



Planning Commission Report

Planning Commission Meeting: December 12, 2007

Agenda Item: 9-A

To: Planning Commission
From: Amanda Schachter, City Planning Division Manager
Subject: Development Review Permit 06-013, Conditional Use Permit 06-013 & Variance 07-015 to allow the construction of a new two-story, 19-room hotel annex building with a rooftop pool and a two-level subterranean parking garage.
Address: 1419 19th Street
Applicant: Howard Laks Architects for Best Western Hotel

Recommended Action

It is recommended that the Planning Commission take the following actions subject to findings and conditions contained in Attachment B:

1. Adopt the draft resolution adopting the attached Initial Study / Mitigated Negative Declaration and approving the Mitigation Monitoring Program for project-related environmental impacts;
2. Approve applications 06DR-013, 06CUP-013 and 06VAR-015; and
3. Approve the Statement of Official Action.

Executive Summary

The applicant proposes to construct a new two-story, 19-room hotel annex building with a rooftop pool and a two-level subterranean parking garage within the C4 Highway Commercial District. The building would measure 28' 6" above ground level and have a 7 foot setback on the south side, which abuts an adjacent apartment building. The proposed Best Western hotel annex building would operate as a satellite facility where guests would check-in at the main hotel, which is located at 1920 Santa Monica Boulevard, across 19th Court alley to the northeast from the proposed site. The variance requested by the applicant is related to the layout of the proposed subterranean parking garage and modifying on-site freight loading requirements to shift that activity to the main hotel. The site is currently vacant.

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 the proposed hotel use with the multi-family residences to the east and south of the site.
- The compatibility of the mass and scale of the proposed hotel annex building with the adjacent and nearby structures, particularly the multi-family residences to the east and south of the site.
- The functionality of the proposed subterranean parking garage.
- The operational plan for the satellite facility.
- Conditions to address potential impacts.

Project / Site Information

The following table provides a brief summary of the project location. Additional information regarding the project's compliance with applicable municipal regulations and the General Plan is available in Attachment A.

Zoning District:	C4	 <p>Site Location Map</p>
Land Use	Service & Specialty	
Element Designation:	Commercial District	
Parcel Area (SF):	7,500 Square Feet	
Parcel Dimensions:	50' x 150'	
Existing On-Site Improvements (Year Built):	Vacant lot	
Rent Control Status:	Commercial Exempt	
Adjacent Zoning Districts and Land Uses:	<p><i>North & West</i> C4 –Medical office & retail Commercial</p> <p><i>South & East</i> R2 –Apartments and condos.</p>	

A two-story, 8-unit apartment abuts the south side of the site. One and two story apartments and condominiums within a low scale residential neighborhood are located to the south and across 19th Court alley to the east. A two-story medical office building abuts the site to the north, with a mix of commercial uses along Santa Monica Boulevard to the west and north. Higher intensity office and Saint John's Hospital is located across Santa Monica Boulevard to the north and northeast. A single story auto repair facility for a Saab auto dealership is located across 19th Street to the west.



The proposal is a satellite facility for the Best Western Hotel, located across the alley to the northeast of the site. The Best Western Hotel was constructed subsequent to the approval of Development Review Permit 461 on January 4, 1989. The four-story hotel building, located at the corner of Santa Monica Boulevard and 20th Street, contains 126 rooms, an I-Hop restaurant and conference facilities. The subterranean parking garage is accessed from an east-west motor court that connects 20th Street and 19th Court Alley. The motor court is also used for guest check-in, passenger drop-off/pick-up and package deliveries (UPS/Fedx). The I-Hop restaurant serves beer and wine with sit-down meal service only. They also provide room service, but without alcoholic beverages and there are no in-room mini-bars available to guests. Room service will also be provided to the proposed annex building's guest rooms. No service, food or beverage, will be provided to the pool area.

Environmental Analysis

An Initial Study (IS) of the project's potential environmental impacts was prepared pursuant to the California Environmental Quality Act (CEQA). The Initial Study identified potentially significant impacts, with respect to Air Quality, Construction Effects, Noise, and Transportation/Traffic. The IS also identified mitigation measures that would reduce these impacts to less than significant levels allowing for the preparation of a Mitigated Negative Declaration (IS/MND). Only one significant traffic impact was identified by the traffic study. However, by upgrading the traffic signal at 20th Street and Santa Monica Boulevard with a protected/permissive left turn for north and south bound traffic on 20th Street, this impact would be reduced to less than significant levels. The potentially significant noise and air quality impacts related to construction of the project can also be mitigated. Once constructed, the 19-room hotel use would have less than significant noise and air quality impacts. The Final IS/MND is contained in Attachment E. Draft Resolution No. 07-007, adopting the MND and Mitigation Monitoring Program is contained in Attachment D.

The Draft IS/MND was made available for public comment between October 5 and October 25, 2007. Four letters and a petition received from neighbors during the public review period are included in the Final IS/MND with responses to the public comments. Copies are also contained in Attachment C of this report. These comments also relate to the merits of the project and are discussed in the following analysis.

Project Analysis

This 19-room facility is proposed to operate as a satellite annex to the primary facility, the Best Western Hotel located at the corner of 20th Street and Santa Monica Boulevard and across 19th Court alley from the proposed site. Hotel guests will park and check-in from the existing motor court that can be accessed from 20th Street and the alley. After checking-in, guests that are assigned to the proposed annex building would be escorted to their rooms by hotel staff. All business, including use of hotel conference rooms, exercise facilities, business center and use of the hotel's courtesy shuttle are accessed from the hotel's main motor court. All hotel guests will park in the existing parking garage. The annex's parking garage will be used by hotel staff only.

