



## santa monica land use & circulation element

*Maintaining the character of Santa Monica while enhancing the lifestyle of all who live here.*

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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# executive summary

*The Land Use and Circulation Element (LUCE) encompasses the community's vision for Santa Monica's future. The Plan is designed to maintain our City's character, protect our neighborhoods, manage our transportation systems, and encourage additional housing in a sustainable manner that ensures a high quality of life for all Santa Monicans now and in the future.*

How should Santa Monica look, feel and function 20 years from now? This update of the City's Land Use and Circulation Element (LUCE) of the General Plan addresses this crucial question. Based on the goals and values of the community, the LUCE provides a long-term framework for good decision making far into the future. It provides flexibility for changes in the City's economy and land use, and establishes criteria and measurements for periodically assessing how well the community's goals are being met and if adjustments to the policies are necessary.

Cities fundamentally define themselves by creating housing and social connectivity, ensuring mobility, assuring open space and public services, and facilitating a vibrant economy celebrating arts and culture. How a city addresses these factors reflects its attitude toward the dignity of its residents and the importance it assigns to creating social equity. This Plan is about enhancing our already fantastic and unique City, and creating



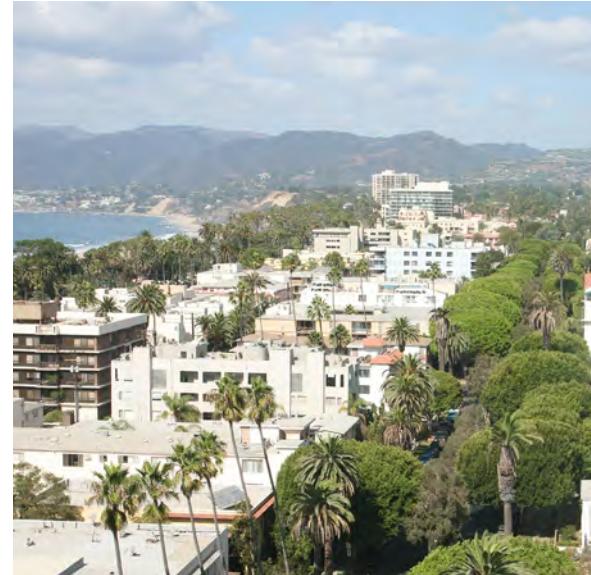
a Santa Monica that is sustainable in social, environmental and economic terms—a community that is equitable, and offers opportunities to everyone.

## CREATING A SUSTAINABLE FUTURE

The LUCE places Santa Monica at the forefront of sustainable planning practices. It translates the community's desire to preserve the City's unique character into programs which carefully limit and control growth, engage the natural beauty of the beach and surrounding environment, and re-create the City's historic settlement patterns along the boulevards.

The LUCE conserves the City's neighborhoods and historic resources, expands open space, and creates new opportunities for housing where few or none currently exist. It reduces the amount of regional commercial growth and encourages smaller-scale local-serving uses and housing. It encourages new development connected directly to transit, creating a multi-modal transportation system that incentivizes walking, biking and transit. It also encourages local-serving retail within walking distance of existing and new neighborhoods, serving to reduce greenhouse gas (GHG) emissions.

The LUCE transforms the City's auto-oriented boulevards into inviting avenues with improved transit, wider sidewalks, distinctive architecture, landscaping and neighborhood-friendly services. It requires new development to respect Santa Monica's heritage with compatible and quality design, ensuring a



*The LUCE emphasizes a sustainable future and reshapes traditional planning approaches to focus on neighborhood conservation, increased housing opportunities, transit and stewardship of our precious natural, social and cultural resources.*

sense of "place" where local residents will be attracted to shop, work and live. It seeks to eliminate net new evening peak period vehicle trips in order to achieve the City's overarching goal of reducing congestion and carbon emissions. The Plan celebrates the beach and the creative arts, recognizing their contribution to the recreational and cultural experience in Santa Monica. It also provides a monitoring program and measures for controlling growth, allowing the community to adjust the Plan over the years.

In endorsing this approach, the community addresses the most challenging aspect of

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*The LUCE places Santa Monica at the forefront of sustainable planning practices. It translates the community's desire to preserve the City's unique character into programs which carefully limit and control growth, engage the natural beauty of the beach and surrounding environment, and recreate the City's historic settlement patterns along the boulevards.*

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achieving the aims of the Sustainable City Plan and State of California climate change legislation—embracing the challenges of today as an opportunity to forge a better tomorrow.

## COMMUNITY VALUES ARE THE BASIS OF THE LUCE

### The Planning Process

The process of engaging the community started in 2004 and was extensive, far-reaching and inclusive. The public involvement intensified starting in the spring of 2007. It involved thousands of residents in constructive dialogue through dozens of community workshops, reports, Internet and phone surveys, walking tours, PowerPoint

presentations, and televised discussions at the Planning Commission and before the City Council. Community meetings and events were held across the City in classrooms, club rooms, civic associations, schools, libraries, parks, farmer's markets, the Santa Monica Pier and City Hall. In total, it is estimated that over 4,000 residents of all ages participated in the LUCE planning process.

