

Ju 169

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, 10th Floor
Long Beach, CA 90802-4302
(562) 590-5071

Filed: 9/8/97
49th Day: 10/27/97
180th Day: 3/7/98
Staff: MV-LB
Staff Report: 9/18/97
Hearing Date: 10/7-10/97
Commission Action:

**STAFF REPORT: PERMIT AMENDMENT**

APPLICATION NO.: 5-96-118 A1

APPLICANT: Hoag Memorial Hospital Presbyterian

AGENT: Peri Muretta

PROJECT LOCATION: One Hoag Drive, Newport Beach, Orange County
(formerly 4000 West Coast Highway)

DESCRIPTION OF PROJECT PREVIOUSLY APPROVED:

Construction of an 80,180 square foot, four story, support services building. Also, construction of a four level, 369 space, parking structure. Between the parking structure and the support services building will be a motor court for passenger or short-term delivery drop-off and arrival. Grading consisting of approximately 45,000 cubic yards of export is proposed.

DESCRIPTION OF AMENDMENT:

Modify previously approved Support Services Building by increasing the square footage from 80,180 to 86,423 square feet and reducing the previously approved parking structure by 30 spaces. The amount of cut associated with the proposed project will remain the same at 45,000 cubic yards. The amount of fill will increase from 0 to 3,000 cubic yards. The Support Services Building will be 3 stories of above grade administrative office functions, and one subterranean level of conference/education center. The parking structure will be a single story above grade (with parking at grade and on the first story roof deck), and three subterranean levels of parking. The maximum height of the Support Services Building as amended will remain the same as the height previously approved: 51 feet above mean sea level. The maximum height of the parking structure as previously approved was 35 feet above mean sea level. The maximum height of the amended parking structure is 34 feet above mean sea level (the height of the light standards on the roof top will be 45 feet above mean sea level).

LOCAL APPROVALS RECEIVED:

Approval in Concept No. 659-96, City of Newport Beach.

SUBSTANTIVE FILE DOCUMENTS: Coastal Development Permit 5-96-118 (Hoag); Coastal Development Permit 5-93-253 (Hoag); 5-95-204 (Hoag); Newport Beach certified Land Use Plan; Land Use Plan Amendment No. 1-93 Part B; Development Agreement D-5-93-2 between Hoag Hospital and the City of Newport Beach; Hoag Memorial Hospital Presbyterian Planned Community Development Criteria and District Regulations (included in Development Agreement); Hoag Hospital Master Plan Environmental Impact Report.

PROCEDURAL NOTE: The Commission's regulations provide for referral of permit amendment requests to the Commission if:

- 1) The Executive Director determines that the proposed amendment is a material change,
- 2) Objection is made to the Executive Director's determination of immateriality, or
- 3) the proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. 14 Cal. Admin. Code 13166.

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission determine that the proposed development with the proposed amendment, subject to the conditions below, is consistent with the requirements of the Coastal Act. Staff is recommending that the special conditions of the original permit remain in effect, except as modified herein. Staff is recommending that special condition 2 of the original permit, regarding final grading and foundation plans, be updated to reflect the project as amended.

STAFF RECOMMENDATION

I. APPROVAL

The Commission hereby grants an amendment to the permit, subject to the conditions below, for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. SPECIAL CONDITIONS

All conditions of the original permit remain effective except as modified below. Special condition number 2 of the original permit shall be modified as follows:

2. Final Grading and Foundation Plans

Prior to issuance of the coastal development permit, the applicant shall submit, for the review and approval of the Executive Director, final grading and foundation plans that reflect the project as amended. These plans shall include the signed statement of the geotechnical consultant certifying that these plans incorporate the recommendations contained in the Report of Geotechnical Investigation prepared by Law/Crandall (Project 70131-6-0172.0001) for Hoag Memorial Hospital Presbyterian dated June 5, 1996. The final grading plans shall be consistent with the master grading plan approved by the Commission under coastal development permit 5-93-253.

