

**CALIFORNIA COASTAL COMMISSION**

South Coast Area Office  
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Filed: 6/01/11  
 49th Day: 7/20/11  
 180th Day: 11/18/11  
 Staff: Al Padilla-LB  
 Staff Report: 6/27/11  
 Hearing Date: 7/14/11

**TH 22b****STAFF REPORT: REGULAR CALENDAR**

**APPLICATION NUMBER:** 5-11-140

**APPLICANT:** City of Santa Monica

**PROJECT LOCATION:** 1431 Second Street, Santa Monica

**PROJECT DESCRIPTION:** Demolition of an existing five story 345 parking space parking structure and construction of a new, eight story, with three subterranean levels, parking structure with 730 parking spaces, 7,000 square feet of retail space, 4,000 square feet of storage space, electrical vehicle charging stations, bicycle racks, and solar panels.

Lot Area:	30,000 square feet
Building Coverage	28,400 square feet
Parking Spaces	730
Zoning	Bay Side Commercial 2
Ht above final grade	84 feet

**LOCAL APPROVALS RECEIVED:** Conditional use Permit 11-002

**SUBSTANTIVE FILE DOCUMENTS:** Santa Monica certified Land Use Plan, certified in 1992.

**SUMMARY OF STAFF RECOMMENDATION:**

Staff recommends approval with special conditions on the basis that the project, as conditioned, conforms with the public access and resource protection policies of the Coastal Act. Special Conditions include: 1) compliance with City water quality measures and; 2) archaeological resource recovery plan.

**STAFF RECOMMENDATION:**

**MOTION:**        *I move that the Commission approve Coastal Development Permit No. 5-11-140 pursuant to the staff recommendation.*

**STAFF RECOMMENDATION OF APPROVAL:**

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

**RESOLUTION TO APPROVE THE PERMIT:**

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and 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. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

**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 on which the Commission voted on the application. 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.     Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. 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.
5. 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

#### 1. Water Quality Standards

With the acceptance of this permit the applicant agrees to comply with all applicable City of Santa Monica water quality requirements as required under the City's Municipal Code that are in effect at the time of approval of this permit.

#### 2. Archaeological Resources

**A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and approval of the Executive Director an archeological monitoring plan prepared by a qualified professional, that shall incorporate the following measures and procedures:

1. The monitoring plan shall ensure that any prehistoric or historic archaeological or paleontological cultural resources that are present on the site and could be impacted by the approved development will be identified so that a plan for their protection can be developed. To this end, the cultural resources monitoring plan shall require that archaeological and Native American monitors be present during all grading operations unless the applicant submits evidence, subject to the review and approval of the Executive Director, that a more complete survey of cultural resources adjacent to and within a one-half mile radius of the project site finds no cultural resources. If cultural resources are found adjacent to, or within a one-half mile radius of the project site, the applicant may choose to prepare a subsurface cultural resources testing plan, subject to the review and approval of the Executive Director, in-lieu of proceeding with development with the presence of archaeological and Native American monitors on the site during grading activities. If the subsurface cultural resources testing plan results in the discovery of cultural resources, the applicant shall prepare a mitigation plan, which shall be peer reviewed and reviewed by the appropriate Native American tribe, and shall apply for an amendment to this permit in order to carry out the mitigation plan.

There shall be at least one pre-grading conference with the project manager and grading contractor at the project site in order to discuss the potential for the discovery of archaeological or paleontological resources.

2. Archaeological monitor(s) qualified by the California Office of Historic Preservation (OHP) standards, Native American monitor(s) with documented ancestral ties to the area appointed consistent with the standards of the Native American Heritage Commission (NAHC), and the Native American most likely descendent (MLD) when State Law mandates identification of a MLD, shall monitor all project grading, if required in the approved cultural resources monitoring plan required above.
3. If required by the above cultural resources monitoring plan to have archeological and Native American monitors present during grading activities, the permittee shall provide sufficient archeological and Native American monitors to assure that all project grading that has any potential to uncover or otherwise disturb cultural deposits is monitored at all times;
4. If any archaeological or paleontological, i.e. cultural deposits, are discovered, including but not limited to skeletal remains and grave-related artifacts, artifacts of traditional cultural, religious or spiritual sites, or any other artifacts, all construction shall cease within at least 50 feet of the discovery, and the permittee shall carry out significance testing of said deposits in accordance with the attached "Cultural Resources Significance Testing Plan Procedures" (Appendix 1). The permittee shall report all significance testing results and analysis to the Executive Director for a determination of whether the findings are significant.
5. If the Executive Director determines that the findings are significant, the permittee shall seek an amendment from the Commission to determine how to respond to the findings and to protect both those and any further, cultural deposits that are encountered. Development within at least 50 feet of the discovery shall not recommence until an amendment is approved, and then only in compliance with the provisions of such amendment.

#### **IV. FINDINGS AND DECLARATIONS:**

The Commission hereby finds and declares:

##### **A. Project Description and Location**

The applicant proposes to demolish an existing five story 345 parking space parking structure (Parking Structure No. 6) and construct a new, 84 foot high, eight story, with three subterranean levels, parking structure with 730 parking spaces, 7,000 square feet of retail space, 4,000 square feet of storage space, ten electrical vehicle charging stations, bicycle racks for at least 90 bicycles, and solar panels (see Exhibits No. 3-6).

The solar panels will be located on the top parking level and will be designed as canopies allowing vehicles to park underneath. Construction for the entire project will take

approximately two years to complete and the City plans on implementing an interim parking plan to relocate parking permit holders and to provide temporary parking in the surrounding area, including parking management measures, such as shuttle service and rerouting of transit lines.

The proposed project site is located at 1431 2<sup>nd</sup> Street, between Santa Monica Boulevard and Broadway, in the City of Santa Monica's Downtown area (see Exhibit No. 1-2). The downtown area consists of office, residential, commercial and visitor-serving uses. Within the downtown area there is the Downtown Parking District, which is bounded by Wilshire Boulevard, first Court, Broadway, and 4<sup>th</sup> Court. The Downtown Parking District provides approximately 3,000 parking spaces within six municipal parking structures. The District was formed to levy an additional business license and an annual ad valorem assessment to development within the district to pay for and maintain the six parking structures and provide parking for the businesses within the district.

