

CALIFORNIA COASTAL COMMISSION

SOUTH COAST DISTRICT OFFICE
301 E OCEAN BLVD, SUITE 300
LONG BEACH, CA 90802
(562) 590-5071



W17f

Filed: 6/10/19
180th Day: 12/7/19
Staff: A. Yee-LB
Staff Report: 10/31/19
Hearing Date: 11/13/19

STAFF REPORT: REGULAR CALENDAR

Application No.: 5-19-0178

Applicant: Russell No. 8 Santa Monica Properties

Agent: Christine Rohde

Location: 1605-1609 Ocean Front Walk, Santa Monica, (Los Angeles County)

Project Description: Major remodel and seismic retrofit of a 7,644 sq. ft., 34 ft. tall historic mixed-use commercial/residential building with 720 sq. ft. of existing patio seating. Proposed work includes exterior façade work, required ADA improvements including an elevator and new restrooms, and tenant improvements related to the change of use of 3,822 sq. ft. second level from single-residence occupancy to visitor-serving commercial use. Structural improvements and repairs consisting of replacing approximately 3,822 sq. ft. of foundation reinforce first and second level walls, adding 12 new 10-ft. tall, 1.4 sq. ft. structural posts on second floor, replacing fire-damaged roof and a new 510 sq. ft. glass skylight, and new long-term bicycle parking spaces offsite for employees and vendors.

Staff Recommendation: Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The purpose of the proposed project is to rehabilitate a historic building with a new visitor-serving use consistent with the project's locations adjacent to the Santa Monica Pier.

The primary Coastal Act issues raised by the proposed development are potential impacts to recreation and public access, visual and scenic qualities, and change in use from residential to visitor-serving commercial. The project site is located within the Santa Monica Pier sub-area, which is a popular recreational site characterized by high pedestrian traffic from approximately 8 million visitors annually. While the proposed project does not propose to replace housing units that were lost, the project is consistent with the Chapter 3 policies and the LUP policies that prioritize visitor serving uses over residential in this particular location.

The project proposes a two-story visitor-serving market-like venue for local Santa Monica retailers. It will also feature an area for a historical exhibit on the history of the area, including the Pier and Muscle Beach. The project would provide a new public entrance at the back of the second floor of the building, which fronts Appian Way, and would facilitate "beach level" access on the first floor, thus facilitating both recreation and coastal access. Due to the project site's unique topography at the toe of a bluff, it will not result in adverse impacts to visual and scenic resources. Lastly, the change of use from private residential to visitor-serving commercial is consistent with the prioritization of visitor-serving uses in the Coastal Act, and would result in a decrease in parking demand. **Special Condition No. 1** requires the applicant to submit the remainder of its application fees.

Commission staff recommends **approval** of coastal development permit application 5-19-0178, as conditioned.

TABLE OF CONTENTS

I. MOTION AND RESOLUTION.....	4
II. STANDARD CONDITIONS	4
III. SPECIAL CONDITIONS	5
IV. FINDINGS AND DECLARATIONS.....	5
A. PROJECT DESCRIPTION & HISTORY	5
B. RECREATION	6
C. DEVELOPMENT	8
D. PUBLIC ACCESS.....	11
E. LOCAL COASTAL PLANNING.....	12
F. CALIFORNIA ENVIRONMENTAL QUALITY ACT	13

EXHIBITS

[Exhibit 1 – Location](#)

[Exhibit 2 – Site Plan](#)

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 5-19-subject to the conditions set forth in the staff recommendation.*

Staff recommends a **YES** vote on the foregoing motion. Passage of this motion will result in conditional approval of the permit 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 coastal development permit 5-19-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

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. **Payment of Application Fees.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant is required to submit the remaining application fees due of \$11,885.¹

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION & HISTORY

The project site is 1605-1609 Ocean Front Walk, Santa Monica, 7,644 sq. ft., 34 ft. tall historic building with 720 sq. ft. of existing patio seating immediately adjacent to the Santa Monica pier ([Exhibit 1](#)). The site is in the Santa Monica Pier sub-area, and is immediate adjacent to (and below) the Colorado Esplanade, an overpass which provides pedestrian, bicycle, and vehicular access to the top deck of the pier from Ocean Ave. The project site is separated from the Heal the Bay Aquarium on ground level of pier by Ocean Front Walk. It is also located adjacent to other commercial uses on both sides such as Big Dean's Ocean Front Café, approved by the Commission on October 2, 2017.

