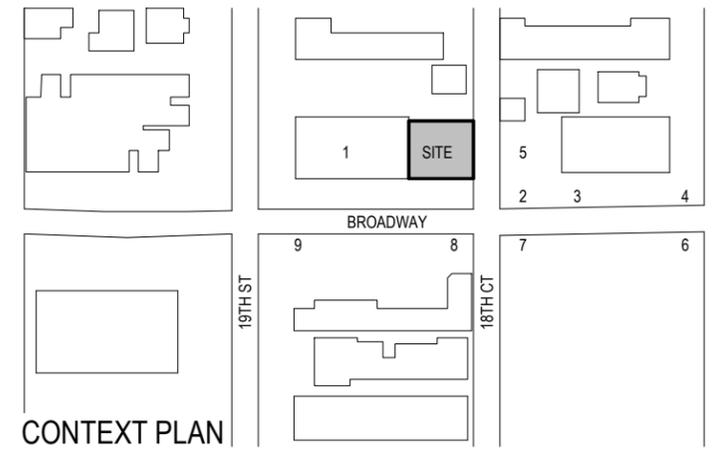
7. CAR DEALER STORAGE LOT, 1807 BROADWAY LOOKING NORTH



8. 1 STORY AUTO BODY SHOP, 1827 BROADWAY LOOKING NORTH



9. 1 STORY AUTO BODY SHOP, 1827 BROADWAY LOOKING NORTH





BROADWAY

BROADWAY LOOKING SOUTH



BROADWAY

BROADWAY LOOKING SOUTH



1. VIEW OF SITE ACROSS BROADWAY LOOKING SOUTH



2. SOUTH ELEVATION ENTRANCE OFF 18TH CT ALLEY LOOKING NORTH



3. VACANT SINGLE FAMILY HOME OFF 18TH CT ALLEY LOOKING SOUTHEAST



4. WEST ELEVATION VIA 18TH CT ALLEY LOOKING SOUTHEAST



5. ENTRANCE & WEST ELEVATION VIA 18TH CT ALLEY LOOKING EAST



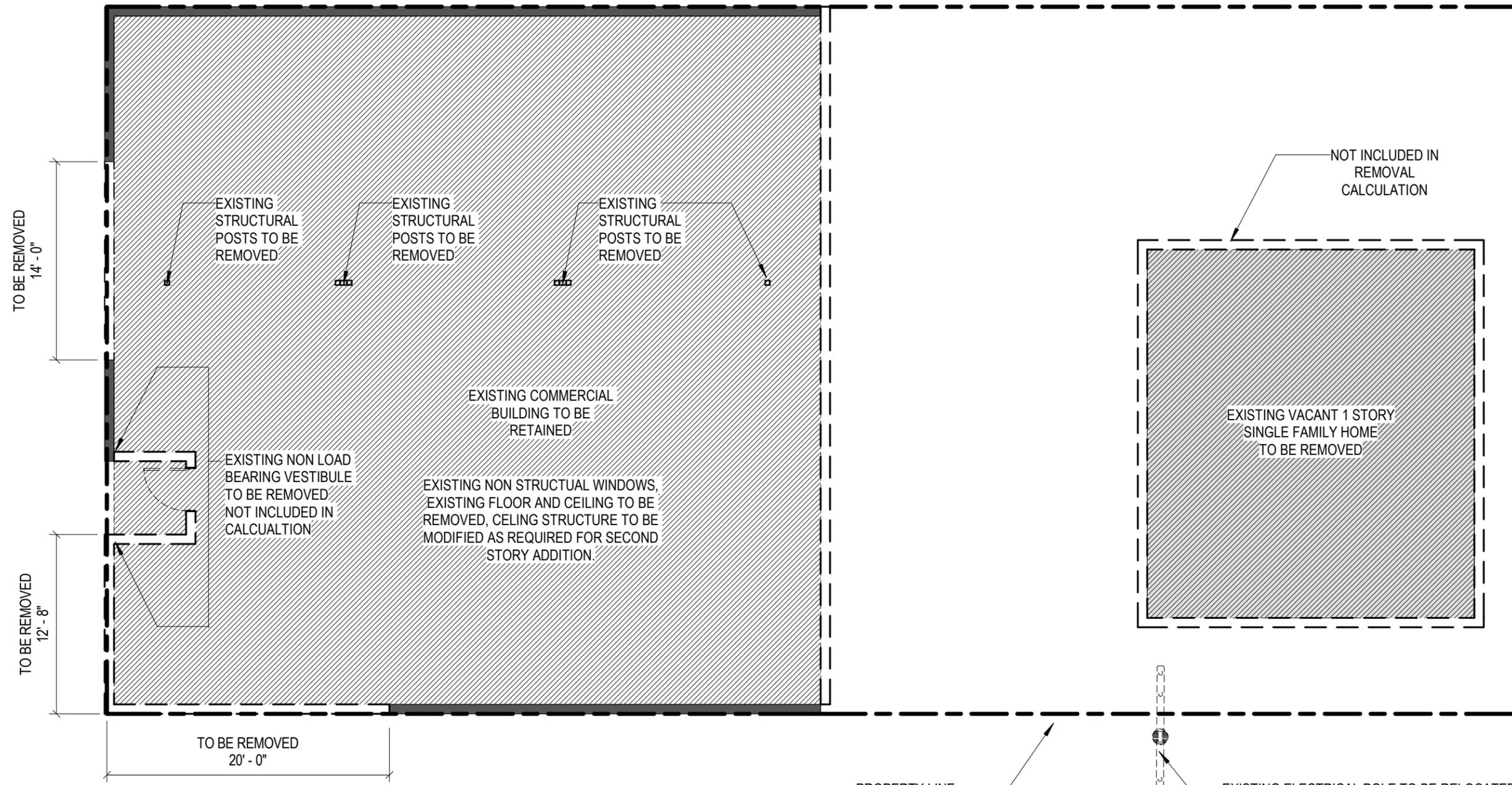
6. SOUTH ELEVATION LOOKING NORTH



PROPOSED BUILDING AXONOMETRIC



PROJECT RENDERING



214' TOTAL PERIMETER
 97' PERIMETER TO BE REMOVED
 45% REMOVED NOT INCLUDING CEILING
 STRUCTURAL MODIFICATION, FLOOR REMOVAL.

WORK DOES NOT CONSTITUTE A
 DEMOLITION PER SMMC SECTION
 9.25.030(A)

-  BUILDING TO BE REMOVED
-  WALL TO BE REMOVED
-  WALL TO REMAIN

GROUND FLOOR RETENTION OF EXISTING COMMERCIAL BUILDING & REMOVAL OF REAR DWELLING UNIT



January 31, 2019

Miguel Salas
 1820 Broadway LLC
 8605 Santa Monica Blvd., Suite 29406
 Los Angeles, CA 90069

Reference: **STATEMENT OF WALL STRUCTURAL INTEGRITY
 1820 BROADWAY, SANTA MONICA, CALIFORNIA
 [S.F. PROJECT #18247]**

Dear Miguel,

We have reviewed the conceptual plans for the proposed renovation of 1820 Broadway. We understand the entire roof and floor slab of the existing building will be removed and replaced. However, some exterior walls are to remain in place during the renovation. The remaining walls, indicated on the attached plan (Figure 1) as "to be protected in place," were visually observed and found to be in fair condition. These walls do not need to be altered or removed as a part of this renovation. During the course of demolition and construction, necessary measures will be taken to protect the existing walls in place. Such measures may include, but are not limited to, bracing and shoring for loads during construction. The means and methods of protecting the walls will be provided by the contractor.

If you have any questions, please feel free to contact us at your convenience.