In addition to the parking provided within the District there are additional parking within and surrounding the City's downtown area, including approximately 1,900 parking spaces provided within two parking structures at Santa Monica Place, an outdoor mall, located adjacent to and south of Broadway.

## **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...*

According to the City, the proposed project is part of the City's Downtown Public Parking Improvement Program. The purpose of the Program is to provide adequate public parking resources in the Downtown area to support existing and future land uses and to foster continued economic vitality in the Downtown area. The Program would involve modifications to five of the six existing public parking structures including demolishing and reconstructing three of the structures and seismically retrofitting two others (see Exhibit No. 2 and 2a).

As proposed, the existing 345 space parking structure will be demolished and a new 730 space structure will be constructed in its place with a net increase of 385 parking spaces. Therefore, once the new structure is completed the parking provided in the structure, and within the Parking District as a whole, will increase, providing additional parking for the uses within the downtown area and the general public. The proposed parking will also be adequate to support the increase in ground floor retail space from the existing 5,000 square feet to the proposed 7,000 square feet.

However, during the projected two year demolition and construction period the 345 parking spaces currently provided by the parking structure will not be available. The absence of these spaces, although temporary, could have an impact on public access within the

downtown area and to public beach and recreational access. In the past the Commission has reviewed the supply of the six parking structures as a whole when reviewing development within the Parking District since all development within the Downtown Parking District is supported by the entire parking supply and not just a single or nearby structure. Therefore, the temporary loss of parking within one structure should be reviewed in relation to the entire Parking District supply. As such, although there are a total of six parking structures providing a total of approximately 3,000 parking spaces, the temporary loss of 345 parking spaces could impact the availability of parking within the entire District and potentially temporarily impact beach access due to the proximity of the parking structures to the beach and other recreational areas.

The District's parking structures along Second Street, the westernmost structures within the District, are approximately one block from Palisades Park, which is a 1.5 mile long bluff top park overlooking the beach and Pacific Ocean, and within two blocks from the Santa Monica Pier (see Exhibit No. 2). Because of the close proximity of the parking structures to these recreational areas, the parking does provide public beach and recreational parking. The loss could potentially adversely impact public access to these areas with the temporary loss of parking and through increased competition from displaced office and commercial parking permit holders and visitors.

To address the temporary loss of parking the City has incorporated an interim parking plan for the two year construction period. The plan includes temporarily relocating 500 monthly parking pass holders into the Civic Center and Main Library parking structures and an interim shuttle service will be initiated between the interim parking sites and the downtown area. In addition, the City plans to use temporary parking locations at 5<sup>th</sup> Street and Arizona and at the former Sears Automotive site, located at Colorado and 5<sup>th</sup> Street to provide 200 to 300 temporary spaces; reroute transit lines to make routes more accessible to interim parking sites; reduce parking rates to on-street and off-street parking rates in areas to provide incentives to use parking that is located available further away; possible technological changes, such as use of credit card meters and smart phone and other parking location assistance devices; and transportation demand management, including improvements to bicycling facilities in the downtown area, such as the full service bike transit center in Santa Monica Place (structures no. 7 and 8) and the provision of additional bicycle parking areas on the Third Street Promenade and throughout the downtown area.

Furthermore, during the summer and the peak beach use period, there is underutilized beach parking located in the parking lots south of the Pier. There are approximately 2,400 parking spaces in two main south beach parking lots and during the weekend summer months reach a peak utilization rate of only approximately 67%. The City encourages public use of these underutilized lots through reduced parking fees and traffic management measures by directing beach users to park in the south lots. Therefore, during the temporary loss of parking with over 700 parking spaces available in the south beach lots during the summer period, there will be adequate beach parking available for beach visitors. With the interim parking plan and available public parking throughout the area, the temporary loss of parking during the construction period will not have a significant impact

on public beach access or recreation; therefore, the proposed project 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 be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.*

The proposed project includes the demolition of an existing 345 space, five level, approximately 60 foot high parking structure, with approximately 5,000 square feet of ground floor retail space; and construction of a 730 space 84 foot high parking structure. The new structure will have three subterranean levels and eight above ground parking levels. The ground floor will provide approximately 7,000 square feet of retail space along 2<sup>nd</sup> Street.

The Commission in prior actions on Coastal permits has indicated that downtown Santa Monica is a location in which new commercial development should be concentrated. Furthermore, policy #70 of the City's certified Land Use Plan states that:

*Allowable uses shall include retail, pedestrian oriented, visitor-serving commercial, public parking uses and other complementary uses (such as hotels, offices, cultural facilities, restaurants, social services, and housing).*

Surrounding uses include low and high rise office and mixed use buildings, surface parking lots, parking structures, restaurants and other commercial establishments. Structures in the surrounding area vary in height, from one to six stories and up to 15 stories along Ocean Boulevard to the west. The certified Land Use Plan allows a maximum height of 6 stories, 84 feet. As proposed, the project is an allowable use under the certified LUP and is consistent with the uses in the surrounding uses.

Because of existing development along the western side of Second Street and along Ocean Boulevard, the project will not be visible from the beach or other coastal recreational areas, such as, Palisades Park or the Pier. As proposed, the development will not adversely impact any scenic resources and will be visually compatible with the character of the surrounding

Downtown development. Therefore, the project as proposed is consistent with Section 30250 and 30251 of the Coastal Act.

#### **D. Control of Polluted Runoff**

Section 30230 states:

*Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30231 states:

*The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

The proposed project poses a potential source of pollution due to contaminated runoff from construction activity and the proposed hardscape. During construction a potential water quality problem can result from excavation for the underground parking garage if groundwater is encountered due to sediment and potential contaminant runoff during dewatering. Based on test borings, groundwater was found at depths of approximately 55 below grade and historic high groundwater may be as high as 50 feet. The proposed subterranean structure is proposed at a depth of approximately 36 feet below grade. The Geotechnical Engineering Investigation, prepared by Geo-Environmental, Inc. states that based on the existing and historic groundwater levels and the proposed design of the parking structure groundwater would unlikely be encountered during excavation. Therefore, as proposed, the project will not require dewatering and the City requires Best Management Practices (BMPs) to be implemented during construction to minimize sedimentation and pollutant runoff.