Neighborhood Compatibility

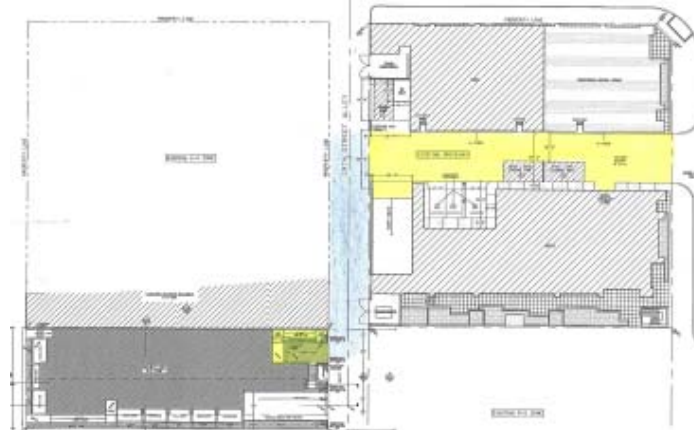
As noted earlier, the project abuts an eight unit apartment to the south and is adjacent to multi-family uses to the east and south, particularly along 19th Street. The proposal incorporates residential design features at the front and south façade, including a 7-foot south side yard setback and patios and balconies that face 19th Street. The pedestrian orientation of the building is enhanced by the patios and balconies which engage the street. The siting, scale and massing of the project provide a desirable transition between the commercial uses along Santa Monica Boulevard and the residential neighborhood to the south and east. The south side yard setback also provides a 12-foot building separation that maintains light and air for the adjacent apartment building to the south.

The proposed hotel use will have substantially lower impacts on the residential areas to the east and south than other uses typical within the C4 district. The proposed facility limits 19th Street access to two emergency exits. This design will discourage guest and employees from encroaching into the adjacent residential neighborhood. To minimize alley traffic, the annex's parking garage will be used by hotel staff only. Hotel employees will be able to efficiently enter and exit the annex's subterranean garage compared to guests that would be unfamiliar with the facility. Restaurant patrons and hotel guests will continue to park in the existing parking garage at the main hotel facility at 1920 Santa Monica Boulevard. A variance from on-site freight loading requirements would allow that activity to be shifted to the main hotel site to further reduce potential impacts to adjacent residential uses.

The hotel and I-Hop restaurant have up to 35 employees during the day. The proposed annex building would typically have 3 employees during the day and none at night. Because of the existing hotel building's layout and location of the annex site, hotel guests and staff must use 19th Court alley for access between the facilities. This will require guest and staff to walk about 75 feet down the alley between the hotel's motor court and the annex's pedestrian entrance. Hotel staff will use carts or electric vehicles to transport guest luggage, room service, housekeeping supplies and linens between facilities. While this configuration is less than ideal, it is not unusual. The City encourages businesses to have public entrances to adjacent alleys and most of the City parking structures in the downtown district have pedestrian access to the alleys where customers access businesses that have alley entrances or cut through courtyards or walk down the alley to the adjacent streets. The City has not experienced any adverse problems with similar pedestrian traffic in alleys of the downtown business district. However, staff recommends that the alley be illuminated at night for the comfort of guests and staff and to enhance safety. Condition #5 requires lighting to be installed on both hotel buildings to illuminate the pedestrian path of travel between the buildings. The alley is currently paved with asphaltic concrete (blacktop) which has a rougher surface than Portland cement (concrete). Carts that will be used to carry luggage and hotel supplies back and forth between the buildings typically have relatively small wheels and casters that create undesirable noise when they are pushed across the asphalt surface. Re-surfacing the alley with concrete would significantly reduce this potential noise impact, provide a visual connection and a more desirable pedestrian

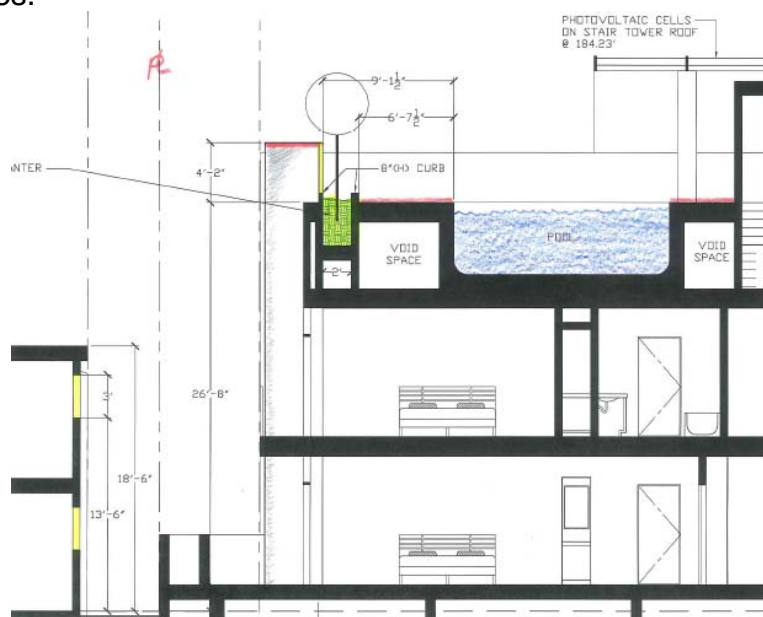
experience between the buildings. Accordingly, Condition #6 requires re-paving the adjacent alley with Portland cement.

Alley Path of Travel



Rooftop Swimming Pool

Some of the tenants and the owner of the adjacent apartment have expressed concern that they will be adversely impacted by noise from hotel guests using the proposed rooftop swimming pool. The location of the swimming pool and spa on the roof deck avoids line-of-sight noise propagation because as shown on the following diagram, the hotel building and parapet/safety rail shields the adjacent apartment building which is approximately 10 feet below the pool deck. This height difference and geometry of the building surfaces also minimizes potential reflected sound impacts. The greatest noise potential would be from hotel guests standing against the south parapet/safety rail. In response, the applicant is proposing a modified roof deck design that uses a planter inside the south safety rail to provide a 3-foot setback from the safety rail/parapet. This design moves hotel guest away from the south side of the building and improves privacy for both properties.



It is also important to recognize that once constructed, the proposed hotel annex would be classified as a noise sensitive use because the primary purpose of the hotel rooms is for sleeping quarters. Accordingly, hotel management typically enforces noise standards that are based on noise that is audible in an adjacent room during late night hours, which is more stringent than the City Noise Ordinance. Even though the project is designed to avoid potential noise impacts, hotel guests could generate adverse noise impacts on the adjacent neighbors. Therefore Condition #1 would require the pool, spa and roof deck area to close from 10:00 pm to 8:00 am.

