

CALIFORNIA COASTAL COMMISSION

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Hearing Date: 10/12/2017

STAFF REPORT: REGULAR CALENDAR

Application No.: 5-17-0429

Applicants: City of Santa Monica

Agent: Christopher Dishlip

Project Location: 1685 Main Street, Santa Monica, Los Angeles County

Project Description: Improvements and addition to Santa Monica City Hall. Proposed project includes the demolition of a rear portion of City Hall, as well as minor interior improvements; the construction of a three-story above basement level, 45 ft. high, approximately 50,200 sq. ft. addition to the rear of the Santa Monica City Hall building to house the City Services Building; and hardscape and landscaping improvements.

Staff Recommendation: Approval with conditions

SUMMARY OF STAFF RECOMMENDATION

The project site is currently developed with the City Hall building, paved areas, and landscaping. The project location is less than ¼ -mile inland of the beach. The project site is located within the Civic Center Core District (“District”). The District is owned and operated by City.

The primary issue raised by the proposed development concerns potential impacts to public access, and the appropriateness of approving the proposed project given the importance of maximizing public coastal access. The proposed City Hall addition will generate a demand of 90 parking spaces. However, based on the current inventory, the Civic Center surface parking lot and parking structure provide an adequate supply of parking to support the proposed increase in the intensity of use.

Staff is recommending **APPROVAL** of the proposed coastal development permit with special conditions to assure that the proposed project is consistent with the Chapter 3 policies of the Coastal Act. The conditions are: **1)** permit compliance and **2)** best management practices.

5-17-0429 (City of Santa Monica)

Section 30600(c) of the Coastal Act provides for the issuance of coastal development permits directly by the Commission in regions where the local government having jurisdiction does not have a certified Local Coastal Program. The City of Santa Monica only has a certified Land Use Plan and has not exercised the options provided in 30600(b) or 30600.5 to issue its own permits. Therefore, the Coastal Commission is the permit issuing entity and the standard of review is Chapter 3 of the Coastal Act. The certified Land Use Plan may be used for guidance.

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EXHIBITS

- Exhibit 1 – Project Location
- Exhibit 2 – Project Rendering
- Exhibit 3 – Project Plans and Elevations
- Exhibit 4 – Letters of Opposition
- Exhibit 5 – City’s Response to Public Correspondence

I. MOTION AND RESOLUTION

Staff recommends that the Commission **approve** the permit application with special conditions.

Motion:

*I move that the Commission **approve** Coastal Development Permit No. 5-17-0429 pursuant to the staff recommendation.*

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:

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 will substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

This permit is granted subject to the following 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

This permit is granted subject to the following special conditions:

1. **Permit Compliance.** All development must occur in strict compliance with the proposal as set forth in the application, subject to any special conditions imposed herein. Any deviation from the approved plans must be submitted for review by the Executive Director to determine whether an amendment to this Coastal Development Permit No. 5-17-0429 is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations.

2. **Storage of Construction Materials, Mechanized Equipment and Removal of Construction Debris**

The permittee shall comply with the following construction-related requirements:

- (a) No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.
- (b) No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to environmentally sensitive habitat areas, streams, wetlands or their buffers.
- (c) Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
- (d) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
- (e) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- (f) The applicant(s) shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- (g) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.

- (h) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- (i) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- (j) The discharge of any hazardous materials into any receiving waters shall be prohibited.
- (k) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
- (l) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity.
- (m) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

IV. FINDINGS AND DECLARATIONS:

A. PROJECT DESCRIPTION AND LOCATION

The City of Santa Monica (“City”) is proposing to construct three-story above basement level, 45 ft. high, approximately 50,200 sq. ft. addition to the rear of the approximately 60,000 sq. ft., 55-ft. high Santa Monica City Hall building, a designated City Landmark, to accommodate the City Services Building (“CSB”) (**Exhibit 2 & 3**). The addition will extend across the east elevation of City Hall.