The City, to mitigate potential impacts from development projects, has adopted an Urban Runoff Pollution Control Ordinance (SMMC 7.10.050). The City of Santa Monica's Urban Runoff Pollution Control Ordinance requires that all new developments and substantial remodels prepare an Urban Runoff Mitigation Plan. The purpose of this plan is to insure that each new development maximizes permeable surface area and minimizes the amount of runoff that is directed to impermeable areas.

The proposed parking structure will provide oil and water separators as part of the project; however, because of the size of the structure, the amount of impermeable area, and the depth of



the subterranean levels in relation to the water table, there is inadequate area on-site for a retention basin or other on-site mitigation measures to reduce the amount of runoff. Therefore, the City will require that the project pay an Urban Runoff Reduction Fee that has been established by the City for all development projects that cannot meet the runoff reduction requirements. The fee is used exclusively to construct citywide low impact development post-construction BMPs designed to achieve at least the same level of water quality protection as if all of the runoff was retained on site. Water quality improvement projects that have previously been constructed with the use of the Urban Runoff Reduction Fees and approved by the Commission in the coastal zone include streetscape improvements that have involved installation of bioretention or infiltration devices and/or replacement of existing impermeable hardscape with permeable surfaces (Coastal Development Permit No. 5-08-280, 5-10-160, and 5-10-201).

Furthermore, the City has a state-of-the-art stormwater treatment facility that treats all dry weather storm runoff. Runoff from all new development is directed to existing storm drains and directed to the treatment facility, which reduces the amount of pollutants that would potentially runoff into the ocean. The City will require the project to comply with all water quality standards during construction and for the operation of the development where applicable. To ensure that the project complies with the City's water quality requirements, a special condition is necessary that requires the City to agree to comply with the water quality requirements as established by the City for this project. The Commission, therefore, finds that, as conditioned, the development will be consistent with Section 30230 and 30231 of the Coastal Act.

#### **E. Cultural Resources**

Section 30244 of the Coastal Act states:

*Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.*

The proposed site is currently developed and has been disturbed in the past. Based on past projects that have been done in the surrounding area and search of archaeological records there are no identifiable historical, archaeological, and/or paleontological resources that exist in the area.

Although no known archaeological or paleontological resources have been discovered during construction in the immediate area, the proposed project does include excavating down approximately 39 feet and the Commission has required applicants proposing large or deep grading activities to monitor all grading and construction activities within areas of potential archaeological or paleontological resources and has also required appropriate recovery and mitigation measures regarding excavation, reporting and curation. To ensure that the project is consistent with past Commission action, Special Condition No. 2 is necessary to ensure consistency with the Coastal Act. As part of the condition, a monitoring plan shall be submitted and reviewed and approved by the Executive Director. The monitoring plan shall require that archaeological and Native American monitors be present during all grading operations, unless

the applicant submits evidence that a more complete survey of cultural resources finds no cultural resources adjacent to, or within a one-half mile radius of the project site.

Once a site is determined to contain significant cultural resources, a Treatment Plan (Mitigation Plan) shall be prepared and reviewed by the appropriate Federal and State reviewing agencies (see Appendix 1, Cultural Resources Significance Testing Plan Procedures). The Treatment Plan will outline actions to be implemented to mitigate impacts to the cultural resources found at the site(s). To determine whether the Treatment Plan is consistent with the proposed permit or if an amendment to this permit is required, the applicant shall submit a copy of the Treatment Plan to the Commission. The Executive Director, after review of the Treatment Plan, shall determine if an amendment will be required. The Executive Director will require an amendment if there is significant additional excavation required or there is a significant change in area of disturbance or change in the type of excavation procedures.

In the event that grave goods are found the Los Angeles County Coroner's Office must be notified in compliance with state law, and they in turn will request the Native American Heritage Commission to determine the cultural affiliation.

The Commission's Archaeological Guidelines (Appendix 1) also recommend that the research design include arrangements for curation of collections when appropriate, and dissemination of the research findings. Regarding curation, there must be some assurance that the collection and related field records, catalogs and reports will be properly curated. Without proper curation there is no assurance that the value of information obtained will be retained in perpetuity. A qualified curation facility is one that meets the State Historic Preservation Office (SHPO) guidelines, such as the San Bernardino County Museum. However, there is no guarantee that the facility will be able to accept the collections once the artifacts are ready for curation. Consequently, if another facility is available that meets SHPO's guidelines, it would also be appropriate to allow curation to occur there. In any case, curation of any significant artifacts must be assured in order to find that the proposed project meets Section 30244 of the Coastal Act's requirement for reasonable mitigation. Therefore, as a condition of approval, artifacts of significant cultural value collected as a result of this project at the archaeological sites shall be curated at a qualified curation facility. If no qualified curation facility is available at the time the project is complete, an amendment to this permit shall be required to determine the appropriate curation process. The Commission finds, therefore, that as conditioned, the proposed project is consistent with Section 30244 of the Coastal Act.

#### **F. Local Coastal Program**

Section 30604(a) of the Coastal Act states that:

*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 (commencing with Section 30200).*

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), 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 the proposed parking structure. 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 implementation for a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

**G. 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 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.

## Appendix 1

### **CULTURAL RESOURCES SIGNIFICANCE TESTING PLAN PROCEDURES**

**A.** An applicant seeking to recommence construction following discovery of the cultural deposits shall submit a Significance Testing Plan for the review and approval of the Executive Director. The Significance Testing Plan shall identify the testing measures that will be undertaken to determine whether the cultural deposits are significant. The Significance Testing Plan shall be prepared by the project archaeologist(s), in consultation with the Native American monitor(s), and the Most Likely Descendent (MLD) when State Law mandates identification of a MLD. The Executive Director shall make a determination regarding the adequacy of the Significance Testing Plan within 10 working days of receipt. If the Executive Director does not make such a determination within the prescribed time, the plan shall be deemed approved and implementation may proceed.