Sincerely,
 STRUCTURAL FOCUS



Wayne Chang, SE
 Principal

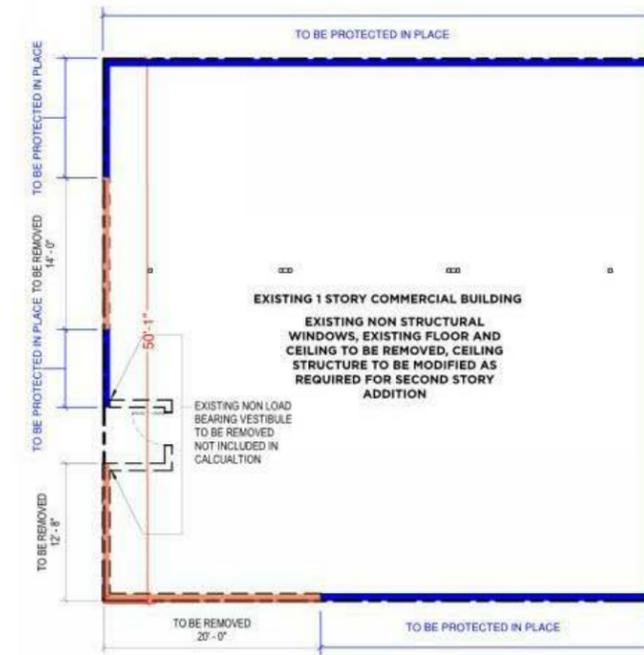
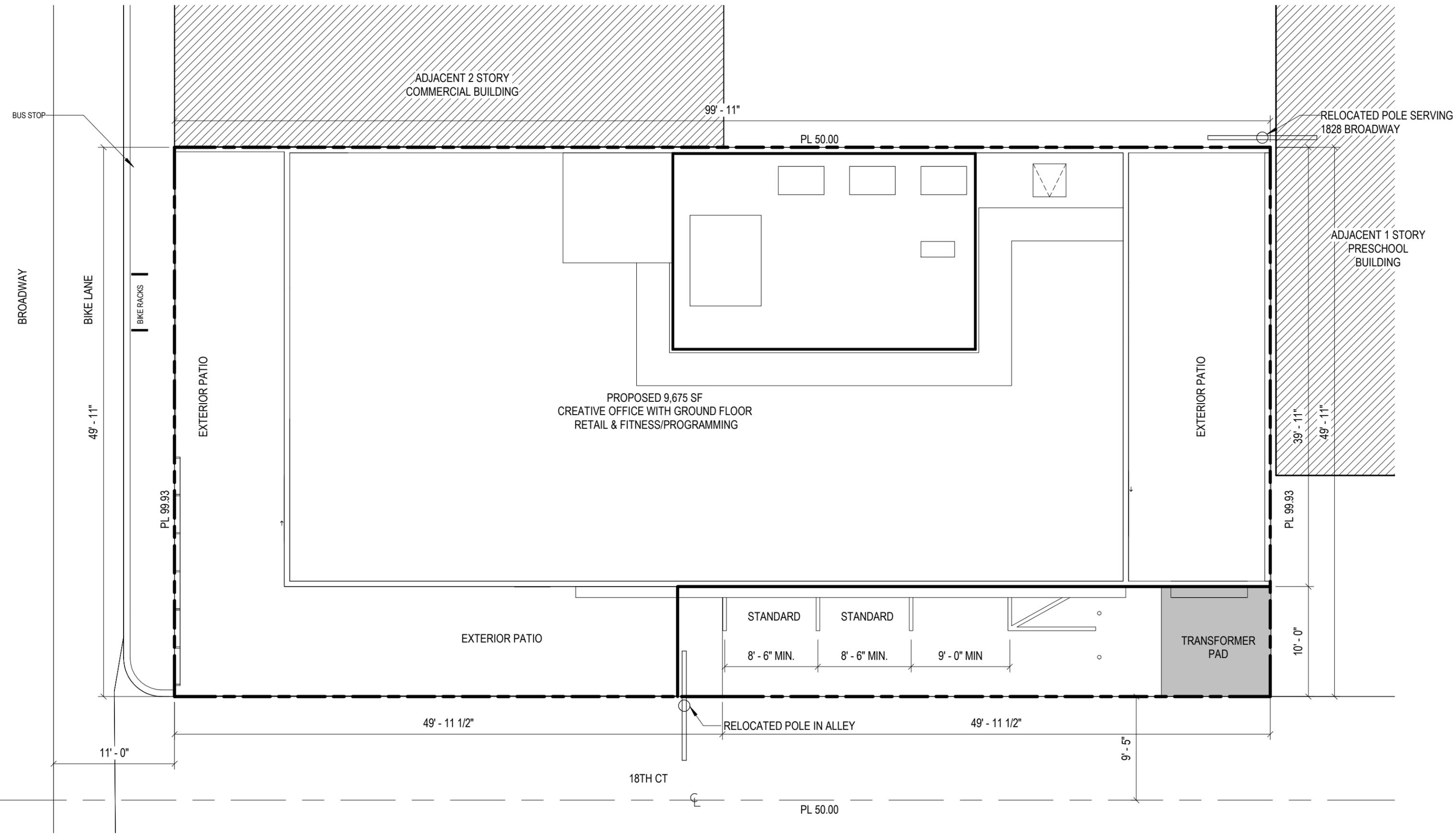
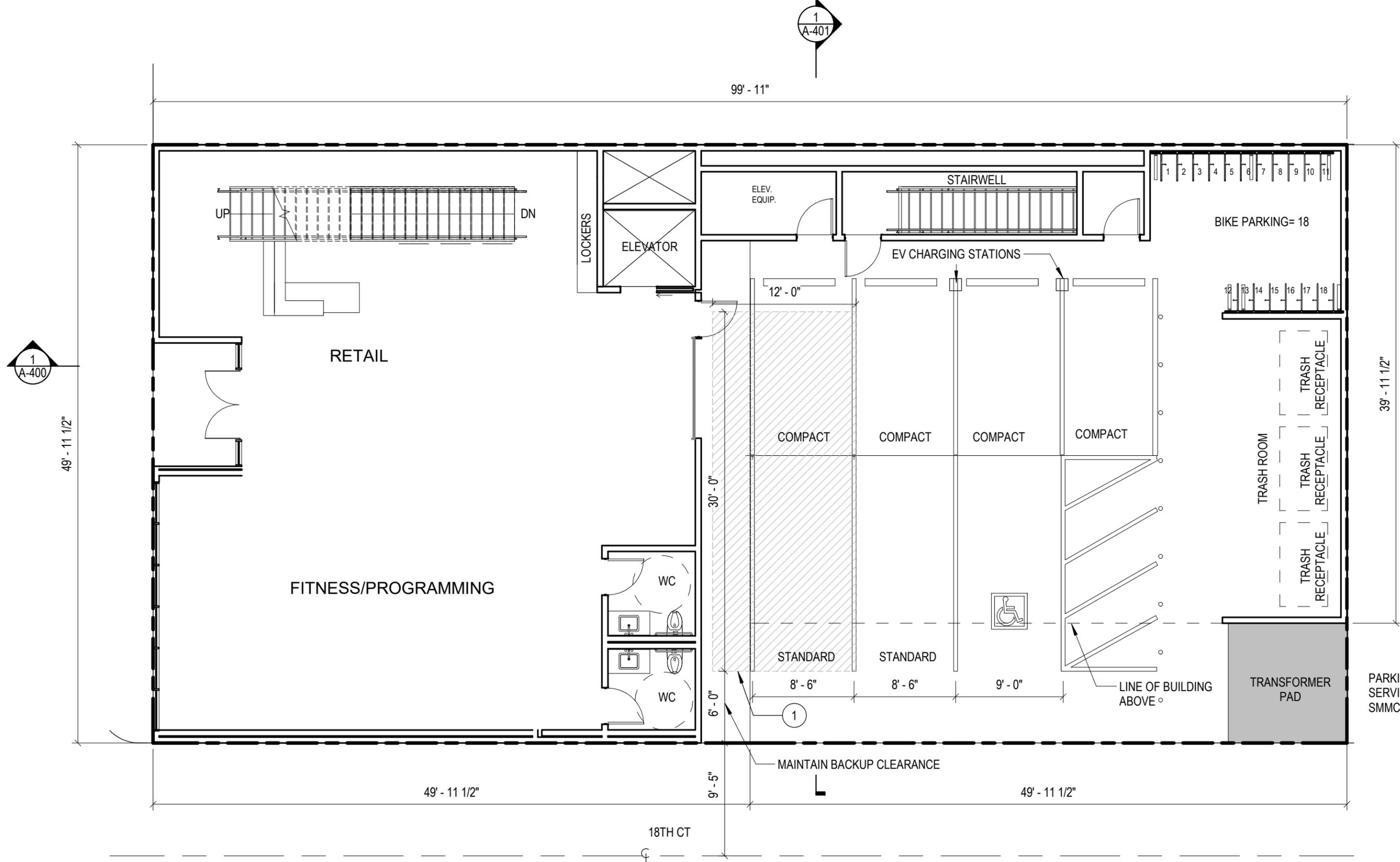