Variance

Two variances are proposed. Because the subject property is only 50 feet wide, the interior width of the subterranean parking garage cannot physically provide the 25 foot turning radius/back-up that is required for commercial uses. However, the proposed design complies with City standards for residential uses, which requires at least a 22 foot turning radius/back-up. Commercial parking standards anticipate that the parking garage is utilized by the general public who generally need additional space to navigate unfamiliar parking garages. The lower standard for residential projects is based on the fact that the people that use the parking facility on a daily basis become familiar with the tighter turning and back-up to get to and from their parking spaces. This project is unusual because employee parking can be moved from the main hotel parking garage to the new garage where the staff's familiarity with the new garage will allow the residential parking standards to be used. This tradeoff also keeps the hotel guest parking at the main hotel site which is easier to find and use.

SMMC Section 9.04.10.10.030(e) requires an on-site freight loading space because the proposed facility will have over 3,300 square feet of floor area. However, staff recommends keeping as much of the commercial activity as possible at the main hotel to simplify the hotel operation and minimize potential impacts to the residential neighborhood to the south. The existing hotel has one loading space adjacent to the alley. Although the hotel's motor court does not provide the required 14 foot vertical clearance, it provides ample room for at least two medium sized delivery trucks (UPS & Fedx), which are the typical vehicles that can physically use the City required loading spaces. These three spaces satisfy current requirements for the number of on-site loading spaces for both buildings. Accordingly, this variance has no negative impacts and its approval will keep the noise associated with the unloading of freight adjacent to Santa Monica Boulevard and further from the residential properties to the south.

Community Meeting and Public Input

A Community Outreach meeting was held on November 1, 2007 at the Main Library to provide project information to the public and receive input and comments. The primary concerns expressed at the meeting and in correspondence received by staff (Attachment C) involved the potential noise impacts associated with the roof top pool and have been addressed above. A neighbor to the east recently advised staff that delivery trucks and taxi cabs currently park in the alley, blocking traffic. He also indicated that taxi cabs park on his apartment's private property without permission. Parking on private property without permission or blocking the alley are violations of City traffic codes (SMMC) and the California Vehicle Code (CVC). Specifically, SMMC

Section 3.12.820 prohibits stopping, standing or parking in any alley in such a manner so that other vehicles lawfully using the alley are obstructed or hindered from passing. SMMC Section 3.12.950 and CVC 22658a prohibit parking or leaving a vehicle standing on private property without consent. The applicant is cooperating with staff to resolve this problem, including advising delivery and taxi drivers of the problem and that they will assist law enforcement if the problem continues.

Alternative Actions:

In addition to the recommended action, the Planning Commission could consider the following with respect to the project:

- 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 Approve OR Deny, with or without prejudice, the subject application.

Conclusion

The siting, scale and massing of the project provide an appropriate transition between the commercial uses along Santa Monica Boulevard and the residential neighborhood to the south and east. The proposal incorporates residential design features at the front and south façade, including a seven foot south side yard setback and patios and balconies that face 19th Street. The pedestrian orientation of the building is enhanced by the patios and balconies which engage the street. The south side yard setback also provides a 12-foot building separation that maintains light and air for the adjacent apartment building to the south.

The proposed hotel use will have substantially lower impacts on the residential area to the east and south than other uses typical within the C4 district. The proposed facility limits 19th Street access to two emergency exits. This design will discourage guests and employees from encroaching into the adjacent residential neighborhood. To minimize alley traffic, the annex's parking garage will be used by hotel staff only. Hotel employees will be able to efficiently enter and exit the annex's subterranean garage compared to guests that would be unfamiliar with the facility. Restaurant patrons and hotel guests will continue to park in the existing parking garage at the main hotel facility 1920 Santa Monica Boulevard and loading and unloading activities will also occur at the existing hotel.

Prepared by: Bruce Leach, Associate Planner
 Paul Foley, Principal Planner

Attachments

- A. General Plan and Municipal Code Compliance Worksheet
- B. Draft Statement of Official Action (includes recommended findings and/or conditions to act upon the project)
- C. Public Notification & Comment Material (includes notification requirements, radius map, published notice, site posting photographs, and correspondence)

- D. Resolution Adopting the Mitigated Negative Declaration and Mitigation Monitoring Program
- E. Final Initial Study/Mitigated Negative Declaration
- F. Photographs, Renderings & Project Plans

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

Project Location and Permit Processing Time Limits

Project Address: 1419 Nineteenth Street
 Application Filing Date: 9/14/2006 (Variance filed 10/4/2007)
 CEQA Deadline: 4/2/2008
 PSA Deadline: 2/10/2008 (if Mitigated Negative Declaration is adopted on 12/12/2007)
 Total Process Review Time (Days): 433 days (69 days from Variance modification)

General Plan and Municipal Code Compliance Worksheet

CATEGORY	LAND USE ELEMENT	MUNICIPAL CODE	PROJECT
Permitted Use	Service & Specialty Commercial uses	Hotels & Motels with a CUP	CUP for the Hotel use.
Height of Building	---	30 Feet	28'-6" Roof/pool deck
Number of Stories	---	2 Stories	2 Stories
Height of Walls, Fences	N/A	Height not limited in C4.	5 foot south property line 3.5 to 4 patio enclosures
Setbacks Frontyard Sideyard Rear Yard Stepback	N/A N/A N/A N/A	None required 7 foot [2x50/50+5=7'] None required None required	6'-9" Front 7'-0" South side yard None required 3' to 15' front & south side
Building Height Projections	N/A	42" - Parapets/safety rails. 14' - Elevator & stair enclosures. 12' - equipment enclosure	42" -Parapets/safety rails 14' -Elevator enclosure 8'-6" - Stair enclosure 10'-3" - PV equipment
F.A.R.		1.5 FAR	$\frac{9,280}{7,500} = 1.24$ FAR
Parking Access	Alley access is encouraged when alley exists.	Alley access is not required in commercial district.	Access from 19 th Court Alley.
Parking Space Number	N/A	1 Space per room 19 rooms = 19 spaces	19 Spaces in subterranean garage.