III. FINDINGS AND DECLARATIONS

A. Amendment Description

The applicant is proposing to modify the previously approved Support Services Building by increasing the square footage from 80,180 to 86,423 square feet and reducing the previously approved parking structure by 30 spaces. The amount of cut associated with the proposed project will remain the same at 45,000 cubic yards. The amount of fill will increase from 0 to 3,000 cubic yards. The Support Services Building includes 3 stories of above grade administrative office functions, one subterranean level of conference/education center, and a two story communications/data center. The parking structure will be a single story above grade (with parking at grade and on the first story roof deck), and three subterranean levels of parking. The maximum height of the Support Services Building will remain 51 feet above mean sea level. The maximum height of the parking structure as previously approved was 35 feet above mean sea level. The maximum height of the amended parking structure will be 34 feet above mean sea level (the height of the light standards on the roof top will be 45 feet above mean sea level).

The additional square footage for the Support Services Building will be accomplished by expanding into area previously approved as part of the parking structure. The parking structure is proposed with an additional subterranean level. The area of the parking levels are proposed to be less than the area previously approved. The net loss of parking spaces due to the proposed reconfiguration is 30 spaces.

B. Public Access

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with the public safety needs and the need to protect public rights, rights of private property owners, and natural resources from overuse.

1. Construction Traffic

The subject site is located at the intersection of West Coast Highway and Newport Boulevard. In approving the original permit, the Commission found that both West Coast Highway and Newport Boulevard are major beach access corridors.

The proposed project includes excavation of 45,000 cubic yards and fill of 3,000 cubic yards. The net amount of export to be hauled off site is 42,000 cubic yards. The applicant has previously submitted a construction phasing and traffic control plan. Under the proposed haul route the trucks exit the site onto West Coast Highway, and proceed to Newport Boulevard and then out of the coastal zone to the Frank R. Bauerman landfill. In approving the original permit, the Commission required a special condition to prohibit the use of haul trucks during the maximum visitor traffic period, i.e. summer weekends and holidays, and to submit a construction phasing and traffic control plan

that has been reviewed and approved by a California Department of Transportation (Caltrans) traffic engineer. This condition remains in effect with this amendment. Adverse impacts to public beach access due to construction traffic will be minimized by adherence to the required construction phasing and traffic control plan. Therefore, the Commission finds that the proposed development is consistent with Section 30210 of the Coastal Act regarding maximizing public access.

2. Parking

Section 30252(4) of the Coastal Act requires that new development maintain and enhance public access to the coast by providing adequate parking facilities. The proposed amendment would reduce the previously approved number of parking spaces in the parking structure. Thirty parking spaces would be eliminated by the proposed expansion of the Support Services Building. The Support Services Building is proposed to expand into area previously approved as parking area.

The Planned Community Development Criteria and District Regulations (PCDC) for Hoag Hospital were approved as part of the Master Plan Development Agreement (D-5-93-2). The PCDC includes the parking regulations for offstreet parking for the future hospital expansion projects anticipated under the Master Plan Development Agreement. The parking requirement depends on the type of use proposed. The proposed Support Service Building will include the following uses: administrative/office, conference/education, and communications/data center.

The PCDC parking requirements identify the parking demand generated by administrative uses but do not identify a parking ratio for conference/education or communications/data uses. However, the most restrictive use identified in the approved PCDC parking requirements is administrative and medical offices. The ratio for administrative and medical office uses is 4 spaces per 1,000 square feet. If this most restrictive parking demand ratio is applied to the entire proposed structure, a parking demand of 87 spaces is generated (86,423 square feet x 4 spaces/1,000 square feet = 86.4 or 87 spaces).

The proposed parking structure will provide 369 parking spaces. Therefore, adequate spaces will be provided for the proposed development. However, in the future, when additional development is proposed, the applicant may wish to claim the Support Services Building requires fewer than 87 parking spaces (i.e. the most restrictive parking ratio may not apply to the uses not identified in the parking requirements table). If so, the applicant will need to define the parking ratio required for the uses not specified (conference/education and communications/data) and substantiate the parking ratio proposed with adequate documentation including specific parking studies. Any parking ratio and documentation submitted with a future application would be subject to the review and approval of the Executive Director.

Because the maximum parking demand generated by the proposed development, based on the approved PCDC parking requirements, is 87 spaces and the proposed project will provide 369 parking spaces, adequate parking will be provided. Therefore, the Commission finds that the proposed development is consistent with Section 30252(4) of the Coastal Act.

C. Hazard

Section 30253 of the Coastal Act requires that new development assure stability and structural integrity, and neither create nor contribute to erosion or geologic instability. The proposed development includes 45,000 cubic yards of cut and 3,000 cubic yards of fill.