FIGURE 1



SITE PLAN PROPOSED

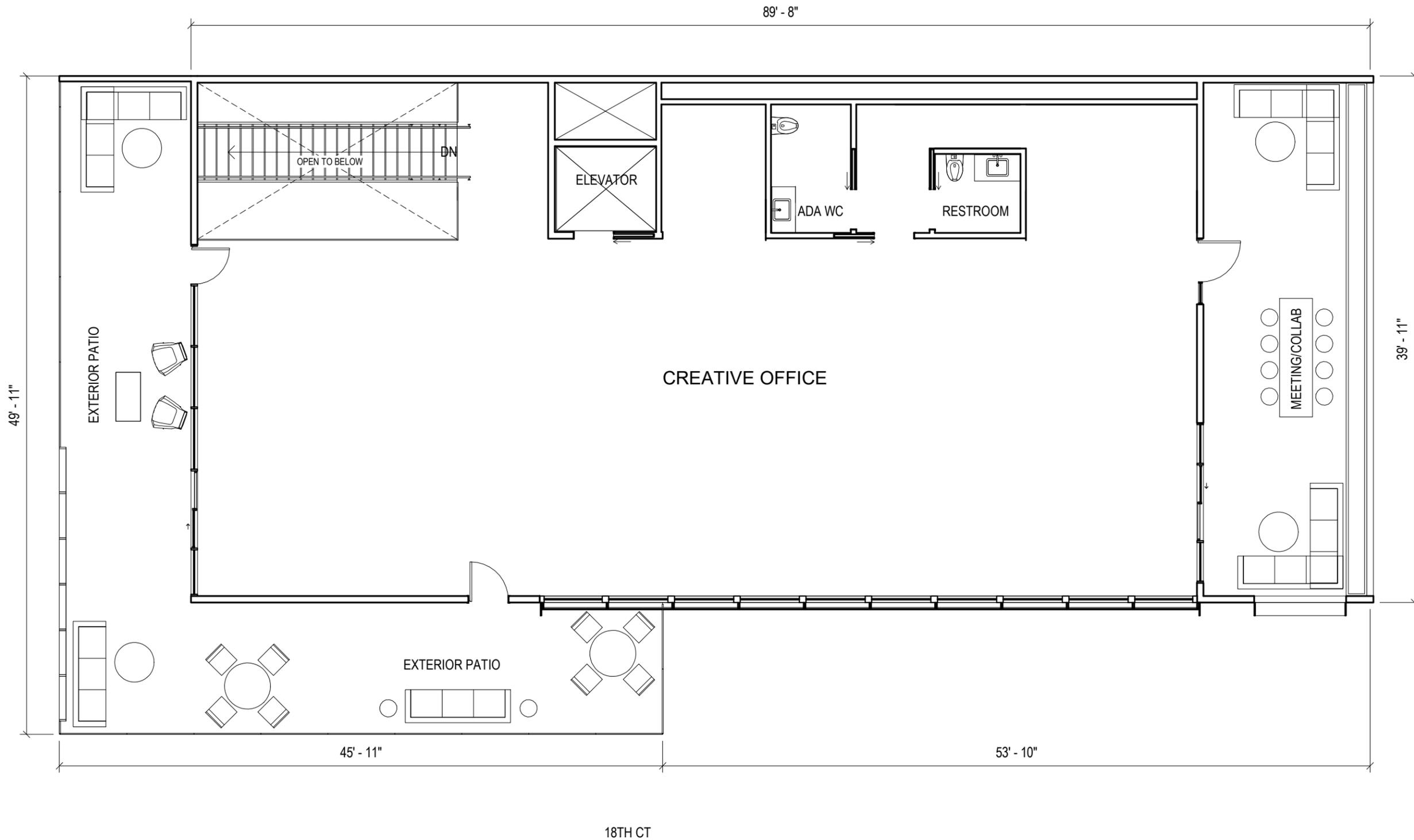




① THESE SPACES TO BE ALSO USED FOR LOADING DURING NON-CLASS TIMES AND AFTER BUSINESS HOURS WHEN THESE SPACES ARE LIKELY TO BE UNOCCUPIED