In designing the proposed project, the City took into consideration the historic sensitivity of the Landmark City Hall building. The CSB has been designed as a structurally separate building wing to the original City Hall building (**Exhibit 2 & 3**). However, the proposed project includes the demolition of a rear portion of City Hall, as well as minor interior improvements. The scope of demolition is limited to the removal of 37 ft. of the rear portion of the south wing of City Hall (former firetruck bay), removal of exterior stairwell enclosure on the building’s north wing, and removal of seven windows on the south wings and six on the north wing. In addition, the project has received approval from the Landmarks Commission of the City of Santa Monica ensuring the historic preservation of the City Landmark.

The subject site area measures a net 51,380 sq. ft. and is currently developed with the original City Hall building, paved areas, and landscaping. The project location is less than ¼ -mile inland of the beach. The project site is located within the Civic Center Core District (“District”) (**Exhibit 1**). The District is bounded by Civic Center Drive on the south, Fourth Street on the east, Main Street on the

west, and E. Pacific Coast Highway on the north. The District is within the City of Santa Monica's ("City") larger Civic Center Specific Plan ("CCSP") area, which encompasses a number of areas including a total of five special use districts and is bounded by Pico Boulevard on the south, Fourth Street on the east, Ocean Avenue on the west, and Colorado Avenue on the north. The proposed addition will be bounded by the extant City Hall building and the Public Safety Facility and is consistent with the surrounding land uses. The District is owned and operated by City.

B. PROJECT HISTORY

This item (CDP Application No. 5-17-0429) and Santa Monica College District's application for an Early Childhood Lab School ("ECLS") (CDP Application No. 5-16-1033) were originally scheduled on the Consent Calendar for the September 2017 Commission meeting, but both items were postponed following the receipt of public correspondence to allow additional review time and to address the issues raised. These items are now scheduled on the Regular Calendar for a full hearing at the October 2017 Commission meeting in San Diego County, which is considered to be "local" to the South Coast District.

Commission staff received three letters/emails (one letter with seven signatures), dated September 8, 2017, from residents of the City of Santa Monica in opposition to the proposed development, requesting that both items be postponed for the next local Commission meeting in December in Orange County (**Exhibit 4**). Issues raised in these letters relate to what they characterize as the City's piecemeal approach to planning for the Santa Monica Civic Center area, the applicant's failure to give adequate public noticing, and parking and public access.

The City of Santa Monica submitted a letter dated September 25, 2017 (**Exhibit 5**) in response to the concerns raised by opponents of the project.

With regard to the claim of piecemeal planning for the Civic Center area, opponents of the projects argue all projects planned in the City's Civic Center Specific Plan ("CCSP"), including the projects presently before the Commission and other future development, should be considered concurrently. The City has indicated that it is currently in the planning stages for additional development included in the CCSP, such as the construction of a multi-purpose sports field and the rehabilitation and expansion of the Civic Auditorium. However, although the CCSP has been adopted by the City, it has not been submitted to or certified by the Coastal Commission. In addition, both the City Hall expansion and the Santa Monica College District's ECLS project successively received local approval, beyond the planning stage, and have been submitted to the Commission in separate applications. The Commission is required to act on these applications by certain deadlines under the Permit Streamlining Act and may not delay consideration of the applications so as to hear all projects together¹. The future sports field and auditorium expansion projects are not presently before the Commission. The City asserts that extensive due process has been provided for consideration of all relevant issues as the projects currently before the Commission had hearings conducted by the City's Planning Commission, City Council, and now the Coastal Commission.

Regarding public noticing, opponents argue that the City failed to adequately notice the public of the pending application submitted to the Coastal Commission. Pursuant to Section 13054 of the

¹ However, separate review does not mean that cumulative impacts of the projects may be ignored. Rather, the Commission must analyze the cumulative impacts of past, present, and reasonably foreseeable future projects on public access, as it has done here.

Coastal Commission's Regulations, the applicant is required to provide the Commission a list of property owners and tenants that are within 100 ft. of the perimeter of the project property, along with a list of known interested parties. The applicant is also required to provide stamped envelopes addressed to those entities so that public hearing notices can be mailed to them. In addition, posting notices are required to be placed in conspicuous locations at the project site, or as close as possible to the site of the proposed development.