1. If the Executive Director approves the Significance Testing Plan and determines that the Significance Testing Plan's recommended testing measures are de minimis in nature and scope, the significance testing may commence after the Executive Director informs the permittee of that determination.

2. If the Executive Director approves the Significance Testing Plan but determines that the changes therein are not de minimis, significance testing may not recommence until after an amendment to this permit is approved by the Commission.

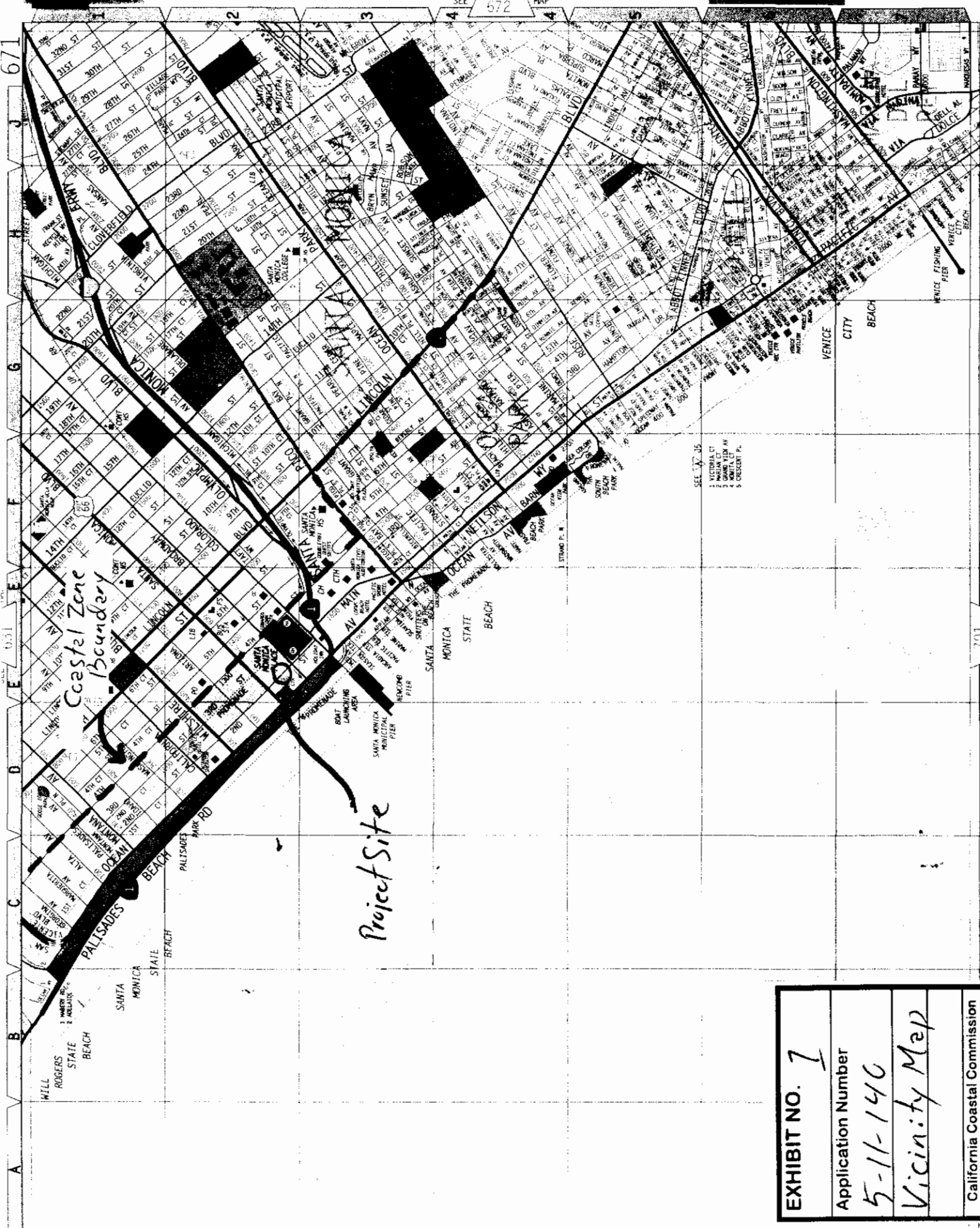
3. Once the measures identified in the significance testing plan are undertaken, the permittee shall submit the results of the testing to the Executive Director for review and approval. The results shall be accompanied by the project archeologist's recommendation as to whether the findings are significant. The project archeologist's recommendation shall be made in consultation with the Native American monitors and the MLD when State Law mandates identification of a MLD. The Executive Director shall make the determination as to whether the deposits are significant based on the information available to the Executive Director. If the deposits are found to be significant, the permittee shall prepare and submit to the Executive Director a supplementary Archeological Plan in accordance with subsection D of this condition and all other relevant subsections. If the deposits are found to be not significant, then the permittee may recommence grading in accordance with any measures outlined in the significance testing program.

**B.** An applicant seeking to recommence construction following a determination by the Executive Director that the cultural deposits discovered are significant shall submit a supplementary Archeological Plan for the review and approval of the Executive Director. The supplementary Archeological Plan shall be prepared by the project archaeologist(s), in consultation with the Native American monitor(s), the Most Likely Descendent (MLD) when

State Law mandates identification of a MLD, as well as others identified in subsection E of this condition. The supplementary Archeological Plan shall identify proposed investigation and mitigation measures. The range of investigation and mitigation measures considered shall not be constrained by the approved development plan. Mitigation measures considered may range from in-situ preservation to recovery and/or relocation. A good faith effort shall be made to avoid impacts to cultural resources through methods such as, but not limited to, project redesign, capping, and placing cultural resource areas in open space. In order to protect cultural resources, any further development may only be undertaken consistent with the provisions of the Supplementary Archeological Plan.

1. If the Executive Director approves the Supplementary Archeological Plan and determines that the Supplementary Archeological Plan's recommended changes to the proposed development or mitigation measures are de minimis in nature and scope, construction may recommence after the Executive Director informs the permittee of that determination.
2. If the Executive Director approves the Supplementary Archeological Plan but determines that the changes therein are not de minimis, construction may not recommence until after an amendment to this permit is approved by the Commission.