The energy the community has shown to preserve, enhance and sustain Santa Monica was matched by the dedication of the City's Boards, Commissions and Council which, at each stage of the planning process, reviewed the findings, comments and suggestions offered by the public. During countless evening sessions, the Planning Commission and the City Council engaged in vigorous debate over the proposals of the LUCE, balancing the passions of single-interest speakers with the broad, encompassing values of the community at large. During more than 25 public hearings, these official bodies played a critical and consistent role in the development of the LUCE, steering the Plan toward completion.

## WHAT THE COMMUNITY SAID IS IMPORTANT

During this process, the community expressed its vision for a City in which the best of the past is not only preserved but enhanced for current and future generations. The community's core values form the basis of the LUCE. The community identified the following core values:

- **Preserve Existing Neighborhoods.** The highest priority of the community was the preservation of the existing character and scale of Santa Monica's neighborhoods.
- **Manage Traffic and Congestion.** There is a compelling need to proactively manage congestion, reduce automobile dependence and enhance alternative modes of transportation.
- **Preserve the City's Unique Character.** The community identified the necessity of maintaining and enhancing the City's unique attributes, ensuring the creation of a "sense of place" and preserving the City's historic resources.
- **Create Housing Choices for All.** The City must continue to ensure that residents have a range of housing choices to meet the needs of people of all ages and income levels.
- **Increase Open Space and Connectivity.** Additional usable open space and vital community gathering places are necessary, as are safe, walkable and bike-friendly environments and easy connective "green" paths and routes.
- **Provide Community Benefits.** Change must result in a better Santa Monica for everyone—contributing directly to the community's core needs, particularly the creation of new affordable and workforce housing opportunities and healthy, complete neighborhoods.
- **Ensure a Sustainable Santa Monica.** Planning must ensure that the community of today thrives without compromising the ability of future generations to meet their own needs.

The LUCE translates these community values and the City's commitment to think, act and plan sustainably into specific policies and programs.

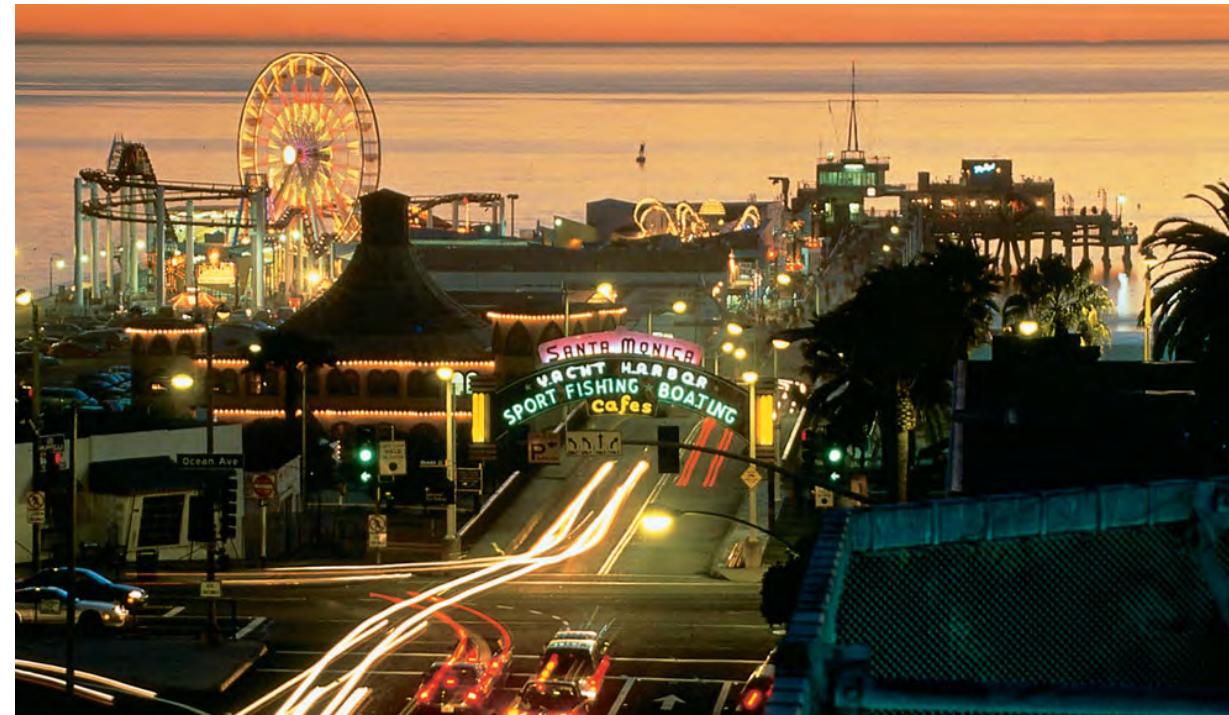


## THE NEED TO UPDATE THE 1984 GENERAL PLAN

The last quarter of a century—since 1984, when Santa Monica last updated the Land Use and Circulation Element of its General Plan—has brought substantial change to the City and the region. Such rapidly changing circumstances require that the City look again at the land use and circulation policies and programs proposed in the 1980s for their relevance to the major challenges the City faces today. Additionally, periodic updating of the General Plan is a State of California legal requirement.