Pursuant to the Commission's Regulations, the City provided the stamped envelopes addressed to the list of property owners and tenants within the 100 ft. radius and a list of known interested parties to which hearing notices were prepared and mailed by Commission staff. Moreover, a notice of the pending application has been properly posted at the project site in accordance with the Commission's regulations since June 2017. The City has indicated that it opted to post the notice on the front door of City Hall because it is where the notice is most conspicuous to visitors of the building.

Issues related to public access are addressed in Section C (Public Access) below.

C. 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 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 30212(a) of the Coastal Act states:

Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Section 30213 of the Coastal Act states:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

As previously stated above, the project site is located in one of the districts of the CCSP area. This District is located less than ¼ -mile inland of the beach in the City of Santa Monica. The District

consists of the Santa Monica City Hall, Public Safety Facility, Civic Center Garage, County Courthouse, and Tongva Park.

In 2008, the Civic Center Garage was constructed and added 770 parking spaces to the Civic Center area, which only had 1,009 parking spaces in the Civic Auditorium surface parking lot at the time. The Civic Center surface lot and parking garage (“Civic Parking Facility”) currently consist of a total of 1,779 spaces. Historically, the surface parking lot of the Civic Parking Facility served events conducted at the Civic Auditorium, which is a multi-purpose convention center that opened in 1958. The Civic Parking Facility presently serves the Civic Center uses (i.e. City Hall, Civic Auditorium, Santa Monica Courthouse, Public Safety Facility), as well as coastal events (e.g. Twilight concert Series), general public parking, and Santa Monica High School staff and students through monthly passes during the non-peak summer season. In addition, approximately 100 of the 230 parking spaces extant at the project site were leased to Macerich SMP LP and served a valet parking program; this lease, however, expired on December 31, 2016 and was not renewed.

The proposed City Hall addition will accommodate the City Services Building, which has been designed to provide office space for up to 239 permanent City employees to facilitate public services in one location. Presently, the 239 City employees are located at various off-site locations near and within the CCSP area (i.e. 1901 Main Street; 1717 4th Street; City Hall; and 1437 4th Street). Out of the 239 City employees, 176 possess monthly passes to the Civic Parking Facility and are accounted for in the present parking demand. Approximately 63 City employees have the option to park either at the Santa Monica Library, at the subterranean parking spaces available to them at their off-site locations, or at the Civic Parking Facility. Therefore, these 63 City employees have the potential to generate new parking demand in the CCSP area. Taking a conservative approach, Commission staff has assumed that the proposed City Hall addition and consolidation of City staff within the CCSP area will generate a demand of 63 parking spaces. The City is also proposing to add six new vehicles to the City’s vehicle pool within the Civic Parking Facility (garage and surface lot), which will displace six parking spaces currently available. Finally, according to the City’s staff report for this project, “it is assumed that 21 regular users of th[e] [North surface parking] lot [that abuts City Hall] will be transferred permanently to the Civic Parking Facility once the construction of CSB commences”. Therefore, based on the new demand, displaced parking, and transferred users, the project will have a total demand of 90 spaces. To determine whether or not the proposed project will be adequately supported by the Civic Parking Facility, a supply of 90 parking spaces must be currently available to mitigate for the increase in demand and displacement of parking anticipated as a result of the proposed development to avoid any adverse impacts to public coastal access.

Because of the project site’s proximity to the State beach and its location in a public parking lot, development in the parking lot could adversely impact public access to the beach by reducing the total parking inventory near the coast. If the parking demand generated by development within the CCSP area exceeds the supply of parking that is currently available to the public and for CCSP area uses, visitors of the Civic Center uses will utilize the offsite parking that is needed to support general beachgoers, strollers, bicyclists, and joggers that depend on and use the parking that is available in the general vicinity of the coast. Therefore, in order to find that the proposed project is consistent with the access policies of the Coastal Act, the Commission must find that the parking demand generated by the proposed development is adequately supported by the supply of parking available for new uses in the District or that the project is making other provisions to satisfy this transportation demand.