**C.** Prior to submittal to the Executive Director, all plans required to be submitted pursuant to this special condition, except the Significance Testing Plan, shall have received review and written comment by a peer review committee convened in accordance with current professional practice that shall include qualified archeologists and representatives of Native American groups with documented ancestral ties to the area. Names and qualifications of selected peer reviewers shall be submitted for review and approval by the Executive Director. The plans submitted to the Executive Director shall incorporate the recommendations of the peer review committee. Furthermore, upon completion of the peer review process, all plans shall be submitted to the California Office of Historic Preservation (OHP) and the NAHC for their review and an opportunity to comment. The plans submitted to the Executive Director shall incorporate the recommendations of the OHP and NAHC. If the OHP and/or NAHC do not respond within 30 days of their receipt of the plan, the requirement under this permit for that entities' review and comment shall expire, unless the Executive Director extends said deadline for good cause. All plans shall be submitted for the review and approval of the Executive Director.



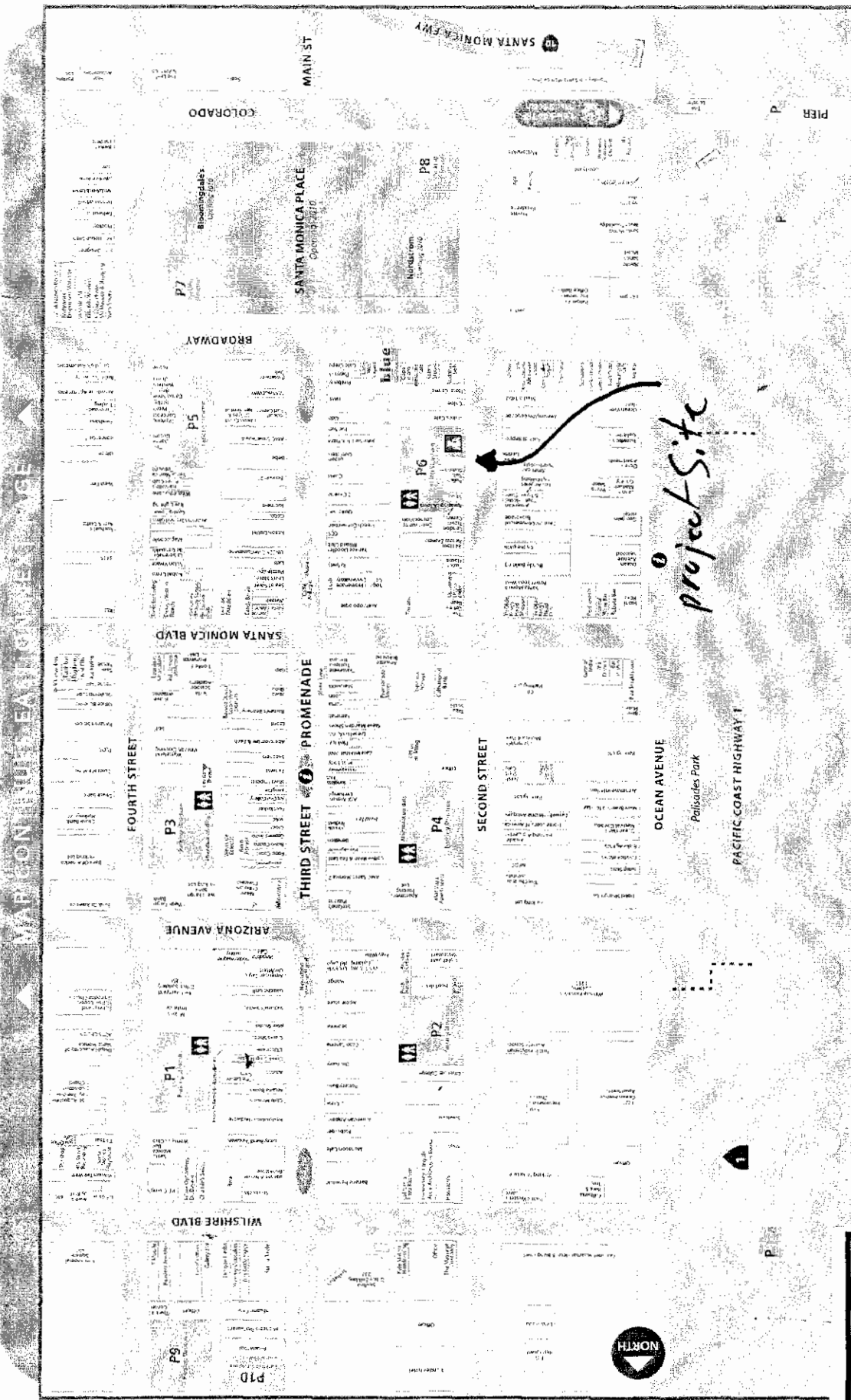
- SEE 572 IS
- 1 VICTORIA CT
  - 2 DUNN VILK AV
  - 3 MONTEA CT
  - 4 MONTEA CT
  - 5 CRESCENT PL

*Project Site*

*Coastal Zone Boundary*

EXHIBIT NO. <i>1</i>
Application Number <i>5-11-146</i>
<i>Vicinity Map</i>
California Coastal Commission