### A Regulatory Approach

The 1984 Land Use and Circulation Element of the General Plan reflects the techniques and land use approaches considered state-of-the-art in the 1980s. It relies on conventional regulatory analysis and zoning initiatives of its time, which focus on individual buildings, and treats them as solitary structures rather than as important contributors to the City's identity. This approach largely overlooks the critical importance of ensuring that quality development contributes to the character of Santa Monica—giving physical form and functional reality to the community ideals of creating a sense of place, ensuring social interaction, and responding to the City's historical development patterns.



*Photo courtesy of R. Landau*

Regional growth over the last 30 years has placed increasing pressure on the City's transportation system—its corridors and its streets—leading to congestion and a lack of mobility. While the City cannot solve the region's traffic and circulation problems, it can directly address its own. Simply put, the number of motorists exceeds the roadway capacity to accommodate them. As a result, the City has experienced congestion, development with limited community benefit and little incentive for good design, and a transportation system that was planned and operated separately from land use.

Along with these challenges is the fact that Santa Monica's desirability as a place to live, work and play has resulted in increasing market pressures on the City's neighborhoods, boulevards and streets.

### Current Challenges

Over the last 25 years, since the adoption of the 1984 LUCE, unanticipated issues have resulted, including:

- Increased traffic congestion
- Commercial buildings that do not transition well to adjacent residential neighborhoods

- The loss of existing affordable and workforce housing in multi-family neighborhoods
- Infill residential buildings which are out of scale with their existing neighborhoods
- Architectural design that does not contribute to the City's rich urban character
- The lack of green space, open space and landscaped boulevards

Taken together, these factors demonstrate the urgent need to reshape traditional planning practices to ensure a future in which the character of the City is not only maintained, but enhanced.

## THE 2009 LUCE GENERAL PLAN UPDATE

### A Comprehensive, Integrated Strategy

The LUCE differs from the previous General Plan in significant ways. It makes profound changes in the way the City addresses its critical land use and transportation policy. It provides a platform where the community's most fundamental values, the City's official land use and transportation policies and the tools necessary to implement them interact in an exciting and innovative way. It incorporates the City's existing sustainability policies and provides the means to implement them.

The strategy proposed by the LUCE is a comprehensive, proactive one. It breaks with past planning practice, by linking land use

and transportation policies and programs. It carefully focuses and manages change by specifying clear criteria for where and how new development should be located along the City's transit-rich corridors and in the districts served by the Expo Light Rail line. The LUCE proposes aggressive trip reduction measures and enhancements to alternative modes of travel. It actively seeks desired local-serving uses and for the first time requires new measures to monitor and ensure that transportation improvements and land use changes progress in tandem. It conserves the scale and character of the City's neighborhoods and provides incentives for historic preservation. It weighs the long-term benefits of its integrated recommendations, requiring that any changes make the City better. In essence, it is a holistic approach to create a truly sustainable community.

### MAIN COMPONENTS OF THE LUCE

The following summary provides the major LUCE goals and policies at a glance.

#### Conserve Existing Neighborhoods

The LUCE protects the character of the City's residential neighborhoods and their local-serving commercial areas such as Main Street and Montana Avenue, as well as the City's institutions and parks, the beach and oceanfront, and the light industrial areas.

## WHAT MAKES THE LUCE DIFFERENT?

The LUCE is different from the policy direction of the 1984 LUCE:

- It is a conservation plan that provides for an overall reduction in building height.
- It represents a paradigm shift in the way the City assesses traffic, providing aggressive transportation management tools to reduce congestion and new vehicle trips.
- It ensures that a sustainable city is the overarching principle.

The community's greatest concerns are the loss of neighborhood character and existing affordable units, and the construction of larger-scale, insensitive infill buildings. Intense investment pressure on the City's single family and multi-family areas is the result of two forces: (1) the attractiveness of the neighborhoods which invites investment, and (2) the lack of alternative locations for residential investment due to scarce undeveloped land within the City.

The LUCE addresses these issues by combining incentives and disincentives. The Plan redirects residential market pressure away from existing

neighborhoods by transforming existing commercial investment potential, at specific locations along transit corridors and districts, into incentives for new housing opportunities. These new opportunities play a highly important strategic role in the preservation of existing neighborhoods by acting as a pressure-release valve for the extraordinary residential market forces.