The proposed project consists of a major remodel and seismic retrofit of a 7,644 sq. ft., 34 ft. tall historic building with 720 sq. ft. of existing patio seating ([Exhibit 2](#)). The building, which was constructed prior to adoption of the Coastal Act, was designated as a City Landmark by the City of Santa Monica in October 2016. According to the City, the former Overlook Hotel and Apartments Building was built in 1924 as a mixed-use commercial/residential building, and consisted of retail uses on its ground floor and a total of 16 single-room occupancy (SRO) apartments with shared bathrooms and no kitchens on the second floor. The structure was originally built without any parking onsite.

The 16 residential units had originally been used for short-term occupancy or hotel use, but as best can be determined, began to be rented as longer-term residential units by the 1950s. By today's building code standards, the SRO units were "sub-standard" and were non-conforming with regard to current building code, particularly in regard to circulation, natural light, and ventilation. The ground floor has been commercial-retail since the building was constructed. On December 12, 2015, the building suffered a large fire which

¹ The regular calendar fee for commercial development 7,644 sq. ft. gross floor area or with a development cost of \$1.5 million is \$12,490. Subtracting the \$605 already paid, the balance is \$11,885.

damaged the second floor residential units (the fire appears to have started in the non-conforming residential units likely due to the sub-standard conditions – for example, the use of hot plates due to lack of kitchen), destroyed approximately 70% of the roof, and also caused water and smoke damage to the remaining building. The residential units have since been vacated. The displaced tenants were assisted in finding new accommodations and provided fair payment to assist with their relocation, as required by the Ellis Act and City requirements. Following consultation with City building department officials, it became clear that the 16 SRO units were sub-standard with regard to current building code (they were extremely small units without dedicated bathrooms and kitchens), were considered legally non-conforming, and could not be rebuilt as they were prior to the fire according to the current building code. Consequently, the property owner began the process to obtain the necessary approvals to permanently remove the residential units from the market under the Ellis Act, and received approval on December 18, 2016.

Due to its historical landmark status, demolition of the building was not allowed by the City, and thus the applicant proposes to restore the building and provide a visitor-serving commercial/retail use that is consistent with the current zoning code and with the Certified Land Use Plan. The Santa Monica Landmarks Commission approved a Certificate of Appropriateness (17ENT-0277) for the proposed rehabilitation on May 14, 2018.

In addition to repairs to the roof and exterior walls due to fire/water damage, the proposed rehabilitation of the building also includes required seismic safety improvements to the foundation and accessibility improvements required by the Americans with Disabilities Act (ADA) including an elevator and new ADA-compliant restrooms. The exterior façade will be painted with colorful rainbow bands and the 8-ft. high, 44-ft. wide (352 sq. ft.) window will be replaced with a new roll-up segmented door fronting Ocean Front Walk, and new 3-ft. high open-design patio railings.

The major interior remodel includes tenant improvements related to the change of use of 3,822 sq. ft. second level from single-residence occupancy to visitor-serving commercial use as a visitor-serving venue for small, local Santa Monica retailers and will include a venue to feature Santa Monica history including the Pier and Muscle Beach. The second floor provides a new public entrance via a patio-bridge connecting the building to Appian Way. The project design also prominently features a new grand staircase connecting the first and second floors and the new public patio-bridge on the second floor. Structural improvements and repairs consisting of replacing approximately 3,822 sq. ft. of foundation to reinforce the first and second level walls for seismic stability, adding 12 new 10-ft. tall, 1.4 sq. ft. structural posts on second floor, replacing fire-damaged roof and a new 510 sq. ft. glass skylight.