7100 Block  
1200 Block  
1350 Block  
1450 Block  
1500 Block  
1600 Block



400 Block  
300 Block  
200 Block  
100 Block

**EXHIBIT NO. 2**

Application Number  
**5-11-1410**

*Dunstan*  
**Parking Structures**  
California Coastal Commission

**SANTA MONICA PROMENADE**

Information:  
call 310.393.8355

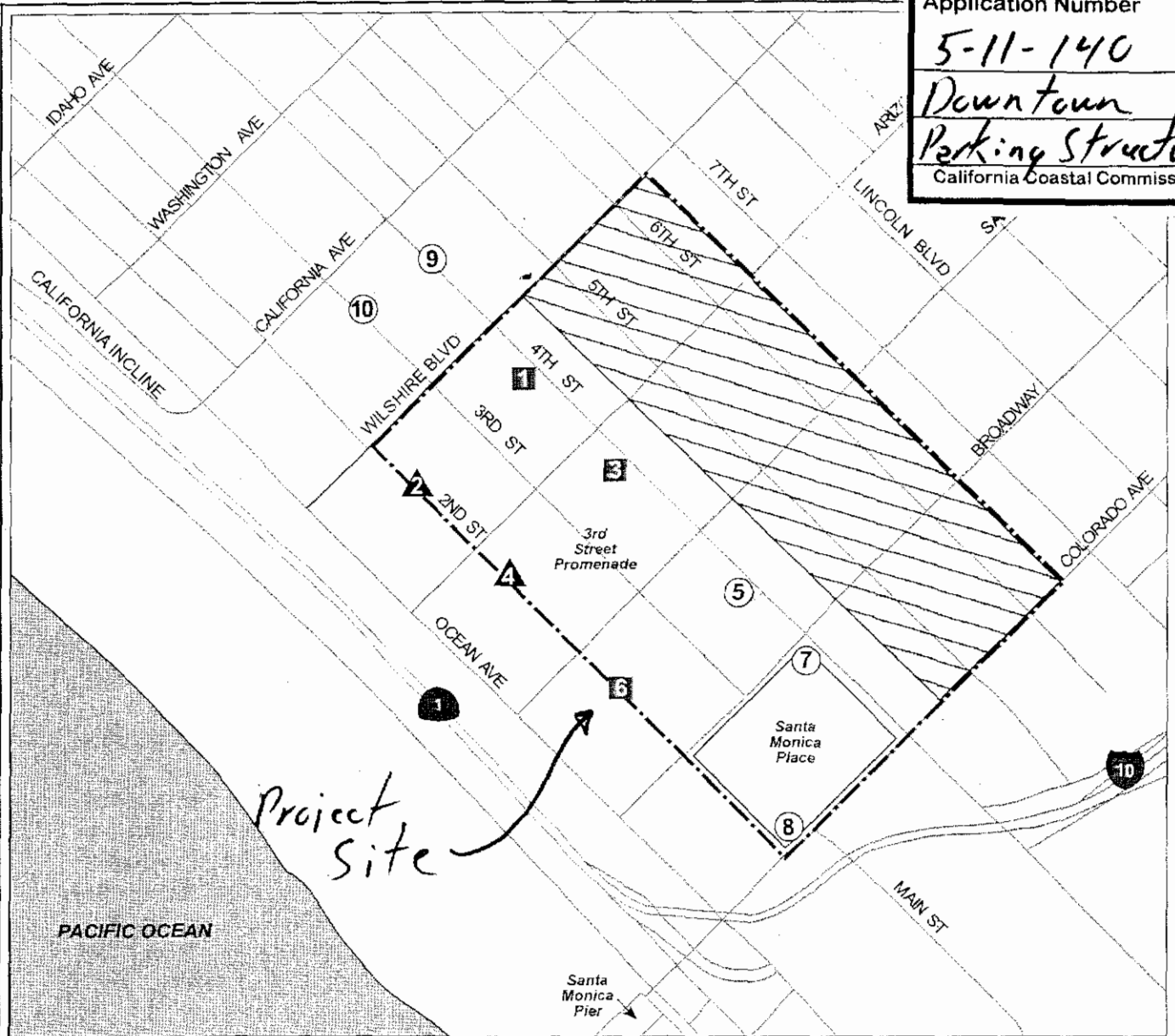
- Visitor & Bus Information:**
- Visitor Information Center  
1920 Main Street, Suite B  
9 a.m. - 5 p.m.  
800-544-5319 or 310 393-7593
  - Visitor Information Cart  
1330 Block of Third Street Promenade
  - Visitor Information Kiosk  
1400 Ocean Avenue, 10 a.m. - 5 p.m.

- Police Sub-Station**
- 1433 Second Street, 10 a.m. - 10 p.m.
  - Big Blue Bus: The Transit Store**  
223 Broadway  
Bus passes, schedules & information
  - Police** 1433 Second Street 310-458-9588  
For emergencies, call 911

- Restrooms in Parking Garages**  
Lower level, enter through alley  
(2nd Court or 3rd Court)
- Parking Structure 3 & 4**  
Attendant on duty
- Parking Structures 1, 2 & 6**  
No attendant

- Public Parking**
- Parks/Recreation**
- Pedestrian Overpass**
- Public Art - Dinosaur Sculptures**

EXHIBIT NO. 2a  
 Application Number  
 5-11-140  
 Downtown  
 Parking Structures  
 California Coastal Commission



*Project Site*

**Parking Structure Information**

To Be Demolished & Reconstructed

- 1** 1234 4th Street
- 3** 1320 4th Street
- 6** 1431 2nd Street

To Be Retrofitted

- 2** 1235 2nd Street
- 4** 1321 2nd Street

Not a Part of Program

- 5** 1440 4th Street
- 7** Santa Monica Place Mall  
Corner of 4th and Broadway
- 8** Santa Monica Place Mall  
Corner of 2nd Street and  
Colorado Avenue
- 9** 1136 4th Street
- 10** 1125 3rd Street