It should be noted that there is another application concurrently before the Commission for the removal of 230 parking spaces at the Civic Auditorium surface parking lot to accommodate an Early Childhood Lab School (“ECLS”) (CDP Application No. 5-16-1033), which will also be served by the Civic Parking Facility. The required parking supply anticipated for the ECLS project is estimated to be 285 parking spaces.

Current parking utilization data of the Civic Parking Facility (surface parking lot and parking garage) has been provided and indicates that there is an adequate supply of parking to support the proposed development. According to utilization data collected for the Civic Center surface parking lot for the month of March 2017, occupancy did not exceed 60%, with a minimum of 400 parking spaces available on a weekday, and did not exceed 40%, with a minimum of 600 parking spaces available on the weekend. This lower utilization rate may be due, in part, to the Civic Auditorium not being fully operational since 2012 due to earthquake damage; the East Wing of the auditorium is available for limited public events and the Main Hall is available for limited events and film rentals that are not accessible to the general public. Based on July-August 2016 utilization data for the Civic Center Garage, the minimum number of parking spaces available in the parking structure during typical peak weekday period is on average approximately 25%, or 192 parking spaces, and approximately 50%, or 385 parking spaces, on the weekend. In addition, bicycle parking facilities for employees and visitors will be provided as part of the ECLS project to accommodate 27 bicycles onsite. Therefore, it is reasonably foreseeable that the Civic Parking Facility (surface parking lot and parking garage) will adequately support the City Hall addition.

Downtown Santa Monica is unique in that the City is constantly working on ensuring that the downtown area is transit-oriented. An example of such efforts includes the founding of an Emissions Reduction Program. This program makes use of the Metro Expo Line stations that recently opened, which are less ¼ -mile from the project site, and of the public bike share system recently established downtown, which are within walking distance to the beach and the City’s Municipal Pier. The close proximity and accessibility of the project site to the alternative transportation will help reduce parking demand at the project site.

To ensure adverse impacts to coastal resources and public access are avoided, the Commission imposes **Special Condition 1** to ensure permit compliance.

Opponents of the project argue that the existing parking supply is inadequate and will not allow for future projects within the Civic Center area. However, as described in greater detail above, the existing supply of 1,779 parking spaces has been determined to be adequate to support the proposed uses and reasonably foreseeable future uses associated with the proposed City Hall addition. As for future development within the Civic Center area, the City is currently planning the future rehabilitation and future expansion of the Civic Auditorium and construction of a multi-purpose sports field within the Auditorium Special Use District. For any future development in the Civic Center Area, the City will need to continue to evaluate parking demand and availability to ensure that the parking supply at the Civic Center area is adequate to mitigate for any proposed future increase in demand and/or displacement of parking to avoid any adverse impacts to public coastal access.

The City asserts that tying the fate of the Parking Facility to coastal access is moot due to the project site’s location just within the border of the Coastal Zone. However, as previously stated,

development in close proximity to the coast within the Coastal Zone boundary, such as the project site, has potential to adversely impact public coastal access. This is especially so if the development becomes a popular visitor destination with the potential to generate a high demand such as, but not limited to, a multi-purpose sports field. The City nevertheless recognizes the need to address parking and public coastal access for any new uses in this area. Therefore, the City is presently conducting a comprehensive parking analysis to assess the demand and effects of the future development, and to fully address the adequacy of parking and to provide solutions to avoid any future, cumulative adverse impacts to public coastal access that might result from future approval of other projects in this area.

D. VISUAL RESOURCES & COMMUNITY CHARACTER

Section 30251 of the Coastal Act states, in relevant part:

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 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...

Section 30251 of the Coastal Act requires that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. The City is proposing to construct a three-story above basement level, 45 ft. high, approximately 50,200 sq. ft. addition to the rear (or inland) of the approximately 60,000 sq. ft., 55-ft. high Santa Monica City Hall building to accommodate the City Services Building. The proposed development is not anticipated to adversely impact coastal views. Therefore, the Commission finds the proposed development is consistent with Section 30251 of the Coastal Act.