As a disincentive, the LUCE proposes policies and programs to control the rate and type of change occurring within existing neighborhoods. It does this through a series of conservation programs designed to act as a restraint on inappropriate investment. These programs include:

- Neighborhood Conservation Overlay Districts
- Measures for the Retention of Courtyard Housing
- Modification of Demolition Regulations
- Modification of Development Standards
- Neighborhood Coordinated Parking Management Programs

(See chapter 2.2 Neighborhood Conservation for further information.)



*The LUCE is an integrated land use and transportation plan that unites new housing and job opportunities with expanded transportation options. A key component is the Expo Light Rail, which connects Santa Monica to the greater Los Angeles region.*

### Transition Regional-Serving Commercial Growth into Local-Serving Uses and Housing

Most significantly, the LUCE reduces the amount of regional-serving commercial growth permitted under the 1984 General Plan and encourages in its place smaller-scale, local-serving uses and the creation of complete neighborhoods with new housing opportunities located within walking distance of public gathering places and local services.

The LUCE shifts the City's land use policy from the strong commercial emphasis of the earlier

1984 General Plan to a balanced policy of requirements and incentives for constructing a significant number of additional housing units (particularly affordable housing units) to accompany new investment. It also offers incentives for employee housing. It transforms some of the City's existing industrial and regional commercial land along the Expo Light Rail line into new transit-oriented neighborhoods at Bergamot Station (26th Street and Olympic Boulevard), Memorial Park (17th Street and Colorado Avenue) and Downtown (4th Street and Colorado Avenue).

## HOW THE LUCE IMPLEMENTS THE COMMUNITY'S CORE VALUES

- Preserves the scale and character of all residential neighborhoods, the Beach and Oceanfront District, and neighborhood commercial areas such as Main Street and Montana Avenue.
- Incentivizes the production of new housing opportunities and local-serving uses, in place of regional-serving commercial growth, in a small number of areas linked to transit.
- Encourages complete neighborhoods with shopping, services, and gathering places within walking distance of new and existing housing.
- Integrates traffic management and land use through a target of No Net New Evening Peak Period Vehicle Trips.
- Seeks new opportunities to enhance and create green spaces including: improvements to pedestrian and bicycle connections, freeway capping, beach greening, and ground floor open spaces as parts of new development.
- Creates a diverse economic base that supports the fiscal health of the City, ensuring a high-quality of public services.
- Requires community benefits such as open space, historic preservation, arts, and affordable and workforce housing for development above the ministerial base height.
- Provides for a greater community role in determining the physical nature and urban form of the City to ensure that Santa Monica maintains its unique "beach town" culture.
- Provides tools, including financial incentives, to preserve historic buildings.
- Phases development over the twenty-year length of the plan, keeping change in sync with transportation improvements.
- Ties long-term programs and policies to the *Sustainable City Plan* to reduce GHG emissions, per capita carbon footprint, and overall impact on the environment.



***Preserving Santa Monica's distinctive residential neighborhoods*** is important to the health of the community. The LUCE seeks to provide additional benefits to the neighborhoods for current and future generations to enjoy.



***Locating neighborhood services and amenities within walking distance of housing*** increases the vitality and overall sustainability of a city. The LUCE encourages new housing opportunities near existing and planned neighborhood centers.



Expo Light Rail



Olympic Boulevard

These new transit villages will be complete neighborhoods that provide a balance of jobs and housing, exemplifying sustainable living practices with open spaces, green connections, quality pedestrian environments and enhanced bicycle facilities. New residential development will be designed to reflect the community's values of appropriate scale and height, well-designed buildings and landscaping and a range of circulation and transportation improvements.

(See chapters 2.4 Boulevards, 2.5 Activity Centers and 2.6 Districts for further information.)

## Create Livable Places with Housing Choices for All

The City has long been committed to ensuring a range of housing choices for all ages and income levels. The goal of the LUCE housing policies is to preserve existing housing

*Shifting away from the commercial emphasis of the 1984 General Plan, the LUCE focuses on relieving development pressure in the residential neighborhoods and directing it to areas served by transit, particularly along the Expo Light Rail line.*

units and create new housing opportunities throughout the City in a way that enhances sustainability, and creates complete neighborhoods and offers easy connections to transit.

The LUCE incorporates a dual approach for preserving existing housing and creating new housing opportunities. The first is accomplished through conservation programs for existing housing within neighborhoods, especially character-defining multi-family housing, such as courtyard housing. These programs include Neighborhood Conservation

Overlay Districts with stronger, more transparent demolition requirements as well as incentives such as the Transfer of Development Rights and Conservation Easements.