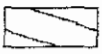


-  Potential Area for Two New Structures
-  Project Area

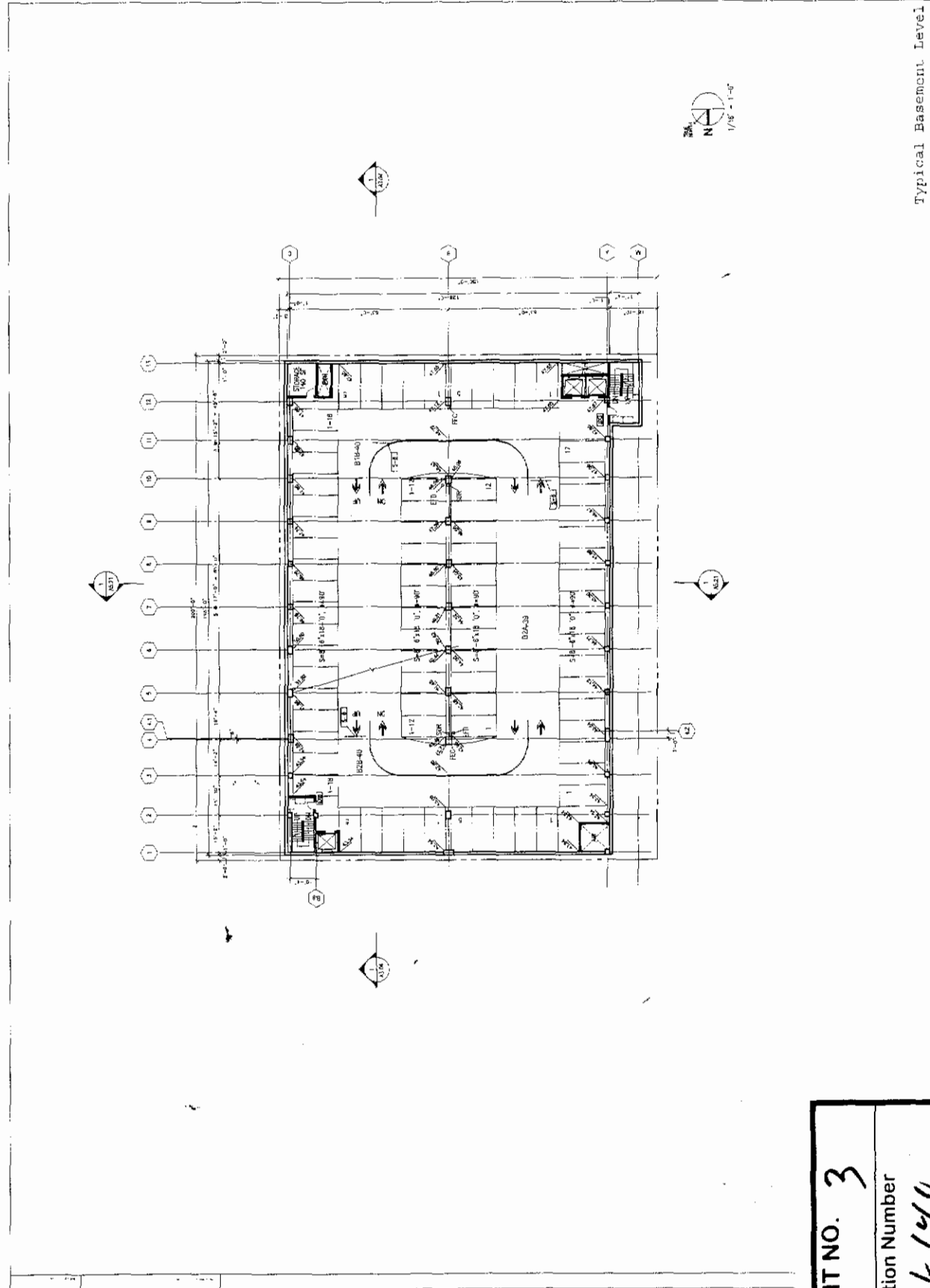


Figure 2-3  
 Parking Structure Location Map



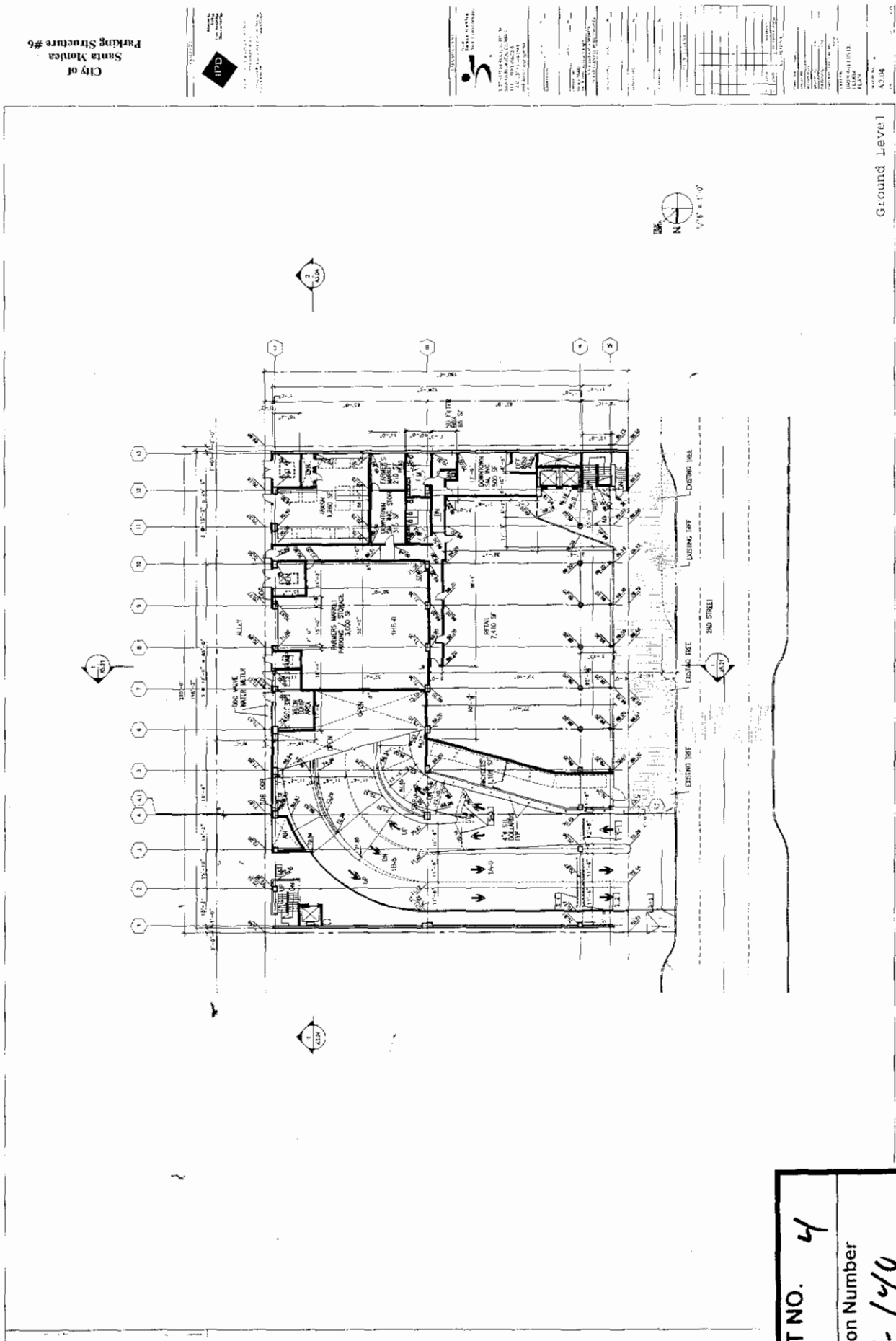
City of  
Santa Monica  
Parking Structure #6