Coastal development permit 5-93-253 approved the master grading plan, which allowed 387,300 cubic yards of cut, to be accomplished in phases. One of the special conditions of that permit required that final grading plans be submitted prior to commencement of each phase of grading. The proposed amount of grading, together with past grading conducted pursuant to the first phase of coastal development permit 5-93-253 and grading conducted pursuant to coastal development permit 5-95-204, is within the amount approved under coastal development permit 5-93-253. Consistent with the previous permit and as necessary to assure conformance with Section 30253 of the Coastal Act, the applicant shall, as a condition of approval, submit final grading plans for the review and approval of the Executive Director prior to issuance of this coastal development permit.

Earth movement of this magnitude can increase risk of destructive erosion and geologic instability. A Report of Geotechnical Investigation for the development proposed under the original permit, 5-96-118, was prepared by Law/Crandall (dated June 5, 1996). The Report of Geotechnical Investigation states:

Based on the available geologic data, no known active or potentially active faults exist beneath the proposed Support Services Building. Accordingly, the potential for surface rupture at the site due to faulting is considered low. Although the site could be subjected to strong ground shaking in the event of an earthquake, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the buildings are designed and constructed in conformance with current building codes and engineering practices.

The relatively level topography in the area of the proposed development precludes slope stability hazards. The potential for other geologic hazards such as liquefaction, seismic settlement, subsidence, flooding, tsunamis, and seiches affecting the site is considered low.

The geotechnical consultant was consulted regarding the proposed changes to the previously approved development. In a letter dated September 4, 1997, the geotechnical consultant, Law/Crandall, states:

We have reviewed the most recent architectural plans outlining the revised project description. In our opinion the project is geotechnically feasible and the recommendations presented in our June 5, 1996 report are applicable.

The geotechnical consultant has indicated that the project as amended remains feasible from a geologic standpoint. The Report of Geotechnical Investigation contains numerous recommendations designed to assure stability and structural integrity and minimize geologic instability of the proposed development. These recommendations include recommendations regarding foundations,

excavation and slopes, walls below grade, and subdrains. In order to assure that geologic hazard is minimized, these recommendations must be incorporated into the design of the structures as proposed to be amended. The recommendations should be reflected in the final grading and foundation plans. As a condition of approval, the applicant shall submit for the review and approval of the Executive Director, final grading and foundation plans, reviewed and approved by the geologic consultant indicating that the recommendations have been incorporated into the design of the project as amended. Therefore, as conditioned, the Commission finds the proposed development consistent with Section 30253 of the coastal Act regarding minimization of geologic hazard.

D. Public Views

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Coast Highway is a scenic corridor. In approving coastal development permit 5-93-253 the Commission required as a condition of approval that landscaping be provided in the setback area adjacent to Coast Highway. The landscaping was required to include vertical elements which, at maturity, would soften and enhance the facades of the future buildings constructed at the site. A landscaping plan for the entire lower campus was submitted as condition compliance for coastal development permit 5-93-253. The approved landscaping plan identified the plant palette to be used and plant placement and an earthen berm. A landscaping plan for the area immediately around the support services building and parking structure was required as a condition of approval of coastal development permit 5-96-118. That landscaping plan was required to be: consistent with the master landscaping plan approved under permit 5-93-253; to be reviewed and approved by a licensed landscape architect; and required that landscaping occur consistent with the approved landscaping plan.

The applicant has submitted a landscaping plan with the amendment application. The proposed landscaping plan was prepared by a landscape architecture firm, but it is not clear from the plans submitted whether the firm is a licensed landscape architecture firm. In order to comply with the special condition, the plans must be reviewed and approved by a licensed landscape architect. The landscape special condition of the underlying permit, 5-96-118, remains effective with this amendment. A landscape plan that meets the requirements of the landscaping special condition of the underlying permit is still required with the proposed amendment. Therefore, the Commission finds that the project as amended will provide the necessary screening to effectively buffer views along scenic Coast Highway, as required by Section 30251 of the Coastal Act.

In addition to views from Coast Highway, public views of the harbor and ocean exist from the public bicycle path and bluff top park adjacent to the site. The maximum height of the Support Services Building as amended will remain the same as the maximum building height previously approved: 51 feet above mean sea level. The maximum height of the parking structure as previously approved was 35 feet above mean sea level. The maximum height of the amended parking structure will be 34 feet above mean sea level (the height of the light standards on the roof top will be 45 feet above mean sea level).