B. RECREATION

Coastal Act Section 30222 states (emphasis added):

Private lands; priority of development purposes. The use of private lands suitable for visitor-serving commercial recreational facilities designed to

enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

LUP Policy 31 states, in part:

Visitor-serving commercial, recreational facilities designed to enhance public opportunities for coastal recreation and Coastal Dependent development and uses shall have priority over residential or general commercial development...

LUP Policy 32 states, in part:

The Santa Monica Pier shall be maintained as a recreational resource including amusements, public areas for low-cost recreational uses, fishing, and strolling, visitor-serving development and public parking. Commercial uses shall be visitor-serving consistent with the character of the Pier, shall preserve the Pier's historic ambience and shall be located and designed to complement the public areas.

The project site is located within the Santa Monica Pier sub-area of the City of Santa Monica's certified Land Use Plan (LUP), separated from the pier by Ocean Front Walk. It is immediately adjacent to the Pier, although not on the Pier deck. The uses surrounding the site include a café, a long-established restaurant, a bike rental facility, and a small aquarium. Nearby are all of the visitor serving uses on the Pier deck, and a public bike and pedestrian trail that runs along the length of the beach.

Under the certified LUP, the site is zoned "Residential – Visitor Commercial." The Santa Monica Pier is one of the last remaining Southern California pleasure piers offering significant amounts of low-cost public recreation opportunities to the public including small scale, beach oriented retail, an admission-free amusement park with rides and carnival games, and a no-license-required fishing pier. The Pier is a major recreational asset within the City's coastal zone, and according to the City, draws in an estimated 8 million visitors each year from the Los Angeles area and beyond. The proposed project is visitor-serving because it features local Santa Monica retailers, is ideally located adjacent to the Pier and would contain retail and commercial tenants that enhance public opportunities for coastal recreation, for example tenants providing rentals for beach equipment, concessions available for beach visitors, and would include an exhibition on Santa Monica history, including coastal sites like the Pier and Muscle Beach, which aids visitors' understanding of the history and enhances the experience when visiting this part of the coast. Furthermore, the project facilitates greater access to the Pier by opening a second public entrance at the top of Appian Way and provides a staircase down to ground level, directly across Ocean Front Walk and the Pier.

By today's building code standards, the SRO units were "sub-standard" and were non-conforming with regard to current building code. For example, the one-room units averaged just over 200 sq. ft. in size, did not have kitchens, and many did not have a window or separate bathrooms. Current planning and building requirements would require that re-build units each contain a separate bath, kitchen, exterior window for light

and air. Consequently, the units were considered legally non-conforming, and could not be rebuilt as they were prior to the fire according to the current building code. The applicant explored the possibility of replacing the units according to City code, however due to the constraints (such as minimum unit size, and required circulation) the maximum number of units that could be newly constructed here is only four units (which would still equal an unavoidable loss of 12 units). The four improved residential units would require a total of 8 parking spaces, and the building currently has no parking spaces onsite. Regardless of the constraints on parking and the limited number of units, the priority use for the site according the Coastal Act and to the LUP is to support visitor serving commercial, not residential.

The proposed conversion of the second floor from residential to visitor-serving commercial space is consistent with Section 30222 of the Coastal Act and the City's LUP, which both require that visitor-serving commercial recreational facilities be prioritized over residential use on private lands. Given the project's location with high pedestrian traffic and related activity existing adjacent, the site is particularly suitable for visitor-serving commercial use rather than residential use.

The LUP also states that within the Santa Monica Pier sub-area, commercial uses shall be visitor-serving consistent with the character of the Pier, shall preserve the Pier's historic ambience and shall be located and designed to complement the public areas. As a visitor-serving commercial use and a historic structure which has existed in tandem with the Pier for almost 100 years, the proposed project is consistent with the character of the Pier. The project also preserves the Pier's historic ambience by rehabilitating the historic building and providing a space for visitors to learn about the area's history. Lastly, the project has been designed to complement public areas by providing a new connection to two public right of ways: Appian Way and Ocean Front Walk.

The project as proposed would not adversely impact recreation and thus, the Commission finds that the proposed development is consistent with Section 30222 of the Coastal Act.