 PROJECT NO. 13-00000000-0000  
 SHEET NO. 13-00000000-0000  
 DATE: 11/11/10  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]  
 PROJECT: [Name]  
 LOCATION: [Name]  
 SCALE: 1/8" = 1'-0"  
 TITLE: [Name]



Typical Basement Level

EXHIBIT NO. 3
Application Number 5-11-1410
Typical Basement Level
California Coastal Commission



Ground Level

City of Santa Monica  
Parking Structure #6


 PROJECT NO. 15-00000000  
 SHEET NO. 15-00000000  
 DATE: 11/11/10  
 DRAWN BY: JAV  
 CHECKED BY: JAV  
 APPROVED BY: JAV  
 PROJECT: PARKING STRUCTURE #6

EXHIBIT NO.	4
Application Number	5-11-140
	Ground Floor with Retail
California Coastal Commission	

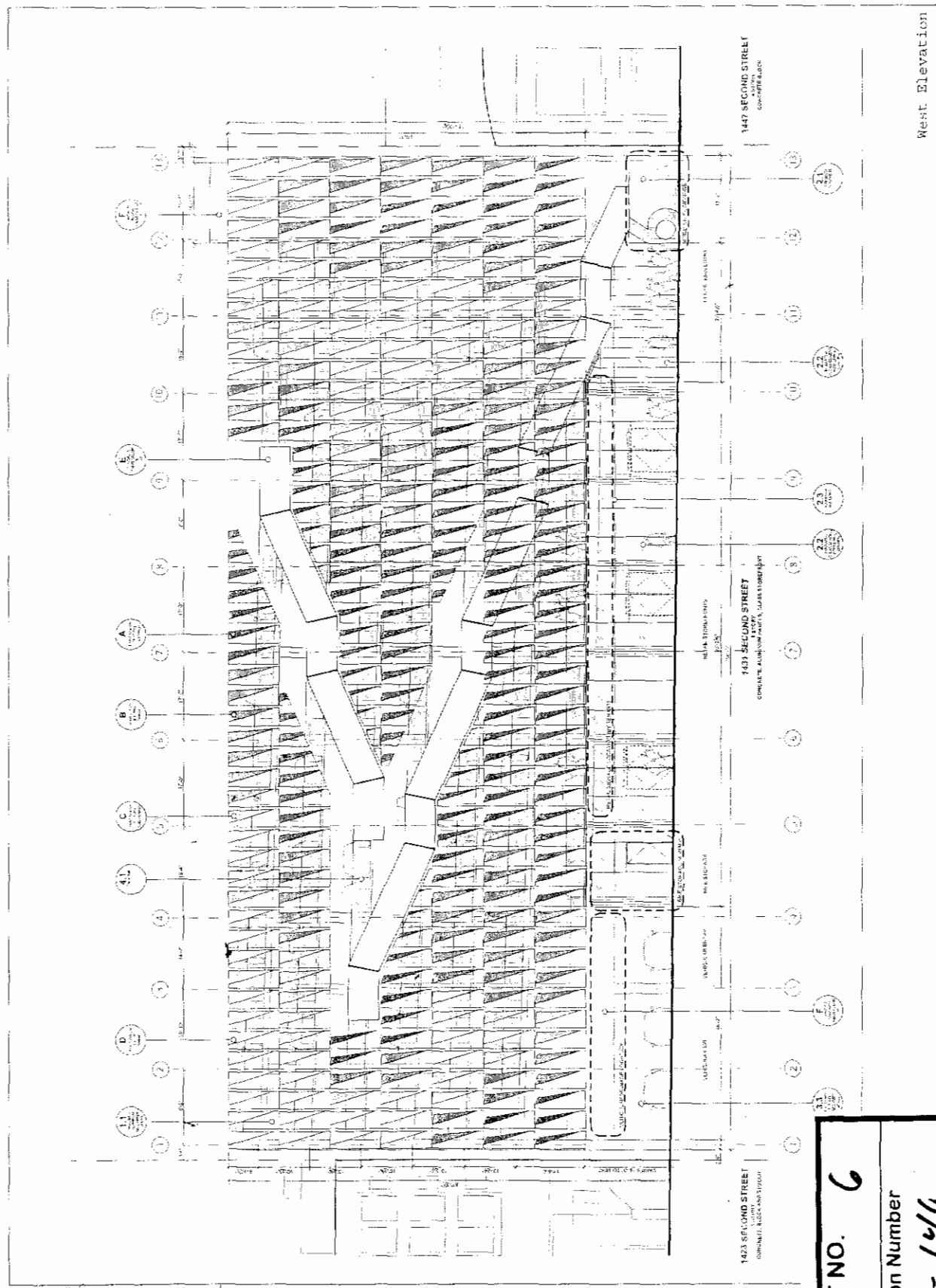


City of  
Santa Monica  
Parking Structure #6

NOT FOR CONSTRUCTION

REINFORCEMENT NOTES:  
1. ALL REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ACI 308 AND 318 SERIES.  
2. ALL REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ACI 308 AND 318 SERIES.  
3. ALL REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ACI 308 AND 318 SERIES.

PROJECT INFORMATION  
PROJECT NO. 1447  
DATE: 11/14/96  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
APPROVED BY: [Name]  
SCALE: AS SHOWN  
SHEET NO. 31 OF 31  
SHEET TITLE: WEST ELEVATION



West Elevation

<b>EXHIBIT NO.</b>	<b>6</b>
<b>Application Number</b>	<b>5-11-146</b>
<b>Elevation</b>	<b>Elevation</b>
California Coastal Commission	