The second approach, the creation of new housing opportunities, is accomplished by designating additional land along the City's commercial transit corridors, in the creative arts districts and along the Expo Light Rail line for mixed-use residential development. This creates significant new affordable housing opportunities where few or none currently exist, locating housing within walking distance

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*The highest priority of the LUCE Framework is to preserve the character and scale of Santa Monica's neighborhoods. It maintains the scale and character of 96% of the City.*

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of jobs, services and transit. The LUCE encourages the private sector to produce more housing through new land use designations that offer incentives for providing housing in concert with lively and attractive open spaces, green pedestrian paths, bicycle facilities and local-serving uses within walking distance of amenities such as cafes, restaurants and retail.

(See chapter 2.1 Land Use Policy and Designations for further information.)

### Manage Transportation/Reduce Congestion

To reduce congestion, the LUCE treats the entire City as an integrated transportation management sphere with aggressive requirements for trip reduction, transit enhancements, pedestrian and bike improvements, shared parking and appropriate impact fees, designed to reduce GHG emissions.

The Plan directly addresses the challenging issue of future congestion. It is one of the



*Weaving land use and transportation strategies into a single framework* is a key concept put forward by the LUCE, as is creating new housing opportunities on commercial transit corridors and along the Expo Light Rail line.

most urgent and difficult issues for the City to address. Some of this difficulty is due to expanding growth throughout the region where land use and travel pattern decisions are beyond the City's control. Even if Santa Monica were to entirely stop all new development over the next 20 years, the local transportation system would continue to deteriorate at a steady rate. This is due to growth outside the City's borders, which generates trips to and through the City. The community identified the compelling need to make major changes in how the City manages traffic and transportation.

The LUCE proposes the creation of a complete multi-modal transportation system which builds upon the City's major investment in transit and the extraordinary opportunity offered by the coming of the Expo Light Rail line. A significant innovation of the Plan is the requirement that land use policy and transportation policy be linked. It recommends strategically focusing new development at a few specific locations along the boulevards as well as in the districts to be served by the Expo Light Rail line in order to substantially reduce future work, shopping and residential vehicle trips. It provides for enhancement of pedestrian and bicycle

## EXPANDED OPEN SPACE TIED TO TRANSIT

**The LUCE builds on the opportunity of Expo Light Rail to expand green and open space at its three station area sites.**

- At Bergamot Station, there is an opportunity to create new parkland/green corridors throughout the Bergamot Transit Village.
- At Memorial Park, there is an opportunity to create a central park with additional passive and active recreation space for large City events and celebrations, with transit access for the community. There is also the potential for decking over the I-10 Freeway to create significant new park open space and reconnect the Pico neighborhood with central City.
- At Downtown, there is an opportunity to create a pedestrian concourse/green street between the light rail station, the Civic Center, the Pier and the Beach. The potential for decking over the I-10 Freeway provides for expansion of the Palisades Garden Walk.

(See chapters 2.1 Land Use Policy, 1.3 Urban Form and 3.5 Community Enrichment for further information.)

facilities and improved connectivity among neighborhoods.

The Plan establishes the goal of achieving No Net New Evening Peak Period Vehicle Trips, which addresses the major contributing factor of transportation emissions in climate change. The LUCE requires implementation of Transportation Demand Management (TDM) programs that reduce automobile travel demand and incentivize shared parking and alternative modes of travel, such as carpools, vanpools, shuttles, walking and

bicycling. Proactive demand management for new employee trips will be implemented in concert with large employers such as schools, hospitals and Santa Monica College to incentivize the reduction in vehicle trips. (See chapter 4.0 Circulation for further information.)

### Increase Open Space

Future buildings will be required to provide ground level open space and landscaping, trees and green connections. Auto-dominated boulevards will be reconfigured into more bicycle- and pedestrian-friendly routes with



***Linking open spaces to enhanced transit systems** has the potential to yield major benefits. The LUCE proposes decking over the I-10 Freeway at the nexus of Downtown and the Civic Center to create additional usable open space (pictured above).*

wider sidewalks, trees and landscaping.

In the LUCE approach, the City's streets are regarded as green corridors that contribute not only to mobility and accessibility, but to the public health of Santa Monicans. Outdoor spaces such as streets, parks, plazas and pathways will provide opportunities for physical, social and cultural interaction—a shared public environment available to everyone. Future development will be required to enhance the City's inventory of open space and green connections. The Plan encourages improved connections and

pedestrian and bicycle pathways to local services and community amenities such as cafes and shops. It endorses the creation of additional parks, connecting civic spaces to the beach, and “beach greening” projects for the beachfront. It endorses the *Community Forest Management Plan*, which is designed to optimize tree canopy coverage throughout the City.

### Create a Sustainable Economy

The City recognizes that its residents' sense of well-being comes from the quality of its municipal services, its beautiful environment, and its ideal location. The City acknowledges the importance of a fiscally healthy city with a strong economy.

