

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA

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180th Day: 4/28/96

Staff: A. Padilla

Staff Report: 11/8/96

Hearing Date: 12/10-13/96

Commission Action:

STAFF REPORT: CONSENT CALENDAR

APPLICATION NO.: 5-96-229

APPLICANT: Community Corporation of Santa Monica

PROJECT LOCATION: 708 Pico Boulevard, Santa Monica

PROJECT DESCRIPTION: Demolition of a restaurant and single-family residence and construction of a 19,595 square foot, four story, 20-unit low income residential building, with a 34 car subterranean parking garage.

Lot area:	15,369 square feet
Building coverage:	9,146 square feet
Pavement coverage:	1,440 square feet
Landscape coverage:	4,783 square feet
Parking spaces:	34
Zoning:	C4-Highway Commercial
Plan designation:	Commercial
Project density:	56.6 du/ac
Ht abv fin grade:	40 feet

LOCAL APPROVALS RECEIVED: Approval in Concept

SUBSTANTIVE FILE DOCUMENTS: CDPs 5-88-187 (Santa Monica RHF Housing Inc.), 5-91-325 (Community Corp. of Santa Monica), 5-91-843 (Set Up Housing), 5-96-062 (Project New Hope).

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval with no special conditions.

IV. Findings and Declarations.

The Commission hereby finds and declares as follows:

A. Project Description and Background

Demolition of a restaurant and single-family residence and construction of a 19,595 square foot, four story, 20-unit low income residential building, with a 34 car subterranean parking garage.

The 20-unit project will consist of 10 two bedroom rental units and 10 three bedroom rental units. According to the applicant all units will be rented to families earning an average of 40% of the Los Angeles County Average Median Income (\$51,300).

The project site is located on Pico Boulevard between 7th Street and Lincoln Boulevard in the City of Santa Monica. The proposed site is over 1/2 of a mile from the beach.

Surrounding development consists of a two-story residential building to the west, a one-story commercial building to the east and a two-story multiple-family residential behind to the south. Pico Boulevard, which is approximately 80 feet wide, is immediately to the north.

B. Parking

Section 30252 of the Coastal Act states in part:

The location and amount of new development should maintain and enhance public access to the coast by. . . (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation. . .

In addition, policy #20 of the Santa Monica certified Land Use Plan states in part that:

New development shall provide adequate parking to meet all demands created by the development . . .

The applicant proposes to provide 34 parking spaces for the 20-unit project. Through past Commission permit action the Commission has established for multifamily residential development a parking ratio of 2 parking spaces per unit, plus 1 guest parking per every seven units. Based on this parking ratio the 20-unit project would require 43 parking spaces. However, because the project will be a very low-income housing project (less than 50% of average median income) it is expected that the parking demand will be less than market rate residential.

The Commission, in past permit actions, has found that under certain circumstances the parking demand generated by residential projects that provide low-income housing is less than that generated by market-rate units. The Commission has found that with the location of bus stops, service routes, shopping areas, and medical facilities within close proximity to senior and low income housing projects there would be greater use of public

and a federal nationwide personal transportation study.

The CCSM study and the U.S. Department of Transportation study both concluded that low and moderate income residents own fewer cars than people with higher incomes. In the CCSM units, which consisted of senior citizen and low income households, shows that 1 to 2 bedroom households own 1.2 cars. Households of 3 to 4 bedrooms own 1.5 cars. The study conducted by the City Housing Division found that the affordable housing projects reviewed (excluding senior citizen and disabled housing) park between .5 and 1.0 cars per household. Nation wide the federal study found that households earning, on average, less than 50% of the average median household income own, on average, 1.5 cars per household. Furthermore, in a Los Angeles City Housing Department study prepared in 1995, it was found that households earning approximately 50% of the average median income owned less than 1.5 cars.

In this particular case the project will provide parking at a total ratio of 1.7. The City of Santa Monica's zoning ordinance (revised 9/96) requires 1.5 spaces per unit, plus 1 guest parking per every five units. The proposed 34 parking spaces is consistent with the City's parking requirements. Furthermore, the project is located adjacent to Pico Boulevard, which provides a main east-west bus route for the City of Santa Monica. The project site is also less than a block from Lincoln Boulevard which is a major commercial thoroughfare and provides a main north-south bus route. Therefore, necessary shopping areas, medical facilities and transportation facilities for tenants of this project are within close proximity or within easy access which will help reduce the need of vehicle ownership.

Based on the parking studies and the location of the project site the proposed 34 parking spaces for the 20-unit very low-income housing project will be sufficient to support the demand. Furthermore, if the project were to generate a parking demand greater than the number of spaces provided on-site the impact to beach access would be insignificant since the project site is located over 1/2 of a mile away from the beach and coastal recreational areas. An increase in on-street parking demand, therefore, will not impact beach parking and access. The Commission, therefore, finds that the proposed project will not adversely impact access and will be consistent with Section 30252 of the Coastal Act.