C. DEVELOPMENT

Coastal Act Section 30250(a) states, in part:

(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 significant adverse effects, either individually or cumulatively, on coastal resources.

Coastal Act Section 30251

Scenic and visual qualities. 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. 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.

Coastal Act Section 30253 states, in part:

New development shall do all of the following:

(d) Minimize energy consumption and vehicle miles traveled.

(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational use.

Policy 4 of the LUP states:

The City of Santa Monica LUP shall encourage the preservation of low and moderate income housing within the Coastal Zone consistent with the Coastal Act policies, contained herein.

Policy 53 of the LUP states:

The City shall comply with the requirements of the Mello act in the replacement of dwelling units located within the Coastal Zone that are occupied by persons and families of low or moderate income.

Section 30250 of the Coastal Act requires new development to be concentrated in existing developed areas where it can be accommodated without adverse effects either individually or cumulatively to coastal resources. An important consideration in the subject proposal is whether the impacts to housing density from this project would cumulatively harm coastal resources in combination with similar projects in this area, or whether this project is an isolated case. To that end, Commission staff consulted with the City to explore whether there are any broader trends regarding housing density in Santa Monica's Coastal Zone. The City provided Commission staff housing data from between 2009 and 2018, which demonstrates that, during the past roughly ten years, 182 units were constructed in the Coastal Zone and 145 units were removed from the Coastal Zone, resulting in a net gain of 37 units in the 10-year period. Similarly, Coastal Development Permits issued by the Commission reflect this trend over the past 5-10 years and show that the number of units constructed exceeds the number of units demolished. This trend of increasing housing stock within the Coastal Zone has been sustained over at least the past decade and, due to policies at the local level, seems likely to continue in the future. In addition, Commission staff is not aware of any other Commission actions approving similar projects in Santa Monica's Coastal Zone that would result in significant loss of housing density. Although the data provided is limited, it appears that the loss of housing density is not part of a broader trend in the Santa Monica Coastal Zone and, therefore, approval of the project, and a reduction in housing density at this location, is not likely to significantly impact coastal resources elsewhere in the Coastal Zone.

Overall, the project does not appear to be part of a larger trend in residential development in Santa Monica that will cumulatively impact coastal resources. There are other areas of the City that are better suited to support residential uses, particularly areas already zoned for high density residential uses, that will not compromise areas of visitor serving

commercial and that are located in areas further away from the ocean and better protected from hazards.

As stated earlier, all of the existing apartment units were rent-controlled units. The existing residential units were subject to the City-wide rent control ordinance enacted in 1979. As a result of the fire in 2015, displaced tenants were assisted in finding new accommodations and provided fair payment to assist with their relocation, as required by the Ellis Act and consistent with the City's requirements. Following consultation with City building department officials on December 17, 2015, the property owner began the process of obtaining necessary approval under the Ellis Act for the permanent removal of the residential units from the market. The approval became final on December 18, 2016.

It is difficult to predict what the market rates would be for new apartments in this location, but it is unclear if any of the rental units would be considered affordable if they were re-built. Section 30604 of the Coastal Act directs the Commission to "encourage" the protection of existing and the provision of new affordable housing "opportunities," but does not require it. All of the tenants have already been relocated and the majority of the lost units, could not be replaced because they were existing non-conforming. As stated in the findings above, both the Coastal Act and the LUP prioritize visitor-serving uses in this area.

The development is located within an existing developed area and is compatible with the character and scale of the surrounding area. The site is currently supplied by adequate public services and would not require the construction of any new infrastructure.

The LUP stipulates a height limit the Santa Monica Pier sub-area of 30 ft. with a floor area ratio limit of 1.0. The proposed project has a roofline of 24-ft. 5-in. but the highest points of the historic parapet façade are approximately 34 ft. tall. However, due to the topography of the subject site, there is decreased potential for impacts to visual and scenic resources, because the site is located at the toe of a bluff, which extends approximately 50 ft. from beach level up to Ocean Avenue.