E. BIOLOGICAL RESOURCES

Section 30230 of the Coastal Act 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 of the Coastal Act 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.

Section 30240 of the Coastal Act states:

- (a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*
- (b) *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Section 30230 of the Coastal Act requires that marine resources be maintained, enhanced, and where feasible, restored, and further requires that uses of the marine environment shall sustain the biological productivity of coastal waters. Section 30231 of the Coastal Act requires that the biological productivity and the quality of coastal waters be maintained, and where feasible, restored through measures aimed at reducing water resource impacts from proposed development. Section 30232 of the Coastal Act requires protection against the spillage of crude oil, gas, petroleum products, or hazardous materials in relation to any development.

Storage or placement of construction materials, debris, or waste in a location subject to erosion and dispersion or which may be discharged into coastal water via rain or wind would result in adverse impacts upon the marine environment that would reduce the biological productivity of coastal waters. Because the project site is located in close proximity to the coast and runoff from construction can impact the beach and ocean, the Commission imposes construction-related requirements and best management practices under **Special Condition 2** in order to minimize adverse construction-related impacts upon marine resources and for erosion control.

New landscaping is proposed and will consist of both low and moderate water use, non-invasive plants. Typically, the Commission requires that all new landscaping comprise of only low water use, non-invasive plants (Low WUCOLS Ranking) as identified by the California Department of Water Resources. In this case, however, the City Services Building addition will be a “Living Building Challenge” certified building (i.e. Net Zero Energy, Net Zero Waste, Net Zero Water, etc.), and Net Zero Water is proposed to be met through reduction of water use, water reuse, and water recycling. Reused and recycled water will be utilized to water the proposed landscaping. Moreover, stormwater runoff will be diverted to a bio-swale for onsite infiltration.

Therefore, the Commission finds that, as conditioned, the development will be consistent with Sections 30230, 30231 and 30240 of the Coastal Act.

F. LOCAL COASTAL PROGRAM

Coastal Act section 30604(a) states that, prior to certification of a local coastal program (“LCP”), a coastal development permit can only be issued upon a finding that the proposed development is in conformity with Chapter 3 of the Act and that the permitted development will not prejudice the ability of the local government to prepare an LCP that is in conformity with 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, except for the areas of deferred certification. On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications.

Although the City of Santa Monica has a certified LUP, the project is located within one of the areas of deferred certification. As discussed above, the proposed development, as conditioned, is consistent with Chapter 3 of the Coastal Act. Therefore the Commission finds that approval of this project, as conditioned, will not prejudice the ability of the City of Santa Monica from preparing a total Local Coastal Program for the areas of deferred certification that conforms with and is adequate to carry out the Chapter 3 policies of the Coastal Act.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (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 effect which the activity may have on the environment.

The development, as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. Special conditions imposed will mitigate adverse impacts to coastal resources and public access. The special conditions address the following issues: **1)** permit compliance and **2)** best management practices. As conditioned, the Commission finds that there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect of the proposed project, and finds that the project is consistent with CEQA and the policies of the Coastal Act.

APPENDIX A- SUBSTANTIVE FILE DOCUMENTS

- City of Santa Monica certified Land Use Plan
- Coastal Development Permit Application No. 5-16-1033
- City of Santa Monica Civic Center Specific Plan
- Preliminary Geotechnical Investigation, Proposed City of Santa Monica – City Services Building, 1685 Main Street, Santa Monica by Geotechnologies, Inc., October 14, 2016.
- City of Santa Monica Planning Commission Report, Agenda Item 9-B, Smgov.net, City of Santa Monica, November 2, 2016.
Web:<https://www.smgov.net/departments/pcd/agendas/Planning-Commission/2016/20161102/s2016110209-B.pdf>
- Appeal (16ENT-0200) to City Council of the Planning Commission's Approval of Development Review Permit 16ENT-0140 for the City Services Building, Santamonicacityca.iqm2.com, Santa Monica Office of the City Clerk, January 2017.
Web:https://santamonicacityca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1086&MediaPosition=&ID=2238&CssClass=