GROUND FLOOR PLAN - PROPOSED

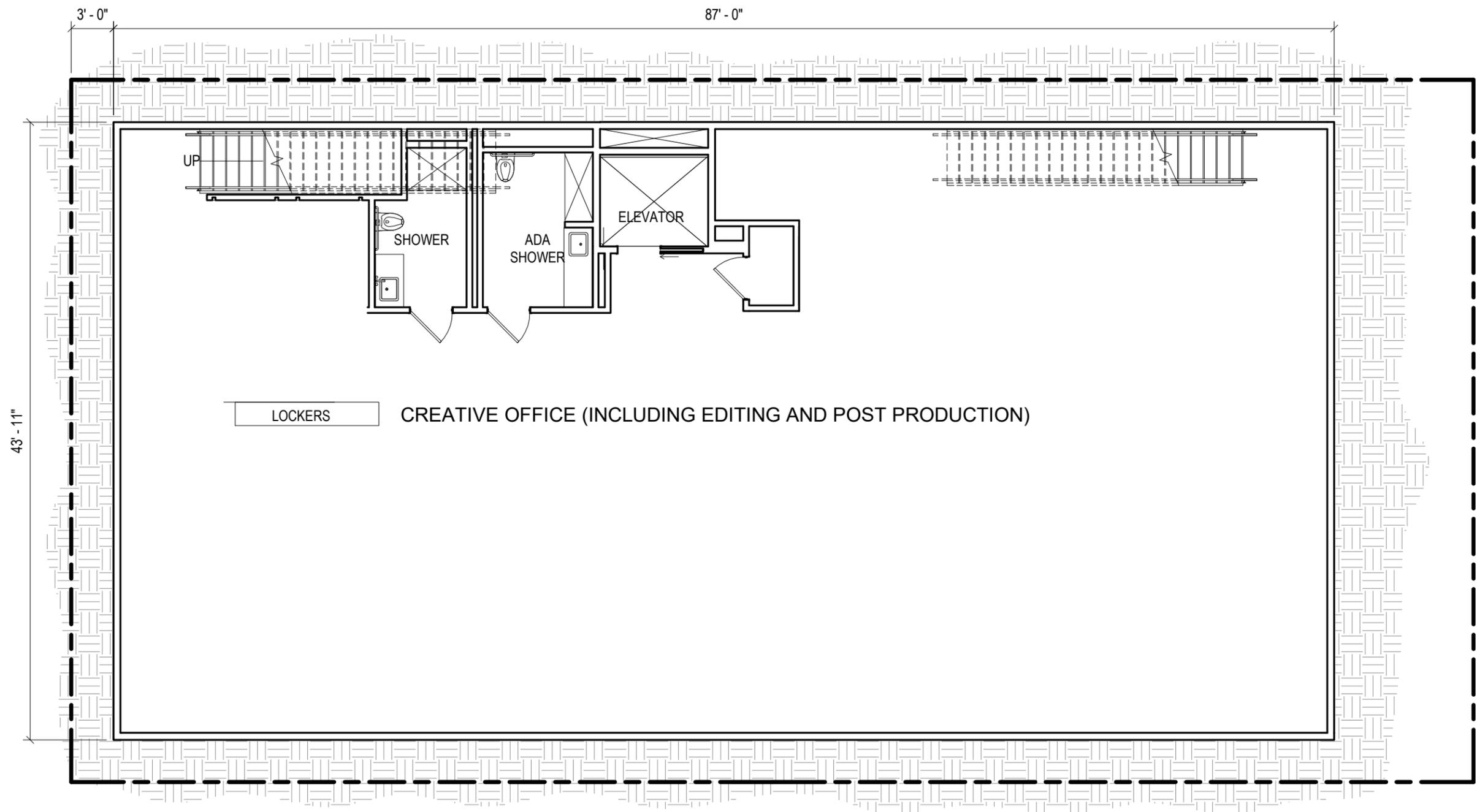
BROADWAY



LEVEL 02 FLOOR PLAN - PROPOSED

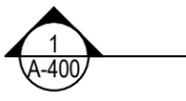
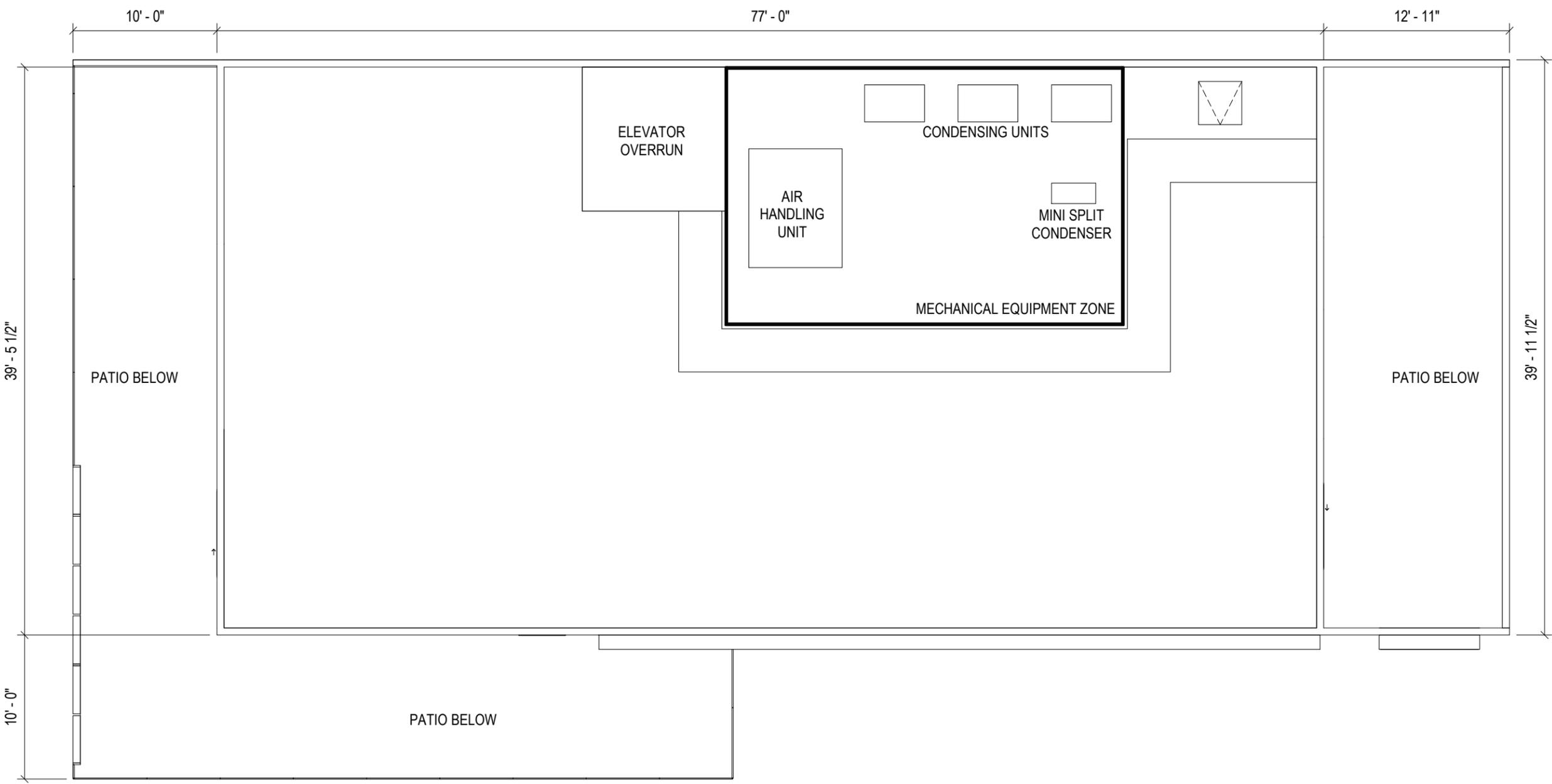


PLAN NORTH
SCALE: 1/8" = 1'-0"