The City of Santa Monica's 1992 LUP is certified, so its policies may be considered as guidance, but the standard of review for the Commission is Chapter 3 of the Coastal Act because the City does not have a full certified Local Coastal Program. The City of Santa Monica is actively working to update its LUP with new policies including a provision to allow certain non-conformities for historic structures. In this case, the non-conforming feature is the façade, which is a protected historic feature of the building. In this case, the project can still be found consistent with the Coastal Act, which requires that new development protect views and be visually compatible with the character of the surrounding area.

In conclusion, the project as proposed would not adversely impact recreation and thus, the Commission finds that the proposed development is consistent with Section 30222 of the Coastal Act.

D. PUBLIC ACCESS

Coastal Act Section 30210 states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum public 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 resources areas from overuse.

Coastal Act Section 30211 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 development.

Coastal Act Section 30252 states:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

LUP Policy 20 states, in part:

New development shall provide adequate parking to meet all demands created by the development. With the exception of development with the Third Street Assessment District and at the Santa Monica Pier, required off-street parking spaces shall be located on the parcel or building site...

The Coastal Act prioritizes the protection of public access to the coast and, in Section 30252, specifically identifies adequate parking as an important component of new development. The Coastal Commission has required minimum onsite parking standards for new development in order to protect public beach parking for members of the public who wish to access the coast. The proposed project is a historic building, constructed without any on-site parking in 1924. Although there is no parking provided directly on the subject parcel, Policy 20 of the LUP allows that development at the Santa Monica Pier is exempt from the requirement that parking be provided on the parcel or building site. Looking immediately off-site, the site is more than adequately served by two large public parking lots located at 1550/1440 Pacific Coast Highway and on the Santa Monica

Pier deck which collectively provide 1,426 parking spaces. Recently, an addition 120+ spaces have been developed on the former “Deauville” public works lot. The purpose of these lots is to provide parking for visitors to the pier and beach area, which includes the subject site. A parking survey submitted by the applicant showed that when both lots are open, total occupancy rates never exceed 85%, including weekend usage during the peak summer season. Because the Pier is a visitor destination, many visitors would only park once and explore the Pier, shops, restaurants, and the beach without re-parking.

Were residential use proposed to be re-constructed onsite, it would not be appropriate for the lessees to utilize a public parking lot for residential uses, and because the building is a historic structure, there is no opportunity to provide parking onsite. Furthermore, the project would not result in additional adverse impacts to coastal access based on parking standards applied by the Commission in past actions. The conversion of 16 residential units into 3,822 sq. ft. of visitor-serving retail would result in a *decrease* in parking demand by 17 spaces. Moreover, the site is adequately served by substitute means of public transportation; it is located approximately 1,500 ft., or two blocks, from the Downtown Santa Monica station of the Expo Line, a light rail line, which are public transportation opportunities ideal to serve the visitor serving uses in this area, but would not necessarily provide an offset for a lack of residential parking opportunities.

In past Commission actions in this area of Santa Monica, the Commission has approved projects that are visitor serving to have limited or reduced parking because the uses are adjacent to the public pier and are considered ancillary uses to the pier. The public pier is the destination and the uses surrounding are supportive of the public coastal amenity, but are not themselves, individually or collectively, the destination. Consistent with the LUP, the visitor serving parking for the Pier sub-area is provided by the municipal lots, and the robust public transit options in the area provide adequate transit consistent with Section 30252 of the Coastal Act.

The project also proposes a new public entrance to the second story of the building located on Appian Way, and will contain a new grand staircase that will allow members of the public who enter from Appian Way to directly get down the beach level on Ocean Front Walk. The project thus increases the ability of the public to access the beach.

Therefore, the project as proposed would not adversely impact public access, and the Commission finds that the proposed development is consistent with the public access sections of the Coastal Act.

E. LOCAL COASTAL PLANNING

Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act. In this case, such a finding can be made.

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). On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications. As

conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act. Approval of the project 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 of the Coastal Act.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, 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 San Diego Unified Port District found the proposed project to be exempt from CEQA permitting requirements (Cal. Code of Regs., tit. 14, Guidelines 15301 [minor alterations to existing facilities] and 15306 [data collection]).

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing biological resources, will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.