The LUCE's principal land use and transportation recommendations are designed to support economically sound and sustainable growth into the future. They specifically encourage the economic sectors which support community services, healthcare, visitor-serving and creative arts industries, and local-serving businesses that contribute to the City's identity and to its uniqueness as a beach and retail destination.

The continued support and expansion of these uses at key locations adjacent to transit will serve to ensure accessibility, maximize efficiency of urban infrastructure and services,



**Santa Monica contains a high concentration of creative industries**, from film and music production, to art galleries, studios and complexes. Remaining a center of creativity is a community value.

decrease reliance on automobile use and reduce GHG emissions. The LUCE goals and policies are designed in concert with the principles for a sustainable economy identified in the City's Strategy for a Sustainable Local Economy, particularly encouraging sectors that generate high revenues relative to their use of land, such as information, professional, accommodation and food services, arts, entertainment, recreation, health, social and education services and neighborhood-serving retail.

The City's employment expansion and increasing land values over the years have provided and will continue to provide the City with additional revenue that give it a significant amount of fiscal flexibility relative



**The LUCE emphasizes local-serving, small business opportunities.** The LUCE recommends small floor plate design, which caters to local enterprises, as well as having neighborhood-serving uses.

to other cities. Reflecting these trends, a feasibility analysis found that there is sufficient site value within the City to require community benefits for projects that rise above a base height on the boulevards and in the districts. (See chapter 3.4 Diversified and Sustainable Economy for further information.)

### Require Community Benefits

Traditional planning has long required development to meet minimum community benefit standards. The LUCE proposes a comprehensive approach to benefits designed to serve the community's core needs—new affordable housing opportunities, cultural and social facilities, employee housing, preservation of historic resources, and the creation of quality “places.”

## URBAN FORM

The LUCE addresses the following questions about development projects:

- Does the project protect and enhance the neighborhoods?
- Is the project in the right location to reduce automobile dependence?
- Does the project contribute to the City's overall traffic reduction and management strategy?
- Is the project consistent with City design standards and principles?
- Does the project contribute to the City's long-term sustainability?

The LUCE establishes a review process which conditions new development above a base height to provide community benefits. This approach provides the City and the community with the capability to shape how individual projects contribute to the City as a whole. This will ensure that new buildings will be rich additions to the urban fabric while creating special places in the City that enhance its unique character and quality of life.

To accomplish this, the Plan establishes a base height of 32 feet for new development



*The Third Street Promenade, one of Santa Monica's main attractions, is a model of quality urban form. Pedestrian in nature, the Promenade caters to human-scaled development and high-quality design and architecture. As an open space, the Promenade is a*

(ministerial up to the discretionary review thresholds established by the Zoning Ordinance), initiating a Development Review Permit or Development Agreement process for development beyond this height. This approach incentivizes certain major projects to create benefits for the City, such as affordable and employee housing, historic preservation, quality pedestrian and biking connections, new gathering places, neighborhood-oriented retail, shared parking solutions, or space for social services such as child or senior care. Future projects must also exhibit compatibility in scale, setting and transitions to residential neighborhoods.

### Ensure Quality Design and Urban Form

The urban character and form of Santa Monica is shaped by a combination of geographic features, historic development patterns, economic forces, and community values. The defining physical features of the Beach and the Santa Monica Canyon ensured that the early settlement patterns evolved along the bay and edged gradually eastward over the years. The City's form and character are derived from its physical and cultural relationship with the Pacific Ocean. The original town site, laid out in a uniform large-scale rectangular grid, identified the area's major boulevards



***The preservation of historic structures is not only sustainable, but vital to retaining Santa Monica's identity and character.***

*The adaptive reuse of the Marion Davies estate into the Annenberg Community Beach House is a sterling example of the City's ongoing commitment to historic preservation.*

of today and made provision for early rail and transit lines. Early investors created a famed resort with flamboyant visitor attractions and buildings of elegance and style.

The LUCE enhances the Beach and the Downtown by recommending new green connections between the Downtown Light Rail Station and the Beach with a new plaza to celebrate the sense of arrival, and new paths and walkways to the Civic Center. It directs the location of new development above the base to be focused on the City's major transit

corridors and on the new rail line which follows the historic Pacific Electric Railroad alignment. For the development of the new transit villages, the LUCE requires the replication of the City's original grid system, providing connectivity among neighborhoods as well as the creation of wide, welcoming sidewalks and pedestrian amenities. Finally, the LUCE requires that through good urban design and architecture, new buildings and development will be rich additions to the urban fabric, reflecting the community values while creating new special places within the City. New

buildings will respect their settings through step backs which ensure the play of light and air along the boulevards, as well as step downs to adjacent residential neighborhoods. (See chapter 1.3 Urban Form for further information.)