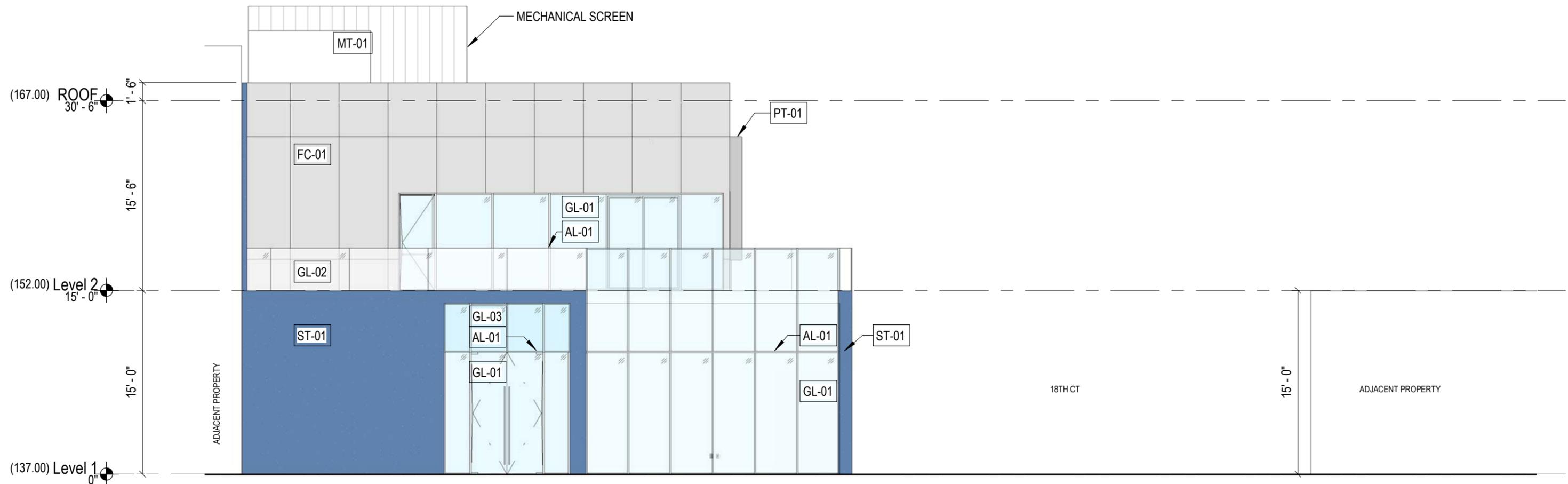


BASEMENT FLOOR PLAN - PROPOSED



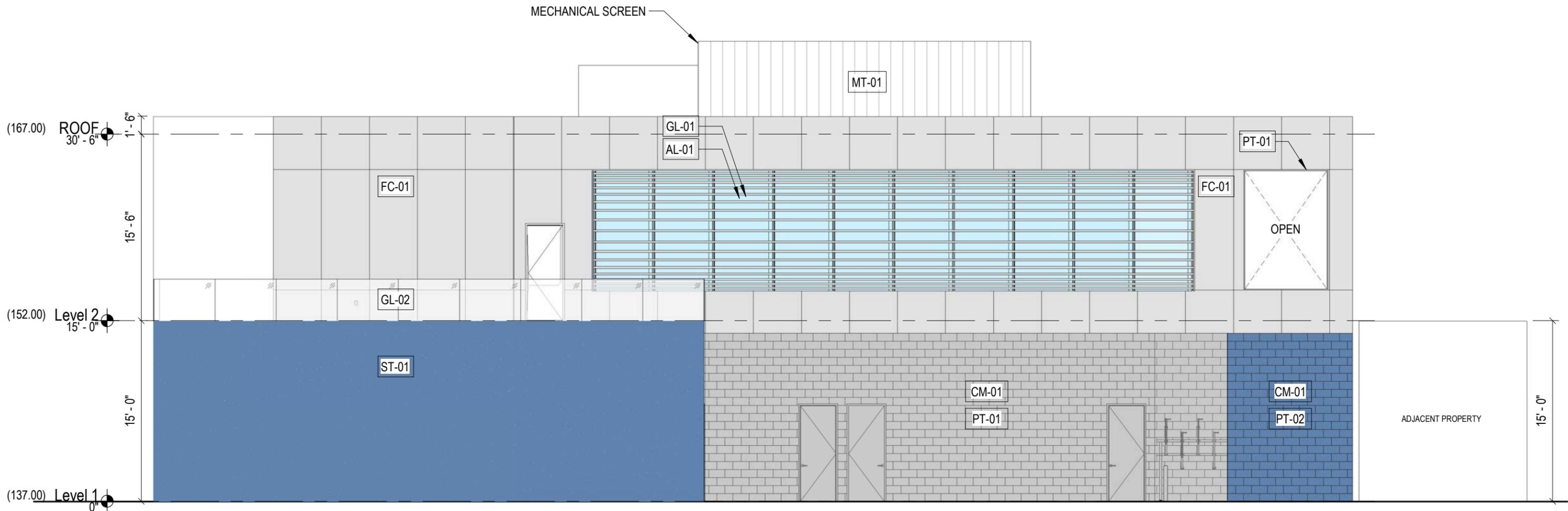


ROOF PLAN - PROPOSED



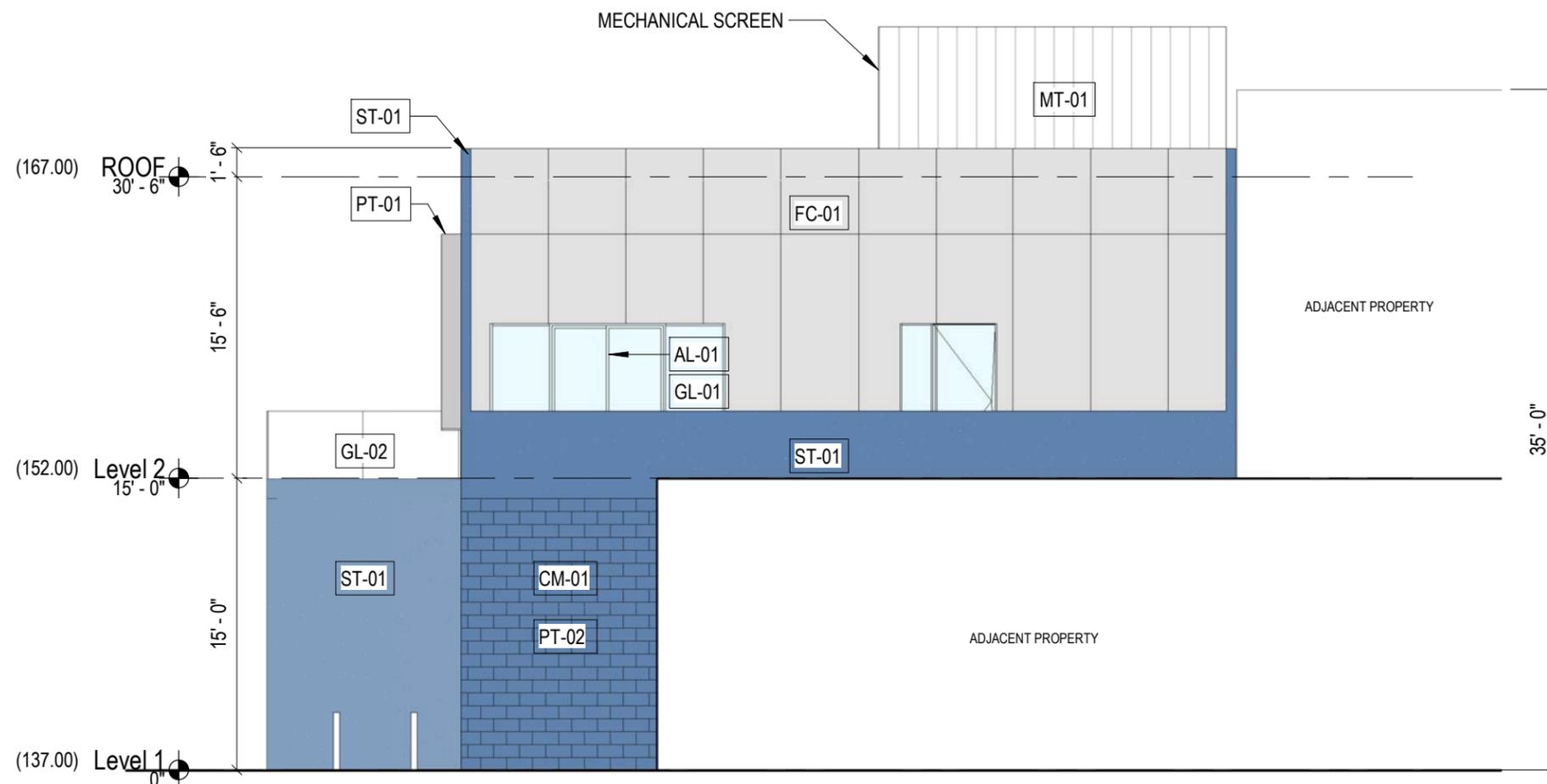
MATERIAL SCHEDULE

GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION
	FC-01	GREY FIBER CEMENT PANEL		GL-01	CURTAIN WALL GLAZING		MT-01	METAL SCREEN
	AL-01	GRAY PAINTED ALUMINUM MULLIONS TO MATCH FC-01		GL-02	FROSTED GLASS RAILING		PT-01	GENERAL GRAY PAINT
	ST-01	SMOOTH STUCCO (NAVY) - LUNA PIER		GL-03	FRITTED CHANNEL GLASS		PT-02	GENERAL NAVY PAINT TO MATCH ST-01
	CMU-01	CONCRETE MASONRY UNIT		WD-01	HANDRAIL WOODEN TOP CAP			



