

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
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Filed: 8/3/98
49th Day: 9/21/98
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Staff: Padilla-LB
Staff Report: 9/18/98
Hearing Date: 10/13-16/98
Commission Action:

**STAFF REPORT: REGULAR CALENDAR**

APPLICATION NO: 5-98-269

APPLICANT: City of Santa Monica

PROJECT LOCATION: Santa Monica

PROJECT DESCRIPTION: Construction of a 113,300 square foot, 56 foot high, Public Safety Facility with two subterranean levels and 100 subterranean parking spaces; and extension of Olympic Drive from Fourth Street to Main Street.

Lot area: 6.24 acres
Parking spaces: 346
Plan designation: Civic Center

LOCAL APPROVALS RECEIVED: City of Santa Monica Approval In Concept; Development Review Permit 97-008; certification of Final Environmental Impact Report.

SUBSTANTIVE FILE DOCUMENTS: Final Environmental Impact Report, City of Santa Monica Public Safety Facility, September 1997.

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends that the Commission approve the proposed project with no Special Conditions.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval.

The Commission hereby grants a permit for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California 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. Standard Conditions.

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions.

IV. Findings and Declarations.

A. Project Description

The applicant proposes to construct a 113,300 square foot, 56 foot high, Public Safety Facility building. The building will consist of four levels above grade and two subterranean levels, including two subterranean levels and 100 subterranean parking spaces for official use. The project will also include extension of Olympic Drive from Fourth Street to Main Street. Olympic Drive will consist of two lanes with on-street parking between Main Street and the building; and four lanes between the building and Fourth Street.

The proposed project site consists of an approximately 58,000 square foot area within the City of Santa Monica's Civic Center. The site is bounded by the Santa Monica City Hall and Police Department on the west, the Santa Monica Freeway (I-10) on the north, and Fourth Street on the east. A line extending west from the Santa Monica Freeway Fourth street on-ramp constitutes the approximate southern boundary of the site.

The site is currently utilized as an asphalt surface parking lot. The lot is striped with approximately 100 stalls. The parking lot is used by the Police Department, City personnel, and parking enforcement vehicles. The site also includes three locked storage modules, a vehicle maintenance office, and a portable trailer.

The Civic Center is located approximately four blocks from the City of Santa Monica's South Beach area. The Civic Center is not in a location that provides direct access to the beach due to the location of the large Rand Corporation property directly across Main Street, which does not provide through public access.

B. Public Access/Parking

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 public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

The Civic Center includes City Hall, the Police Department, the County Court House, the Civic Auditorium, and 1,371 associated surface parking spaces. Although the project includes 100 subterranean parking spaces and 23 on-street parking spaces on Olympic Drive, the proposed project will result in a net loss of approximately 146 public parking spaces and 6 official vehicle spaces for a total of 152 spaces within the Civic Center.

To determine the impact of the loss of the spaces the City conducted parking lot usage studies for the existing parking lots within the Civic Center (City of Santa Monica Specific Plan traffic Study, DKS, Associates, March 1991) and for the Civic Auditorium parking lot (Santa Monica Civic Auditorium parking Lot Usage Study, September 1992). With this information a parking demand analysis was performed as part of the EIR. The analysis took into account trip generation factors, existing shift change information, and employee growth rates. The EIR states:

...the peak demand for Public Safety Facility employee and visitor parking is expected to occur between 4 and 5 PM, during the overlap between day and evening shifts, when 275 employee and visitor cars and projected to be parked. This represents a projected increase in employee demand of approximately 68 parking cars over existing conditions between 4 and 5 PM.

However, the peak parking utilization for the Civic Center as a whole occurs between 9 and 10 AM. Therefore, the demand for employee and visitor parking for this time period must be used to evaluate the potential impacts of the project on overall Civic Center parking conditions...the parking demand for public Safety Facility employee and visitor parking between 9 and 10 AM is projected to be approximately 246 vehicles. This represents a projected increase in employee demand of about 65 parked cars over existing conditions between 9 and 10 AM.