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*The LUCE ensures that as the community grows and evolves over time, it will continue the rich heritage of its founding.*

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### Preserve Historic Resources

Santa Monica is one of California's most architecturally, culturally and historically significant communities. The City has been a careful conservator of this rich historic heritage. It has designated 89 individual City Landmarks, four Structures of Merit and two Historic Districts. While these structures are major contributors to the City's character, their maintenance and preservation often present challenges. In addition to these architecturally or historically significant structures and neighborhoods, other character-defining structures and neighborhoods also merit careful conservation. The benefits of historic preservation are widely recognized in terms of aesthetic, cultural and social results, but the inherent sustainability aspects of the conservation approach are not always fully appreciated.

The LUCE embraces historic preservation not only for its important role in preserving the features that make Santa Monica unique, but also for the critical contribution it makes in helping the community achieve its sustainability goals. The LUCE proposes a program of economic incentives to assist in the preservation of historic resources. It identifies historic preservation as a core value of the community and a key community benefit—making Landmark structures eligible for the Transfer of Development Rights Program. It also recommends the establishment of a “conservation easement” program for owners of historic properties to earn a one-time income tax deduction through the donation of a property easement to a qualified preservation organization.

Additionally, through a Neighborhood Conservation Overlay District program, the LUCE provides new protections for character-defining structures which may not meet the landmark designation threshold. For example, it recommends a program of special protections for the conservation and retention of the City’s inventory of courtyard housing—a southern California architectural type. It also proposes that a new definition of “demolition” be developed along with a process for implementation that allows for consideration of the full range of issues

that define a neighborhood’s character. (See chapters 2.3 Historic Preservation and 2.2 Neighborhood Conservation for further information.)

### Manage Change

One of the most powerful new tools provided in the LUCE is its comprehensive adaptive management of growth. Designed to implement many of the Sustainable City Plan’s central components, the LUCE incorporates five key strategies which allow the City to control and direct future conditions to achieve community goals:

**1. The Location of Uses.** The LUCE directs new development to transit corridors and around future light rail stations to capitalize on existing and future infrastructure and services. Coupled with TDM and new housing, these areas will be complete neighborhoods where residents can walk and bike to nearby locations to meet their daily needs.

**2. The Type of Uses.** The LUCE reduces regional office as well as regional-serving commercial uses, encouraging local-serving businesses, offices with small floor plates and neighborhood retail within walking distance of surrounding neighborhoods.

**3. The Amount of Change.** The LUCE sets the framework for sustainable change paced with community facilities. It establishes a base height above which projects must include community benefits, and also carefully reduces pressures for extensive change in existing neighborhoods.

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*The LUCE Framework introduces the requirement that new development must contribute to, not detract from, the community. Each future project must exhibit extraordinary community benefits as well as compatibility in scale, setting and transitions to residential neighborhoods.*

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**4. The Rate of Change.** The LUCE provides for monitoring through regular review of performance measures to ensure that change is occurring in concert with improvements to schools, roadways, transit and open space and is fiscally sound.

**5. The Quality of the Built Environment.** The LUCE establishes design policies and guidelines to shape new projects so that they enhance the City’s character. The LUCE establishes an urban design vision and policies for each district and boulevard that include identifying a building envelope that is compatible with its residential neighbors in scale, mass, step backs and step downs.

The LUCE, in addition to addressing the amount, rate, type, location and quality of change, also outlines a concept for periodic monitoring through review of a range of trends and indicators tied to crucial LUCE goals. This approach recognizes that solutions to the

evolution of an organic city require oversight and fluidity to respond to changing conditions. This approach also allows the City to "put on the brakes" as appropriate.

After the Plan's adoption, the community will have a central role in the Plan's implementation. Residents will be actively engaged in the:

- Development of a series of area plans and specific plans
- Development of neighborhood conservation programs
- Review of proposed activity center development
- Review of proposed community benefits for new development
- Development of historic preservation programs
- Early review of development applications
- Monitoring of the Plan's progress

## THE LUCE'S APPROACH TO SUSTAINABILITY AND CLIMATE CHANGE

The essence of the LUCE is to unite environmental, land use, economic, transportation and social concerns into a single, flexible, long-term plan for the City. The LUCE is the tool necessary to implement the goals outlined in the *Sustainable City Plan*. More specifically, the LUCE enables the City to achieve climate change goals through its

land use and transportation decisions, such as focusing development near transit, creating complete neighborhoods and supporting transit and nonmotorized travel. The Plan includes the social aspects of sustainable development by addressing affordable housing and access to jobs. It provides guidance to reduce the consumption of natural resources like water and energy. And it helps to create a long-term sustainable economy with a focus on green jobs and technology. The LUCE expands Santa Monica's role as a leader in sustainability in the region and the nation.