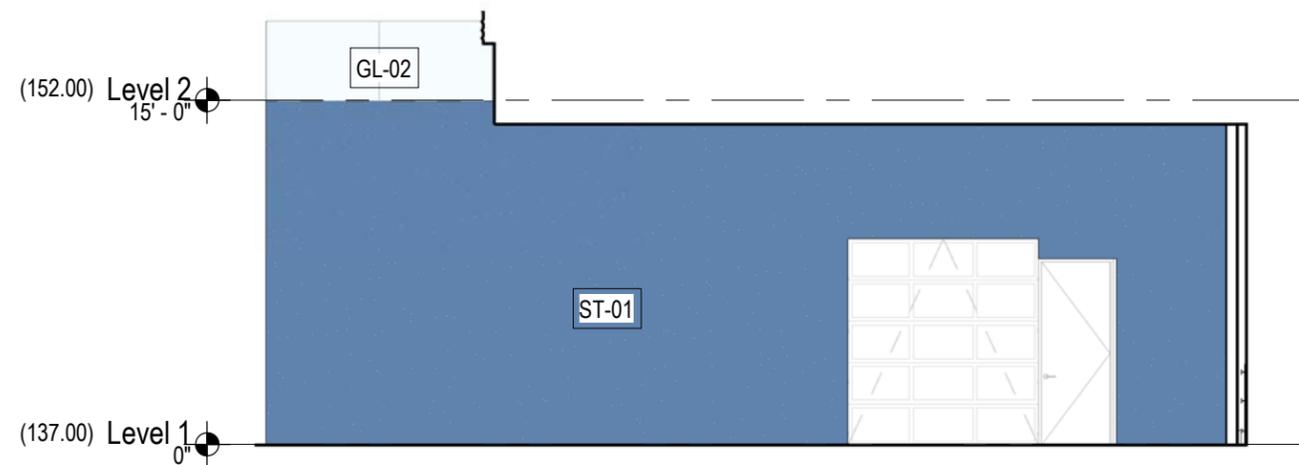
MATERIAL SCHEDULE

GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION
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	ST-01	SMOOTH STUCCO (NAVY) - LUNA PIER		GL-03	FRITTED CHANNEL GLASS		PT-02	GENERAL NAVY PAINT TO MATCH ST-01
	CMU-01	CONCRETE MASONRY UNIT		WD-01	HANDRAIL WOODEN TOP CAP			



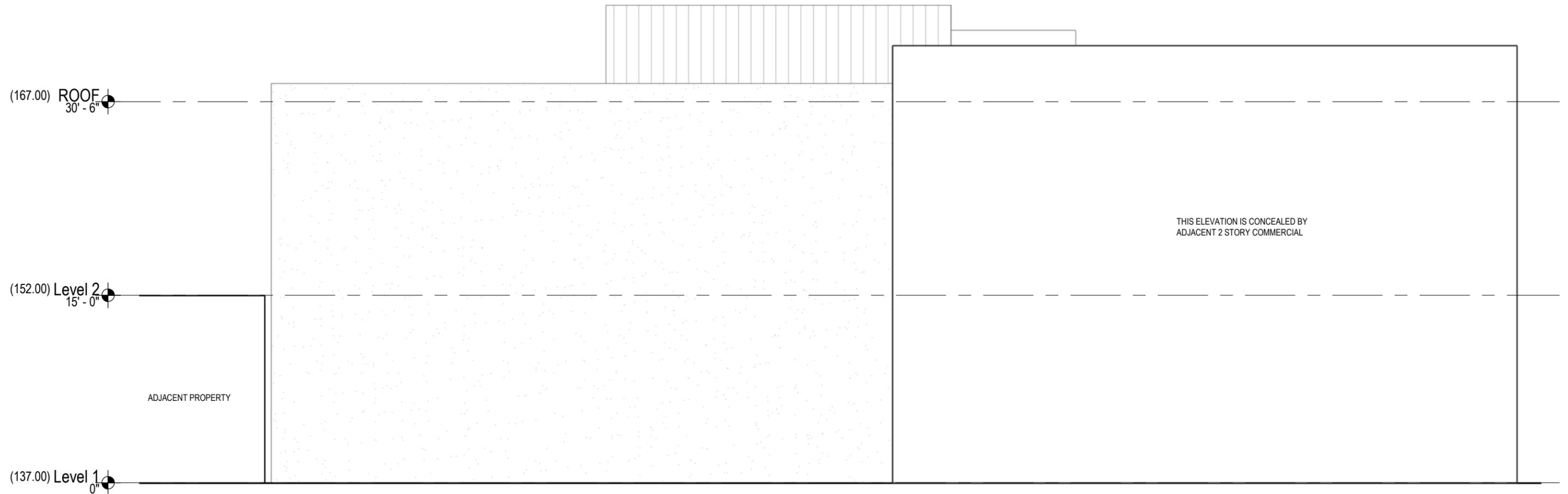
MATERIAL SCHEDULE

GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION
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	ST-01	SMOOTH STUCCO (NAVY) - LUNA PIER		GL-03	FRITTED CHANNEL GLASS		PT-02	GENERAL NAVY PAINT TO MATCH ST-01
	CMU-01	CONCRETE MASONRY UNIT		WD-01	HANDRAIL WOODEN TOP CAP			