The Police Department has identified 174 official police vehicles, for which 100 spaces would be provided in the subterranean parking lot. Since these vehicles would be utilized in the field, it is anticipated that the demand for official vehicle parking would be accommodated within the 100 space garage during daytime peak periods. During nighttime hours, when a greater number of official vehicles would need to be parked, it is envisioned that they would share use of the public parking facilities since public demands would be low during this period.

The City projects that future employee and visitor peak parking demand will increase by approximately 58 parked cars. Combined with the loss of 146 general purpose spaces, there will be a total deficiency of approximately 204 parking spaces for employees and visitors.

However, based on the lot usage surveys conducted for the City the utilization rate of the parking lot behind the County Building is at 80%, providing a surplus of 20 spaces. The Civic Auditorium lot shows a utilization of approximately 90%, providing a surplus of 189 spaces. Combining the surplus of the two lots the total surplus is 209 parking spaces. Therefore, based on this surplus there would be a net surplus of approximately 5 parking spaces.

Based on this information the parking supply within the Civic Center will be adequate to support the proposed Public Safety Facility and the future demand of the Civic Center. Furthermore, approximately 22 on-street metered parking spaces are available along Main Street in the vicinity of the Civic Center that provides additional parking. Since the proposed project will provide adequate parking on site and additional on-street parking is available the proposed project will not adversely impact beach access and is consistent with Section 30210, 30211, 30221 of the Coastal Act.

C. Local Coastal Program

(a) Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3.

In August 1992, the Commission certified, with suggested modifications, the 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), the Santa Monica Pier and the Civic Center. On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications.

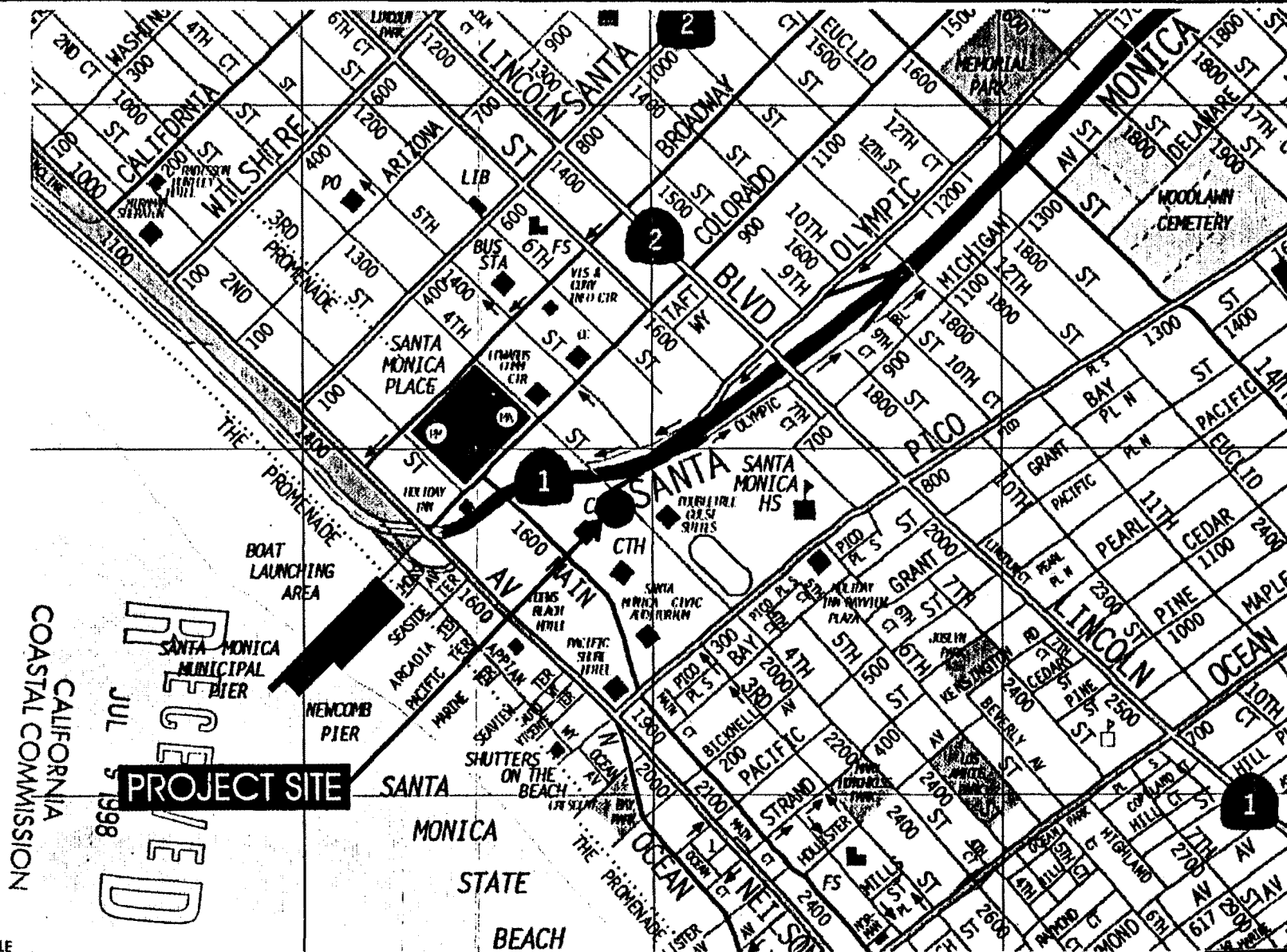
As discussed above, the Commission finds that the proposed project will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