Compact Parking %	N/A	40% Max	$\frac{3}{19} = 16\%$ Compact
Bicycle Parking	N/A	4 Spaces	4 Spaces in garage.
Loading Spaces	N/A	1 Space 10' x 20' x 14'	1 Space 10' x 20' x 12' at main hotel per VAR 07-015
Trash Area	N/A	Trash enclosure with minimum 5'- 8' solid walls and gate is required.	9' x 13' in basement
Mechanical Equipment Screening	N/A	Mechanical equipment extending more than 12" above roof parapet shall be fully screened from a horizontal plane.	Pool equipment in equipment room. Other roof mounted equipment will be screened.
Location of Mechanical Equipment	N/A	Not permitted on side of building if adjacent to a residential building on an adjoining lot.	On roof.
Frontyard Landscaping	N/A	1.5 SF per street frontage $50' \times 1.5 = 75$ SF	103 SF
Unexcavated Sideyard	N/A	50% of required setback $7' \times 50\% = 3'-6"$	3'-6" Unexcavated on south side
Historic Resources Inventory	N/A		Not on inventory (vacant)

**ATTACHMENT B
DRAFT STATEMENT OF OFFICIAL ACTION**



City of Santa Monica
City Planning Division

**PLANNING COMMISSION
STATEMENT OF OFFICIAL ACTION**

City of
Santa Monica™

PROJECT INFORMATION

CASE NUMBER:	06 DR-013, 06 CUP-013 & 07 VAR-015
LOCATION:	1419 Twentieth Street
APPLICANT:	Howard Laks Architects for Best Western Hotel
PROPERTY OWNER:	Royal Palace Hotels Partnership
CASE PLANNER:	Bruce Leach, Associate Planner
REQUEST:	Allow the construction of a new two-story, 19-room hotel annex building with a rooftop pool and a two-level subterranean parking garage.
CEQA STATUS:	A Mitigated Negative Declaration was prepared and adopted on 12/12/07. The project approval includes mitigations measures that were imposed and are incorporated in the approval, to avoid or reduce potential environmental impacts to less than significant levels.

PLANNING COMMISSION ACTION

12/12/2007	Determination Date
X	Approved based on the following findings and subject to the conditions below.
	Denied.
	Other:

EFFECTIVE DATES OF ACTIONS IF NOT APPEALED:	12/26/2007
EXPIRATION DATE OF ANY PERMITS GRANTED:	12/26/2008
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:

DEVELOPMENT REVIEW FINDINGS

1. The physical location, size, massing, and placement of proposed structures on the site and the location of proposed uses within the project are compatible with and relate harmoniously to surrounding sites and neighborhoods, in that the proposed project is lower in height than permitted by code and features front yard and side yard setbacks that are in excess of those required by Code in order to provide for a transition between the commercial corridor along Santa Monica Boulevard and the residential neighborhood to the south and east. In addition, the setbacks enhance the residential character of the project and provide light and air between the subject site and the multifamily residence to the south. Finally, since the project will serve as an annex to the main hotel facility to the rear of the site, the vehicle and pedestrian access to the site is oriented toward the rear alley and away from the residential streetfront along 19th Street.

2. The rights-of-way can accommodate autos and pedestrians, including parking and access, in that since the project will serve as an annex to the main hotel facility to the rear of the site, the vehicle and pedestrian access to the site is oriented toward 19th Court alley.

3. The health and safety services (police, fire, etc.) and public infrastructure (e.g. utilities) are sufficient to accommodate the new development, in that the project is proposed within an urbanized area with all health and safety services and infrastructure available. In addition, impacts to health and safety service and public infrastructure were analyzed in the environmental documentation for the project and no adverse impacts were identified.

4. Any on-site provision of housing or parks and public open space, which are part of the required project mitigation measures required in Part 9.04.10.12 (Project Mitigation Measures) of the City of Santa Monica Comprehensive Land Use and Zoning Ordinance, satisfactorily meet the goals of the mitigation program, in that no such project mitigation measures are required for the proposed hotel annex project.
5. The project is generally consistent with the Municipal Code and General Plan, in that, except for the requested variance for the parking configuration of the subterranean garage and loading space requirement, the project complies with the provisions of the Article IX of the Municipal Code. In addition, the proposed hotel annex is consistent with Land Use Element Objective 1.6 which calls for commercial uses in the C4 district that service regional, community and local needs while respecting the adjacent residential neighborhood.
6. Reasonable mitigation measures have been included for all adverse impacts identified in the Initial Study or Environmental Impact Report, in that a Mitigated Negative Declaration and Mitigation Monitoring Program have been prepared and adopted for the proposed project.

CONDITIONAL USE PERMIT FINDINGS

1. The proposed use is one conditionally permitted within the subject district and complies with all of the applicable provisions of the "City of Santa Monica Comprehensive Land Use and Zoning Ordinance", in that hotels are conditionally permitted in the C4 Highway Commercial District.
2. The proposed use would not impair the integrity and character of the district in which it is to be established or located, in that the proposed project is an expansion of an existing hotel located on an adjacent parcel located across the alley from the subject site which serves the nearby medical and business uses.
3. The subject parcel is physically suitable for the type of land use being proposed, in that the subject site is a vacant parcel with no unusual topographic characteristics.
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 subject site is vacant and the proposed hotel annex will function in conjunction with the main hotel facility located across 19th Court alley to the east.
5. The proposed use would be 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 proposed hotel annex project provides for an appropriate transition between the commercial uses along Santa Monica Boulevard and the residential neighborhood to the south along 19th Street. In addition, the proposed

project is an expansion of an existing hotel which is located across the rear alley from the subject site.