Site sections analyzing the view from the bluff top park to the ocean were prepared for each of the proposed structures. The sightline was measured from 4 feet above the grade of the view park. Four feet was considered the height of a person sitting on a bicycle. The bluff top view park does not extend to the area behind the existing Cancer Center, however, the public bicycle path does. The site section for the proposed parking structure indicates that it will not obstruct existing horizon views. Blue water views from the bluff top park are already obstructed by the existing Cancer Center, and will not be any further effected by the parking structure. The site section for the Support Services Building indicates that neither views to the horizon nor blue water views will be obstructed by the proposed structure.

The proposed development will not create adverse visual impacts as viewed from the public bluff top view park and bicycle path or from Coast Highway. Therefore, the Commission finds that the proposed development is consistent with Section 30251 of the Coastal Act for minimizing adverse visual impacts.

D. Local Coastal Program

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Development Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with the Chapter 3 policies of the Coastal Act.

The Newport Beach Land Use Plan was certified on May 19, 1982. The project as conditioned is consistent with the Chapter 3 policies of the Coastal Act. The proposed development will not prejudice the City's ability to prepare a Local Coastal Program for Newport Beach that is consistent with the Chapter 3 policies of the Coastal Act as required by Section 30604(a).

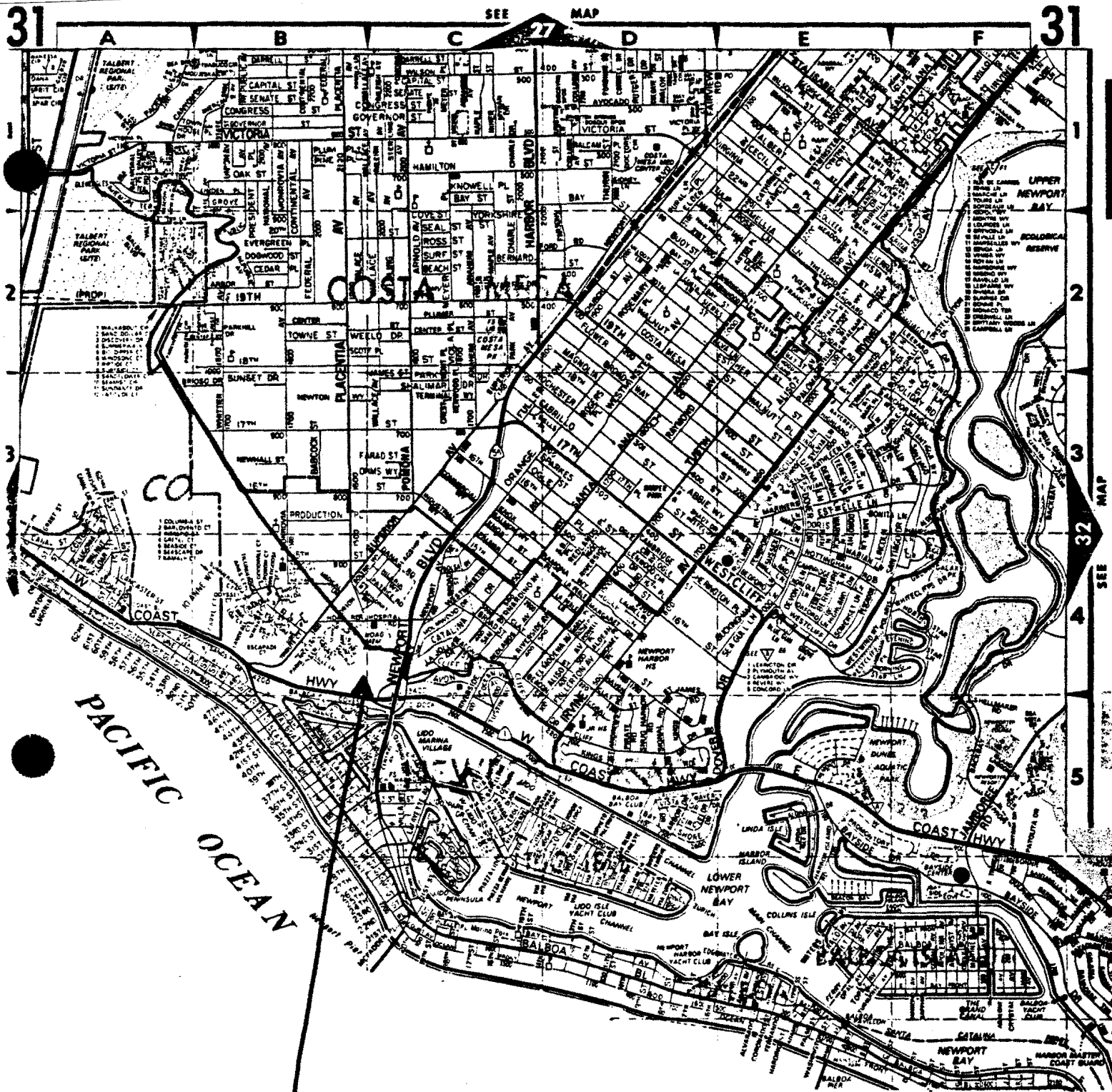
E. California Environmental Quality Act

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.

The project is proposed in an existing urbanized area. The proposed development has been conditioned to assure that mitigation measures will be implemented so that the project will not have a significant adverse impact on the environment. As conditioned, this development will not result in adverse

impacts to coastal access or resources. The proposed development is consistent with the Chapter 3 policies of the Coastal Act. The project as proposed is the least environmentally damaging alternative. Therefore, the Commission finds that the proposed project is consistent with CEQA and the policies of the Coastal Act.