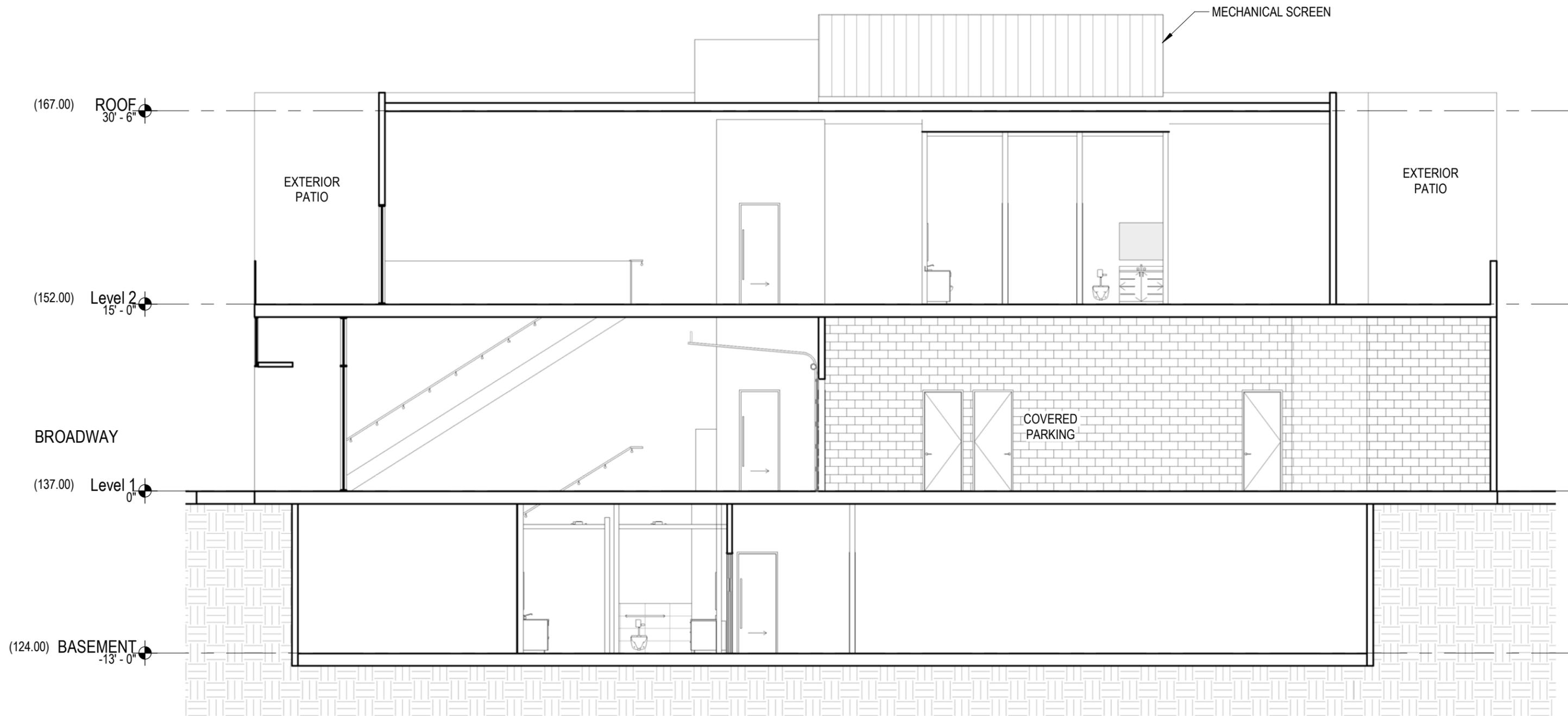
MATERIAL SCHEDULE

GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION
	FC-01	GREY FIBER CEMENT PANEL		GL-01	CURTAIN WALL GLAZING		MT-01	METAL SCREEN
	AL-01	GRAY PAINTED ALUMINUM MULLIONS TO MATCH FC-01		GL-02	FROSTED GLASS RAILING		PT-01	GENERAL GRAY PAINT
	ST-01	SMOOTH STUCCO (NAVY) - LUNA PIER		GL-03	FRITTED CHANNEL GLASS		PT-02	GENERAL NAVY PAINT TO MATCH ST-01
	CMU-01	CONCRETE MASONRY UNIT		WD-01	HANDRAIL WOODEN TOP CAP			

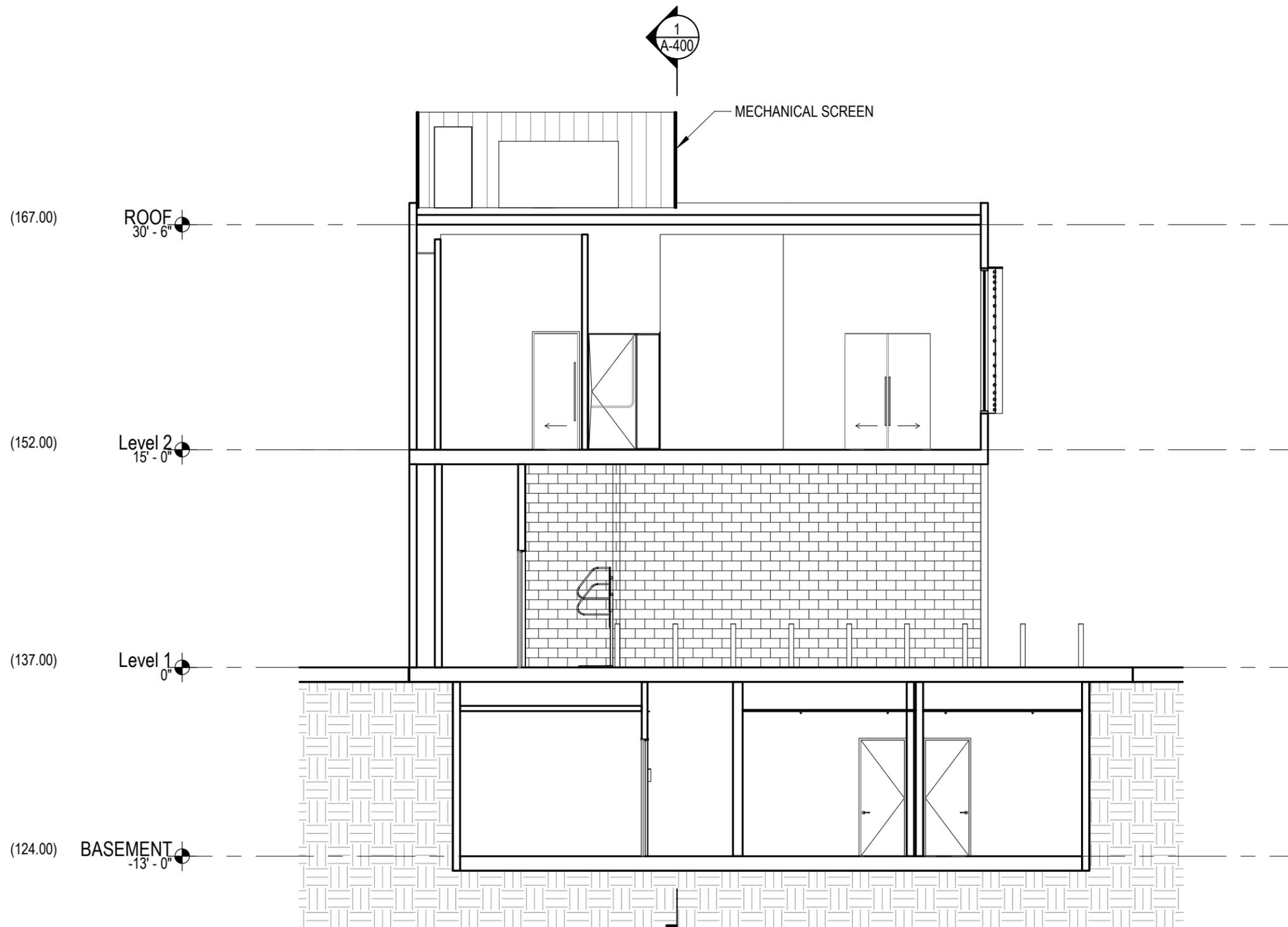


MATERIAL SCHEDULE

GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION	GRAPHIC	FINISH	DESCRIPTION
	FC-01	GREY FIBER CEMENT PANEL		GL-01	CURTAIN WALL GLAZING		MT-01	METAL SCREEN
	AL-01	GRAY PAINTED ALUMINUM MULLIONS TO MATCH FC-01		GL-02	FROSTED GLASS RAILING		PT-01	GENERAL GRAY PAINT
	ST-01	SMOOTH STUCCO (NAVY) - LUNA PIER		GL-03	FRITTED CHANNEL GLASS		PT-02	GENERAL NAVY PAINT TO MATCH ST-01
	CMU-01	CONCRETE MASONRY UNIT		WD-01	HANDRAIL WOODEN TOP CAP			