6. There are adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety, in that such services are available for the proposed use.
7. Public access to the proposed use will be adequate, in that pedestrian access is provided from 19th Street and pedestrian and vehicular access is provided from 19th Court alley.
8. The physical location or placement of the use on the site is compatible with and relates harmoniously to the surrounding neighborhood, in that the proposal incorporates residential design features at the front and south façade, including a seven foot south side yard setback and patios and balconies that face 19th Street. The pedestrian orientation of the building is enhanced by the patios and balconies which engage the street. The siting, scale and massing of the project provide appropriate transition between the commercial uses along Santa Monica Boulevard and the residential neighborhood. The south side yard setback also provides a 12-foot building separation that maintains light and air for the adjacent apartment building to the south.
9. The proposed use is consistent with the goals, objectives, and policies of the General Plan, in that Land Use Element Objective 1.6 calls for commercial uses in the C4 district that service regional, community and local needs while respecting the adjacent residential neighborhood.
10. The proposed use would not be detrimental to the public interest, health, safety, convenience, or general welfare, in that, the proposed project is an expansion of an existing hotel located on a parcel across the alley from the subject site which serves the nearby residential, medical and business uses. In addition, as proposed and conditioned, the proposed hotel annex will not adversely impact adjacent residential uses from vehicular and pedestrian traffic and noise.
11. The proposed use conforms precisely to the applicable performance standards contained in Subchapter 9.04.12 and special conditions outlined in Subchapter 9.04.14 of the City of Santa Monica Comprehensive Land Use and Zoning Ordinance, in that there are no special conditions applicable to hotel operations.
12. The proposed use will not result in an over concentration of such uses in the immediate vicinity, in that the proposed project is an expansion of an existing hotel use on a nearby site.

VARIANCE FINDINGS

1. There are special circumstances or exceptional characteristics applicable to the

property involved, including size, shape, topography, location, or surroundings, 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. Specifically, the 50-foot width of the site cannot accommodate the minimum 25-foot turning radius/back-up for a subterranean garage for commercial use. While the primary hotel site can accommodate the freight loading space, the subject site cannot without impacting the adjacent residential uses to the south.

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 in that the proposed 22-foot turning radius/backup within the subterranean garage can adequately serve the proposed 19 parking spaces to be used exclusively by employees. The proposed design complies with City standards for residential uses, which requires at least a 22 foot turning radius/back-up. Moving the freight loading space to the primary hotel site will reduce commercial activity and related noise at the annex site from impacting the adjacent residential uses to the south.
3. The strict application of the provisions of this Chapter would result in practical difficulties or unnecessary hardships, not including economic difficulties or economic hardships in that the required parking spaces for the proposed project could not be accommodated within the subterranean parking garage. Further, given the unique situation that hotel employees only will use the garage, familiarity with the parking layout will enable safe use of the reduced back-up area. While the primary hotel site can accommodate the freight loading space, the subject site cannot without impacting the adjacent residential uses to the south.
4. The granting of a variance will not be contrary to or in conflict with the general purposes and intent of this Chapter, nor to the goals, objectives, and policies of the General Plan. Specifically, the variance requested for the modifications to the layout of the subterranean garage is permitted by Code and is consistent with Circulation Element Policy 4.7.1 which states that City parking standards should be adhered to except for parking requirements for hotels, residential uses and mixed use projects which need further study. The proposed design complies with City standards for residential uses, which requires at least a 22 foot turning radius/back-up. The Transportation Management Division has reviewed the proposed subterranean parking layout and has determined that the project's required parking can be accommodated on-site and the spaces efficiently accessed if the spaces are designated for hotel employees only. While the primary hotel site can better accommodate the freight loading space for the subject hotel annex facility and better meet the intent of the requirement. The location of the proposed freight loading space has also been reviewed and approved by the Transportation Management Division.

5. The variance would not impair the integrity and character of the district in which it is to be located in that the proposed 22-foot turning radius/backup within the subterranean garage can adequately serve the proposed 19 parking spaces to be used exclusively by employees. While the primary hotel site can accommodate the freight loading space, the subject site cannot without impacting the adjacent residential uses to the south.
6. The subject site is physically suitable for the proposed variance in that the subject site is a vacant parcel with no unusual topographic characteristics.
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 in that the subject property is located within a developed urbanized environment that is adequately served by existing infrastructure, public utilities and services. It is not anticipated that approval of the subject application will create a need for additional utilities or services.
8. There will be adequate provisions for public access to serve the subject variance proposal in that 19th Street and 19th Court alley abut the site.
9. The strict application of the provisions of this Chapter would result in unreasonable deprivation of the use or enjoyment of the property in that due to existing parcel constraints, the location of existing improvements, and/or the placement of adjacent uses, practical use or enjoyment of the subject parcel would not be possible.

CONDITIONS OF APPROVAL:

PLANNING AND COMMUNITY DEVELOPMENT

Project Specific Conditions

1. The roof top pool shall be closed between 10:00 pm and 8:00 am daily.
2. The on-site parking spaces shall be designated for hotel employees only.
3. All guest arrivals, vehicle parking, check-ins, departures and freight loading and unloading shall occur at the main hotel facility at 1920 Santa Monica Boulevard
4. The proposed hotel annex facility shall be operated and maintained as a satellite facility to the main Best Western Hotel facility located across the alley to the north east at 1920 Santa Monica Boulevard. A lot tie agreement to hold both properties a single development site shall executed by the property owner and recorded with the County Recorder prior to the issuance of building permits.

5. Lighting shall be installed on both hotel buildings to illuminate the pedestrian path of travel between the buildings. Down lighting fixtures shall be used and shall be located or screened so that they will not illuminate adjacent residential buildings. Details of the fixtures and lighting plan shall be reviewed and approved by the Architecture Review Board with the building and landscape plans.
6. Subject to the approval of the Environmental Public Works Management Department, the applicant shall obtain a separate permit to re-pave the adjacent alley with Portland cement or other material that enhances the alley environment and meets City specifications.
7. The permit holder/hotel operator shall require hotel staff to direct deliveries trucks to park on-site in the main hotel loading space or vehicle court located at 1920 Santa Monica Boulevard while loading and unloading. Consistent with pertinent State and local traffic regulations, which may be amended from time to time, larger trucks that cannot be accommodated by the existing on-site spaces may park in the alley adjacent to the main hotel building while actively loading or unloading, but shall not block traffic or adjacent driveways. Hotel staff shall report parking violations to the Traffic Enforcement Division of the Santa Monica Police Department.
8. Consistent with pertinent State and local traffic regulations, which may be amended from time to time, the permit holder/hotel operator shall require hotel staff to direct taxi drivers to park on-site in the main hotel vehicle court or parking garage located at 1920 Santa Monica Boulevard while waiting for fairs, queuing, or loading and unloading passengers. Hotel staff shall report cab operators that block alley traffic or adjacent driveways to the Traffic Enforcement Division of the Santa Monica Police Department.