0052G



Subject Site

EXHIBIT NO. A
APPLICATION NO. 5-96-118 A
VICINITY MAP
California Coastal Commission

VICINITY MAP

HOAG MEMORIAL HOSPITAL PRESBYTERIAN
SUPPORT SERVICES BUILDING
NEWPORT BEACH CALIFORNIA

EXISTING
CHILD CARE
CENTER

EXISTING
CANCER
CENTER

HOAG DRIVE

OFFICE
BUILDING

MOTOR
COURT

PARKING
STRUCTURE
(BLOSS. #2)

NEWPORT BLVD OFF RAMP

WEST COAST HIGHWAY

RECEIVED
AUG 21 1997

CALIFORNIA
COASTAL COMMISSION

EXHIBIT
5-96-118A
SITE PLAN

September 4, 1997



LAW/CRANDALL

A DIVISION OF LAW ENGINEERING
AND ENVIRONMENTAL SERVICES, INC.

Mr. Leif Thompson, AIA
Facilities Design & Construction
Hoag Memorial Hospital Presbyterian
One Hoag Drive, Box 6100
Newport Beach, California 92658-6100

RECEIVED
SEP 10 1997

CALIFORNIA
COASTAL COMMISSION

**Subject: Opinion Regarding Geotechnical Feasibility
Proposed Support Services Building
Hoag Memorial Hospital Presbyterian Lower Campus
Newport Beach, California
Hoag Project 1250.79/Law/Crandall Project 70131-6-0172-0002**

Dear Mr. Thompson:

As requested by Ms. Peri Muretta, this letter presents our response to a comment raised by the California Coastal Commission in a letter dated August 28, 1997. We performed a geotechnical investigation for the Support Services development and submitted the results in a report dated June 5, 1996. We have also been provided with a recent set of the project architectural plans, dated August 11, 1997.

The professional opinions presented in this letter have been developed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable geotechnical consultants practicing in this or similar localities. No other warranty, expressed or implied, is made as to the professional advice included in this letter.

Coastal Commission Comment:

Please submit an update letter from the geotechnical consultant assessing whether the expanded project is geotechnically feasible.

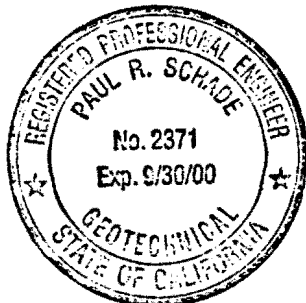
Response:

We have reviewed the most recent architectural plans outlining the revised project description. In our opinion the project is geotechnically feasible and the recommendations presented in our June 5, 1996 report are applicable.

Sincerely,

LAW/CRANDALL

Paul R. Schade
Principal Engineer



Paul Elliott
Principal Engineering Geologist

enggeo/96-proj/01721L07.doc/PS
(1 copy submitted)

cc: (1) Mr. David K. Jacobson - Nadel Architects, Inc.
(4) Ms. Peri Muretta

EXHIBIT C
5-96-118 A