D. CEQA

Section 13096 of the Commission's 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)(A) 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.

As proposed, there are no feasible alternatives or mitigation measures available, which would substantially lessen any significant adverse impact, which the activity may have on the environment. Therefore, the proposed project is found consistent with CEQA and the policies of the Coastal Act.



Christopher A. Joseph & Associates
environmental planning and research

EXHIBIT NO. **2**

Application Number

5-98-269

Vicinity Map

California Coastal Commission

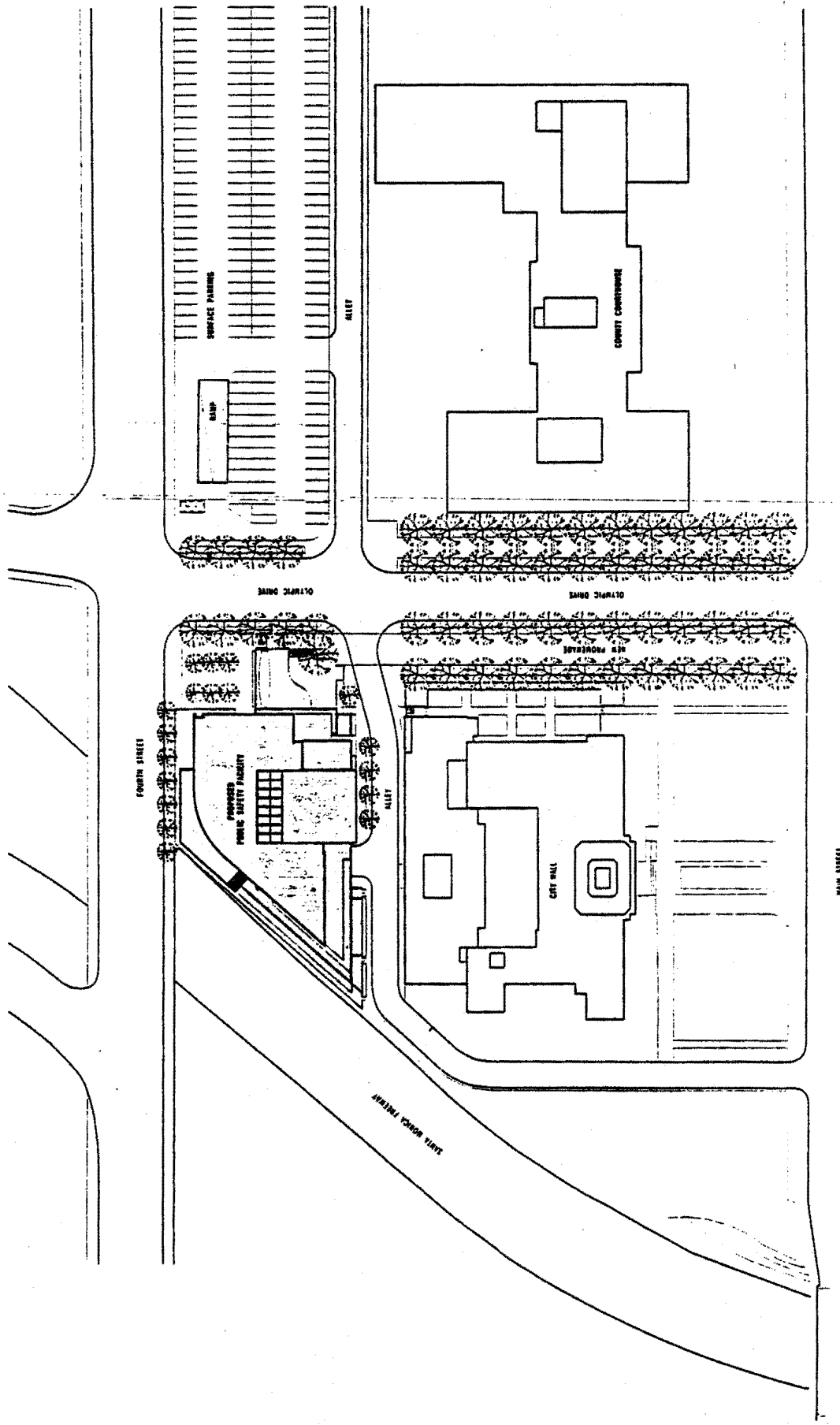


EXHIBIT NO. 2
Application Number 5-98-269
<i>Site Plan</i>
California Coastal Commission

SANTA MONICA PUBLIC SAFETY FACILITY

SANTA MONICA,
CALIFORNIA



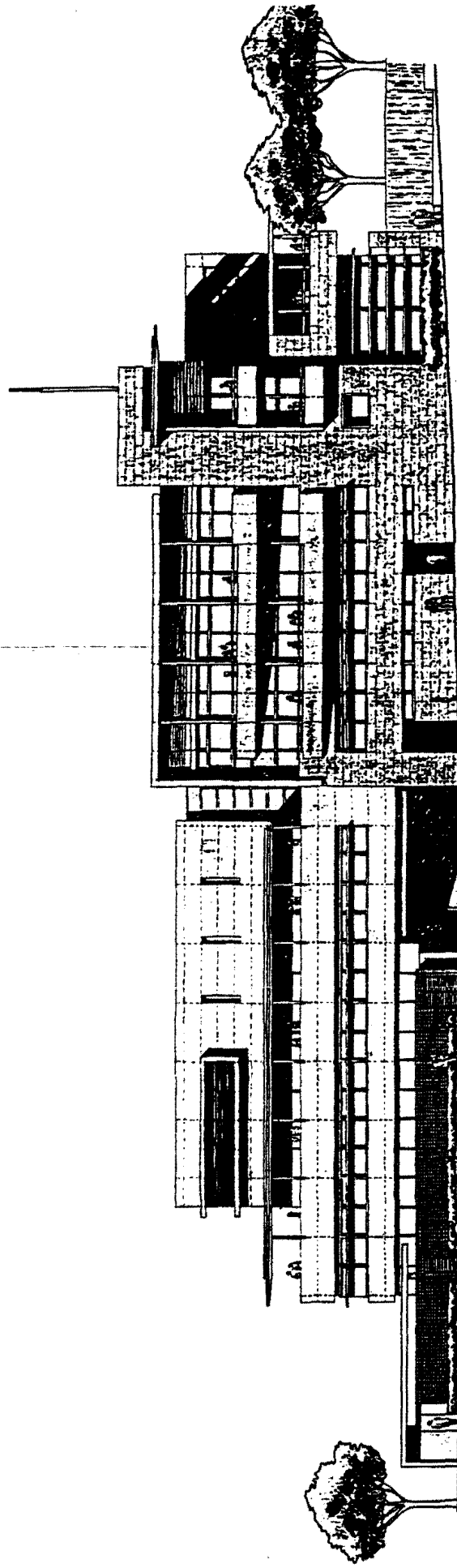


EXHIBIT NO. 3

Application Number

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Elevation

California Coastal Commission

SANTA MONICA PUBLIC SAFETY FACILITY

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