Administrative

9. The Planning Commission's approval, conditions of approval, or denial of this application 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 Part 9.04.20.24, Sections 9.04.20.24.010 through 9.04.20.24.040. An appeal of the approval, conditions of approval, or denial of a subdivision map must be filed with the City Clerk within ten consecutive days following the date of Planning Commission determination in the manner provided in Part 9.20.14, Section 9.20.14.070. 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 from the permit's effective date. Exercise of rights shall mean issuance of a building permit to commence construction.
10. 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.

11. 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 Design Compatibility Permit.
12. Prior to Final Inspection and issuance of a Certificate of Occupancy 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, is available upon request. This notice shall remain posted at all times the establishment is in operation.
13. 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.

Conformance with Approved Plans

14. This approval is for those plans dated November 20, 2007, 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.
15. 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.
16. 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.

Cultural Resources

17. If any archaeological remains are uncovered during excavation or construction, work in the affected area shall be suspended and a recognized specialist shall be contacted to conduct a survey of the affected area at project's owner's expense. A determination shall then be made by the Director of Planning to determine the significance of the survey findings and appropriate actions and requirements, if any, to address such findings.

Project Operations

18. 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.
19. The project shall at all times comply with the provisions of the Noise Ordinance (SMMC Chapter 4.12).

Final Design

20. Plans for final design, landscaping, screening, trash enclosures, and signage shall be subject to review and approval by the Architectural Review Board.
21. The Architectural Review Board, in its review, shall pay particular attention to the project's pedestrian orientation and amenities; scale and articulation of design elements; exterior colors, textures and materials; window treatment; glazing; and landscaping.

The building's overall design, colors and materials needs to express a residential character, providing a transition between commercial uses along Santa Monica Boulevard and the lower scale residential neighborhood to the south.

22. Landscaping plans shall comply with Subchapter 9.04.10.04 (Landscaping Standards) of the Zoning Ordinance including use of water-conserving landscaping materials, landscape maintenance and other standards contained in the Subchapter.
23. Refuse areas, storage areas and mechanical equipment shall be screened in accordance with SMMC Section 9.04.10.02.130, 140, and 150. Refuse areas shall be of a size adequate to meet on-site need, including recycling. The Architectural Review Board in its review shall pay particular attention to the screening of such areas and equipment. Any rooftop mechanical equipment shall be minimized in height and area, and shall be located in such a way as to minimize noise and visual impacts to surrounding properties. Unless otherwise approved by the Architectural Review Board, rooftop mechanical equipment shall

be located at least five feet from the edge of the roof. Except for solar hot water heaters, no residential water heaters shall be located on the roof.

24. No gas or electric meters shall be located within the required front or street side yard setback areas. The Architectural Review Board in its review shall pay particular attention to the location and screening of such meters.
25. Prior to consideration of the project by the Architectural Review Board, the applicant shall review disabled access requirements with the Building and Safety Division and make any necessary changes in the project design to achieve compliance with such requirements. The Architectural Review Board, in its review, shall pay particular attention to the aesthetic, landscaping, and setback impacts of any ramps or other features necessitated by accessibility requirements.
26. As appropriate, the Architectural Review Board shall require the use of anti-graffiti materials on surfaces likely to attract graffiti.

Construction Plan Requirements

27. Final building plans submitted for approval of a building permit shall include on the plans a list of all permanent mechanical equipment to be placed indoors which may be heard outdoors.

Construction Period

28. During construction, a security fence, the height of which shall be the maximum permitted by the Zoning Ordinance, shall be maintained around the perimeter of the lot. The lot shall be kept clear of all trash, weeds, etc.
29. Vehicles hauling dirt or other construction debris from the site shall cover any open load with a tarpaulin or other secure covering to minimize dust emissions. Immediately after commencing dirt removal from the site, the general contractor shall provide the City of Santa Monica with written certification that all trucks leaving the site are covered in accordance with this condition of approval.
30. Developer shall prepare a notice, subject to the review by the Director of Planning and Community Development, that lists all construction mitigation requirements, permitted hours of construction, and identifies a contact person at City Hall as well as the developer who will respond to complaints related to the proposed construction. The notice shall be mailed to property owners and residents within a 200-foot radius from the subject site at least five (5) days prior to the start of construction.
31. A sign shall be posted on the property in a manner consistent with the public hearing sign requirements which shall identify the address and phone number of

the owner and/or applicant for the purposes of responding to questions and complaints during the construction period. Said sign shall also indicate the hours of permissible construction work.

32. A copy of these conditions shall be posted in an easily visible and accessible location at all times during construction at the project site. The pages shall be laminated or otherwise protected to ensure durability of the copy.

Standard Conditions

33. 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.
34. 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.
35. Final parking lot layout and specifications shall be subject to the review and approval of the Transportation Management Division.
36. Construction period signage shall be subject to the approval of the Architectural Review Board.
37. The property owner shall insure any graffiti on the site is promptly removed through compliance with the City's graffiti removal program.