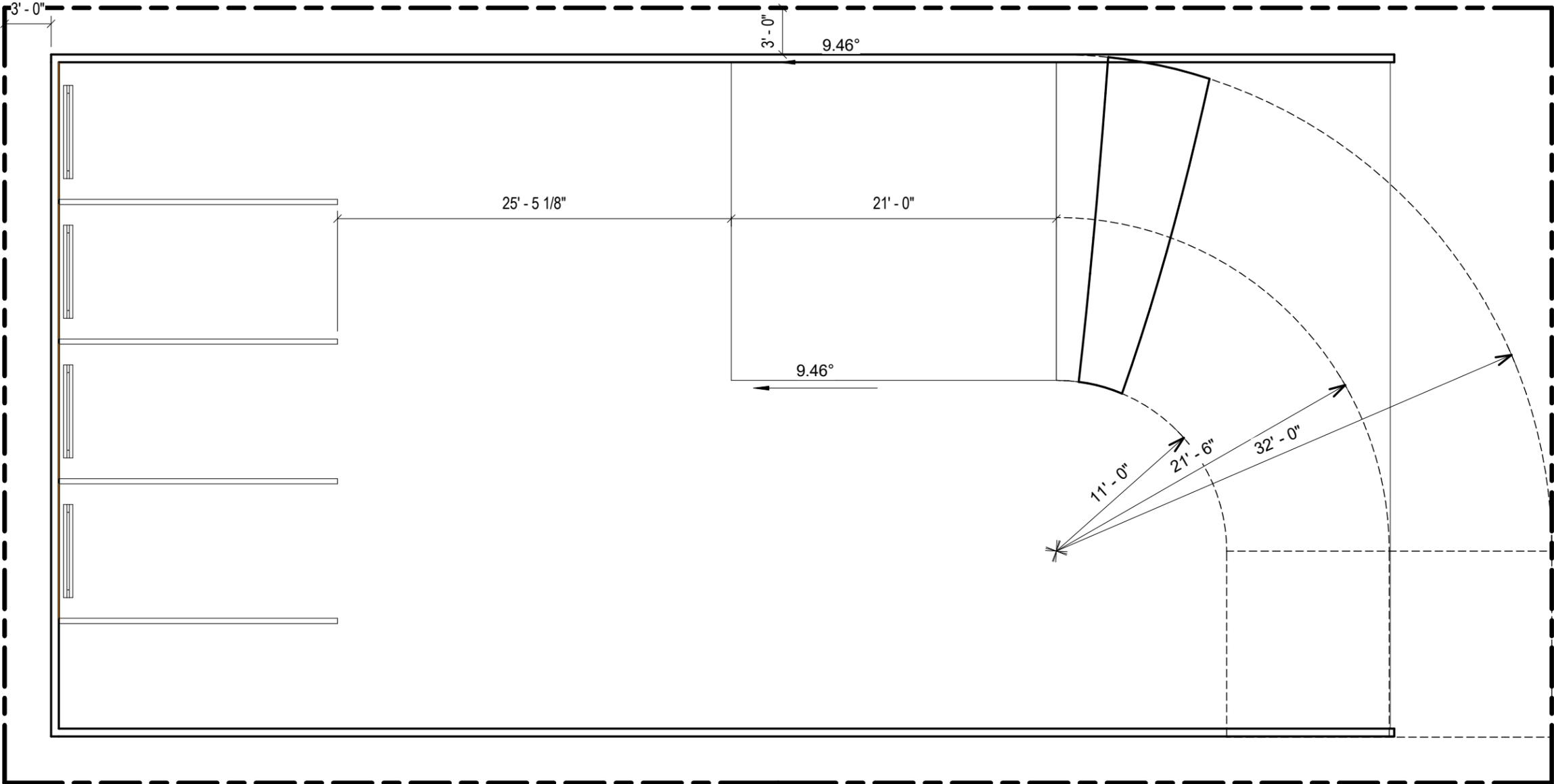
BUILDING SECTIONS



1
1/8" = 1'-0" DRP E-W SECTION

APPENDIX

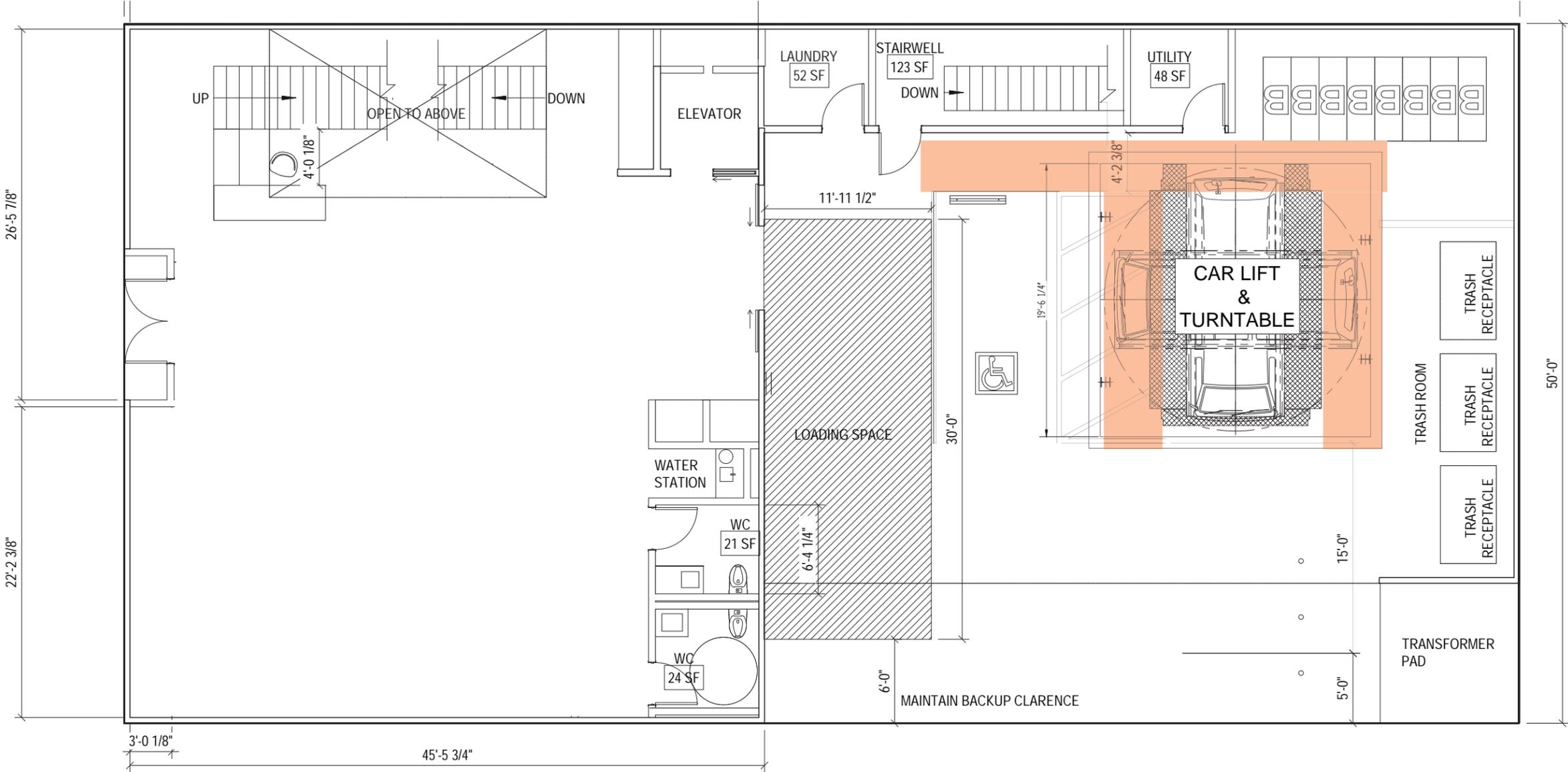
PARKING GARAGE STUDY - BASEMENT LEVEL



LIMITING FACTORS OF BASEMENT LEVEL GARAGE:

- 1. PARKING SPACES PROVIDED: 5 COMPARED TO 7 WITHOUT GARAGE LEVEL
- 2. NO PROGRAM, LOSS OF 3,450 SF ON BASEMENT LEVEL
- 3. NO SPACE FOR EGRESS STAIR OR ELEVATOR

MECHANICAL PARKING GARAGE STUDY



LIMITING FACTORS OF MECHANICAL PARKING GARAGE:

- 1. ENTIRE BASEMENT PROGRAMMABLE SPACE IS LOST TO THE USER AS IT WOULD BE DEDICATED TO PARKING OR AN ENTIRE SUB-BASEMENT WOULD NEED TO BE ADDED
- 2. MECHANICAL CAR LIFT CONFLICTS WITH BIKE PARKING WALKWAY CLEARANCES
- 3. MECHANICAL CAR LIFT CONFLICTS WITH STRIPING WITH WALKWAY CLEARANCE AT TRASH RECEPTACLES
- 4. MECHANICAL CAR LIFT CONFLICTS WITH ACCESSIBLE PARKING
- 5. COST FOR MECHANICAL PARKING SYSTEM IS APPROXIMATELY \$30,000/SPACE

MECHANICAL PARKING GARAGE STUDY