C. Development

Section 30250 of the Coastal Act states in part that:

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have a significant adverse effects, either individually or cumulatively, on coastal resources.

Section 30251 of the Coastal Act states in part that:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall

land use plan portion of the City of Santa Monica's Local Coastal Program, excluding the area west of Ocean Avenue and Neilson way (Beach Overlay District), and the Santa Monica Pier. On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications.

The subject site is suitable for residential development, which is a low priority use. As proposed the project will not adversely impact coastal resources or access. The Commission, therefore, finds that the proposed project will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare a Local Coastal Program implementation program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

E. CEQA

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

There are no negative impacts caused by the proposed development which have not been adequately mitigated. Therefore, the proposed project is found consistent with CEQA and the policies of the Coastal Act.

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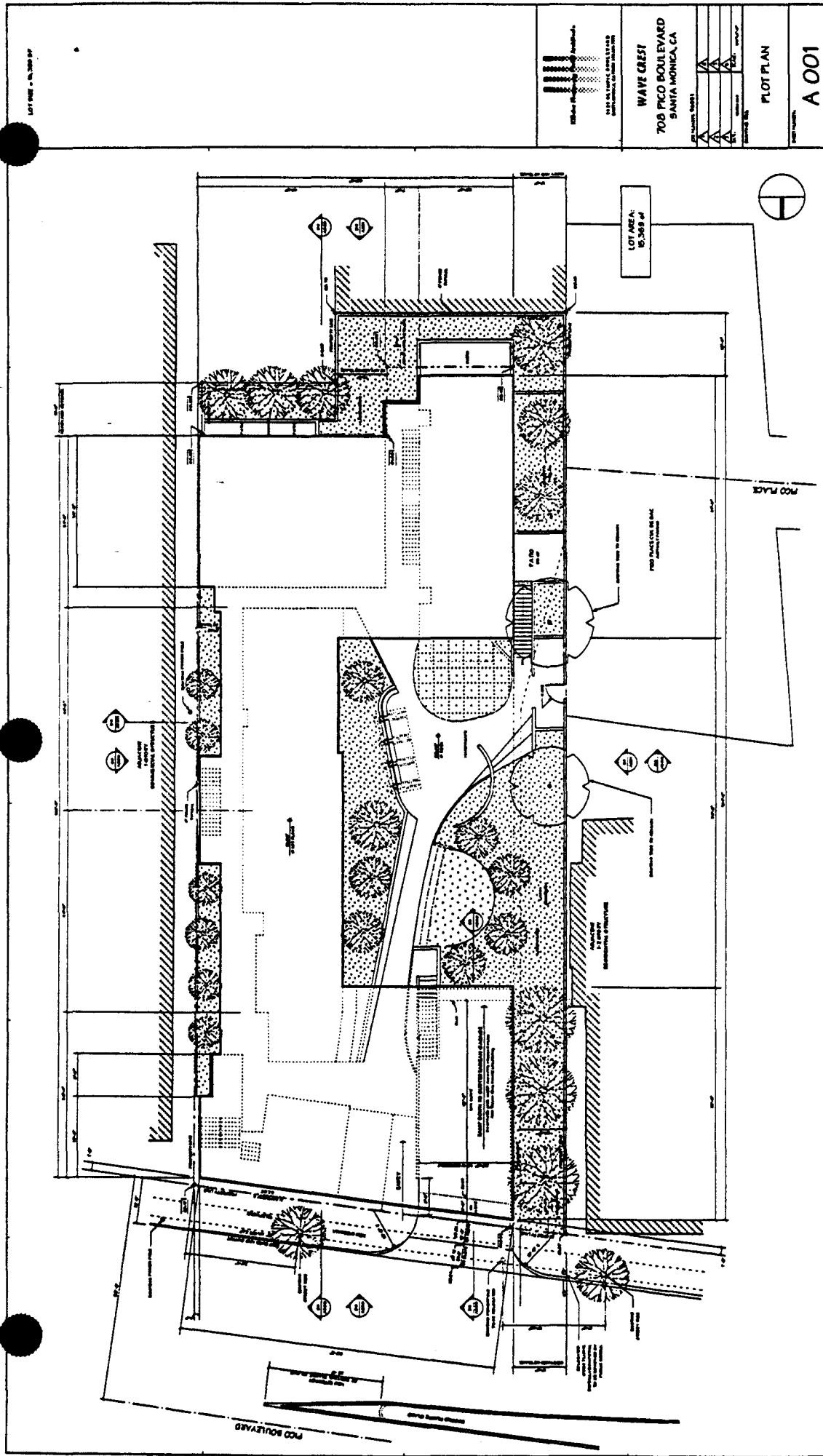


EXHIBIT NO. 2
Application Number 5-96-229
Site Plan
California Coastal Commission