ENVIRONMENTAL PUBLIC WORKS MANAGEMENT (EPWM)

Drainage

38. To mitigate storm water and surface runoff from the project site, an Urban Runoff Mitigation Plan may be required by the Department of Environmental and Public Works Management (EPWM) pursuant to Municipal Code Chapter 7.10. Prior to submittal of landscape plans for Architectural Review Board approval, the applicant shall contact EPWM to determine applicable requirements, which include the following:
 - Non-stormwater runoff, sediment and construction waste from the construction site and parking areas is prohibited from leaving the site;
 - An sediments or materials which are tracked off-site must be removed the same day they are tracked off-site;

- Excavated soil must be located on the site and soil piles should be covered and otherwise protected so that sediments do not go into the street or adjoining properties;
 - Washing of construction or other vehicles shall be allowed adjacent to a construction site. No runoff from washing vehicles on a construction site shall be allowed to leave the site;
 - Drainage controls may be required depending on the extent of grading and topography of the site; and
 - New development is required to reduce projected runoff pollution by at least twenty percent through incorporation of design elements or principles, such as increasing permeable surfaces, diverting or catching runoff via swales, berms, and the like; orientation of drain gutters towards permeable areas; modification of grades; use of retention structures and other methods.
39. Parking areas and structures, automotive paint shops, gas stations, equipment degreasing areas, and other facilities generating wastewater with significant oil and grease content are required to pretreat these wastes before discharging to the City sewer or storm drain system. Pretreatment will require that a clarifier or oil/water separator be installed and maintained on site. In cases where settleable solids are present (or expected) in greater amounts than floatable oil and grease, a clarifier unit will be required. In cases where the opposite waste characteristics are present, an oil/water separator with automatic oil draw-off will be required instead. The Environmental and Public Works Management Department will set specific requirements. Building permit plans shall show the required installation.

Streets

40. Unless otherwise approved by the Department of Environmental and Public Works Management, all sidewalks shall be kept clear and passable during the grading and construction phase of the project.
41. Sidewalks, curbs, gutters, paving and driveways which need replacing or removal as a result of the project as determined by the Department of Environmental and Public Works Management shall be reconstructed to the satisfaction of the Department of Environmental and Public Works Management. Approval for this work shall be obtained from the Department of Environmental and Public Works Management prior to issuance of the building permits.
42. Street and/or alley lighting shall be provided on public rights of way adjacent to the project if and as needed per the specifications and with the approval of the Department of Environmental and Public Works.

Off-site

43. All off site improvements required by the City Engineer shall be installed. Plans and specifications for off site improvements shall be prepared by a registered civil engineer and approved by the City Engineer.

Environmental Mitigation / Mitigation Monitoring Program

44. Pursuant to the requirements of Public Resources Code Section 21081.6, the City Planning Division will coordinate a monitoring and reporting program regarding any required changes to the project made in conjunction with project approval and any conditions of approval, including those conditions intended to mitigate or avoid significant effects on the environment. This program shall include, but is not limited to, ensuring that the City Planning Division itself and other City divisions and departments such as the Building and Safety Division, the Department of Environmental and Public Works, the Fire Department, the Police Department, the Planning and Community Development Department and the Finance Department are aware of project requirements which must be satisfied prior to issuance of a Building Permit, Certificate of Occupancy, or other permit, and that other responsible agencies are also informed of conditions relating to their responsibilities. Project owner shall demonstrate compliance with conditions of approval in a written report submitted to the Planning Director and Building Officer prior to issuance of a Building Permit or Certificate of Occupancy, and, as applicable, provide periodic reports regarding compliance with such conditions.
45. **AQ-1.** Construction equipment used on the site shall meet the following conditions in order to minimize NOx and ROC emissions:
 - The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
 - Construction equipment must be maintained in tune per manufacturer's specifications;
 - Equipment shall be equipped with 2- to 4 degree engine timing retard or pre-combustion chamber engines;
 - Catalytic converters shall be installed, to the extent feasible;
 - Diesel powered equipment such as booster pumps or generators should be replaced by electric equipment, to the extent feasible; and
 - The operation of heavy-duty construction equipment shall be limited to no more than 5 pieces of equipment at any one time.
46. **AQ-2.** Prior to the commencement of construction activities, the applicant shall notify, in writing, the medical clinic adjacent to the north of the project site and the residences adjacent to the south of the project site.

47. **CON-1** The applicant shall prepare and implement a Construction Impact Mitigation Plan to provide for vehicular and pedestrian traffic and parking capacity management during construction. This plan shall be subject to review and approval by the City and, at a minimum, shall include the following:
- A public information program to advise motorists and pedestrians of impending construction activities (e.g., media coverage, portable message signs, and information signs at the construction site)
 - Approval from the City, or CALTRANS if required, for any construction detours or construction work requiring encroachment into public rights-of-way, or any other street use activity (e.g., haul routes)
 - Timely notification of construction schedules to all affected agencies (e.g., Police Department, Fire Department, Department of Environmental and Public Works Management, and Department of Planning and Community Development)
 - Coordination of construction work with affected agencies five to ten days prior to start of work
 - A traffic control plan for the streets surrounding the work area, which includes specific information regarding the project's construction and activities that will disrupt normal pedestrian and traffic flow, and measures to provide continued pedestrian traffic along 19th Street
 - Minimizing dirt and demolition material hauling and construction material delivery during the morning and afternoon peak traffic periods, and cleaning of streets and equipment as necessary
 - Scheduling and expediting of work to cause the least amount of disruption and interference to the adjacent vehicular and pedestrian traffic flow. Weekday daytime work on City streets shall primarily be performed between the hours of 9:00 AM and 3:00 PM
 - Limiting queuing of trucks to onsite, and prohibition of truck queuing on area roadways
 - Scheduling of preconstruction meetings with affected agencies to properly plan methods of controlling traffic through work areas
 - Storage of construction material and equipment within the designated work area and limitation of equipment and material visibility to the public
 - Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica
48. **N-1** All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.
49. **N-2** Electrical power shall be used to run air compressors and similar power tools.

50. **N-3** Excavation, foundation-laying, and conditioning activities (the noisiest phases of construction) shall be restricted to between the hours of 10:00 AM and 3:00 PM, Monday through Friday, in accordance with Section 4.12.110(d) of the Santa Monica Municipal Code as it would apply to residential zones.
51. **N-4** For all noise generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels to City of Santa Monica noise standards. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.
52. **N-5** In accordance with Santa Monica Municipal Code Section 4.12.120, the project applicant shall be required to post a sign informing all workers and subcontractors of the time restrictions for construction activities. The sign shall also include the City telephone numbers where violations can be reported and complaints associated with construction noise can be submitted.
53. **TC-1** A protected/permissive left-turn phasing for the northbound and southbound movements of 20th Street at the intersection with Santa Monica Boulevard shall be added. Implementation of this mitigation measure would necessitate the provision and installation of some combination of new striping, signage, controllers, controller cabinets, poles, mast arms, and signal heads.
54. To mitigate solid waste impacts, prior to issuance of a Certificate of Occupancy, project owner shall submit a recycling plan to the Department of Environmental and Public Works Management for its approval. The recycling plan shall include:
 - 1) List of materials such as white paper, computer paper, metal cans, and glass to be recycled;
 - 2) Location of recycling bins;
 - 3) Designated recycling coordinator;
 - 4) Nature and extent of internal and external pick-up service;
 - 5) Pick-up schedule; and
 - 6) Plan to inform tenants/ occupants of service.
55. Ultra-low flow plumbing fixtures are required on all new development and remodeling where plumbing is to be added. (Maximum 1.6 gallon toilets and 1.0 gallon urinals and low flow shower head.)

Construction Period Mitigation

56. A construction period mitigation plan shall be prepared by the applicant for approval by the Department of Environmental and Public Works Management prior to issuance of a building permit. The approved mitigation plan shall be

posted on the site for the duration of the project construction and shall be produced upon request. As applicable, this plan shall:

- 1) Specify the names, addresses, telephone numbers and business license numbers of all contractors and subcontractors as well as the developer and architect;
- 2) Describe how demolition of any existing structures is to be accomplished;
- 3) Indicate where any cranes are to be located for erection/construction;
- 4) Describe how much of the public street, alleyway, or sidewalk is proposed to be used in conjunction with construction;
- 5) Set forth the extent and nature of any pile-driving operations;
- 6) Describe the length and number of any tiebacks which must extend under the property of other persons;
- 7) Specify the nature and extent of any dewatering and its effect on any adjacent buildings;
- 8) Describe anticipated construction-related truck routes, number of truck trips, hours of hauling and parking location;
- 9) Specify the nature and extent of any helicopter hauling;
- 10) State whether any construction activity beyond normally permitted hours is proposed;
- 11) Describe any proposed construction noise mitigation measures, including measures to limit the duration of idling construction trucks;
- 12) Describe construction-period security measures including any fencing, lighting, and security personnel;
- 13) Provide a drainage plan;
- 14) Provide a construction-period parking plan which shall minimize use of public streets for parking;
- 15) List a designated on-site construction manager;
- 16) Provide a construction materials recycling plan which seeks to maximize the reuse/recycling of construction waste;
- 17) Provide a plan regarding use of recycled and low-environmental-impact materials in building construction; and
- 18) Provide a construction period water runoff control plan.

OPEN SPACE MANAGEMENT

57. Street trees shall be maintained, relocated or provided as required in a manner consistent with the City's Community Forest Management Plan 2000, per the specifications of the Open Space Management Division of the Community and Cultural Service Department and the City's Tree Code (SMMC Chapter 7.40). No street trees shall be removed without the approval of the Open Space Management Division.

FIRE

58. A security gate shall be provided across the opening to the subterranean garage. The security gate shall receive approval of the Police and Fire Departments prior to issuance of a building permit.

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.

Gwynne Pugh, 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

**ATTACHMENT C
PUBLIC NOTIFICATION INFORMATION**

Pursuant to Municipal Code Section 9.04.20.20.080 and in accordance with the posting requirements set forth by the Zoning Administrator, prior to application filing the applicant posted a sign on the property regarding the subject application. At least 8 weeks prior to the public hearing date, the applicant submitted a photograph to verify the site posting and to demonstrate that the sign provides the following information: Project case numbers, brief project description, name and telephone number of applicant, site address, date, time and location of public hearing, and the City Planning Division phone number. It is the applicant's responsibility to update the hearing date if it is changed after posting.

In addition, pursuant to Municipal Code Section 9.04.20.22.050, notice of the public hearing was mailed to all owners and residential and commercial tenants of property located within a (300 foot or 500 foot) radius of the project and published in the *Santa Monica Daily Press* at least ten consecutive calendar days prior to the hearing.

On October 17, 2007, the applicant/appellant was notified by phone and in writing of the subject hearing date.

The applicant provided the following information regarding attempts to contact area property owners, residents, and recognized neighborhood associations:

None reported Provide outreach attempts OR No contact information provided.

Adjacent Neighbors
Community Meetings City sponsored community meeting was held on 11/1/2007 at the Main Library. Four residential neighbors and an adjacent property owner attended.

Other:

**NOTICE OF A PUBLIC HEARING
BEFORE THE SANTA MONICA PLANNING COMMISSION**

SUBJECT: Development Review Permit 06-013, Conditional Use Permit 06-013 & Variance 07-015
1419 19th Street
APPLICANT: Howard Laks Architects for Best Western Hotel
PROPERTY OWNER: Royal Palace Hotels Partnership

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

Allow the construction of a new two-story, 19-room hotel annex building with a rooftop pool and a two-level subterranean parking garage. The building would measure 28' 6" above ground level with a 7' setback on the south side, which faces an apartment building. The proposed Best Western hotel annex building would operate as a satellite facility where guests would check-in at the main hotel, which is located at 1920 Santa Monica Boulevard, across the alley to the northeast from the proposed site.

DATE/TIME: **WEDNESDAY, December 12, 2007, AT 7:00 p.m.**

LOCATION: City Council Chambers, Second Floor, Santa Monica City Hall
1685 Main Street, Santa Monica, California

HOW TO COMMENT

The City of Santa Monica encourages public comment. You may comment at the Planning Commission public hearing, or by writing a letter. Written information will be given to the Planning Commission at the meeting.

Address your letters to: Bruce Leach, Associate Planner
Re: DR 06-013
City Planning Division
1685 Main Street, Room 212
Santa Monica, CA 90401

MORE INFORMATION

If you want more information about this project or wish to review the project file, please contact Associate Planner Bruce Leach at (310) 458-8341, or by e-mail at bruce.leach@smgov.net. The Zoning Ordinance is available at the Planning Counter during business hours and on the City's web site at www.smgov.net.

The meeting facility is wheelchair accessible. 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. Santa Monica Big Blue Bus Lines numbered 1, 2, 3, 5, 7, 8, 9, and 10 serve City Hall.

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.

APPROVED AS TO FORM:

Amanda Schachter
Planning Manager