*(See chapter 3.1 Sustainability and Climate Change for further information.)*

The LUCE links land use to transportation, directing development toward specific areas served by transit, including the Expo Light Rail stations at Bergamot Station, Memorial Park and the Downtown, and Metro Rapid Bus transit corridors such as Wilshire and Lincoln Boulevards. Focusing development near transit reduces reliance on the automobile, reduces per-capita vehicle miles traveled in the City and reduces energy use and GHG emissions. This approach addresses overall traffic congestion in the City and the region, and promotes a more walkable, healthy and physically active community.



**Santa Monica is a national leader in environmental, economic and social sustainability.** The LUCE promotes community values associated with neighborhood preservation, affordable and workforce housing, transportation, open space, creative arts, and green building, among others.

The LUCE provides the City its greatest opportunity for implementing long-term programs to reduce its per capita carbon footprint and its overall impact on the environment. State legislation addressing the need to reduce GHG emissions (AB 32, SB 375) requires local jurisdictions to take an active role in meeting the goals of regional sustainability plans based on land use and transportation. Guidance<sup>1</sup> has been provided for the ways in which a jurisdiction can plan and work toward reducing the growth in vehicle travel.

<sup>1</sup> California Air Pollution Control Officers Association (CAPCOA), Model Policies for Greenhouse Gases in General Plans, June, 2009

## CLIMATE CHANGE

The LUCE integrates land use and transportation to create sustainability and enables the community to:

- Reduce automobile reliance – clustering housing and employment on transit corridors
- Reduce vehicle trips – implementing TDM programs and enhancing alternative modes of arrival
- Reduce per capita vehicle miles traveled – locating local services within walking distance, creating complete neighborhoods
- Reduce heat gain and increase carbon dioxide capture – encouraging green streets, parkways, parks, and building practices
- Reduce water and energy use and solid waste generation – preserving existing neighborhoods, controlling demolition, and encouraging LEED construction standards

These ways include:

- Instituting aggressive land use and transportation planning policies, including more compact, mixed-use development with residential and employment densities served by transit
- Increasing opportunities for more affordable and workforce housing strategically located in mixed-use sites near employment or public transportation
- Instituting programs to reduce vehicle trips, like employee transit incentives, car-sharing, vanpooling, parking policies and public education programs
- Creating complete neighborhoods with local services within walking distance

The LUCE embraces these strategies, and tailors them to Santa Monica's community vision and local opportunities, through:

- Establishing the goal of No Net New Trips through aggressive trip reduction measures and incentivizing alternative modes of travel, such as carpools, shuttles, walking, bicycling and shared parking
- Clustering housing and employment near transit to reduce trips
- Creating changes in travel and land development likely to result from passenger rail expansion
- Supporting a sustainable economy with an emphasis on local-serving businesses, healthcare, creative arts and other services that support the community



*The goals, policies and programs included in the LUCE reflect the values and aspirations of the Santa Monica community. It unites preservation with evolution, sustainability with accountability and seeks to ensure that the quality and character of everyday life is perpetuated for future generations to enjoy.*

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*The Framework encompasses the community's vision for the City's future. It is a way to actively manage the City and all of its components—housing, transportation, cultural elements, economics, natural environments—in an integrative and holistic manner that ensures a great quality of life for all Santa Monicans.*

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- Increasing open space and expanding the urban forest by “greening” the boulevards, capping the I-10 Freeway, creating new parkland and increasing ground-level open space
- Developing a Climate Action Plan with implementation strategies for reducing GHG emissions and mechanisms for monitoring emissions

The LUCE incorporates land use, transportation, economic and environmental issues into a flexible, long-term plan for the City. It focuses development near transit, guides the location of local-serving land uses to create complete neighborhoods and encourages alternatives to the automobile. The Plan addresses the social aspects of sustainable development with goals and policies to significantly increase the amount of affordable and workforce housing that is accessible to local jobs, improving the jobs to housing ratio and supporting the creation of complete neighborhoods. It endorses a long-term sustainable economy with a focus on green jobs and technology, and encourages the expansion of its creative arts industry. It focuses on creating expanded bicycle and pedestrian networks throughout the City, seeking to make walking and biking safe and pleasurable for everyone at all times of the day. It requires congestion management programs for new development and establishes the goal of No Net New Trips. Finally, the LUCE provides the



*Photo courtesy of R. Friday*

community with measures to ensure that the goals of the Plan are being met, and with the ability to adjust to changing conditions.

## LOOKING TO THE FUTURE

As we look to the future, the test of our progress on this comprehensive set of goals and initiatives will be how well we have cared for and managed the magnificent resources we have inherited: the Beach, the Downtown, our neighborhoods and our place within the global environment. The LUCE was developed to preserve our City's character; enhance transportation systems; maintain our quality of life; support a sustainable economy; expand healthcare services; encourage creative arts

and small businesses; increase mobility for all who live, work and visit here; and ensure the long-term social, economic and environmental sustainability of our community. The Plan provides for the careful conservation of our neighborhoods and commercial areas, and calls for public amenities to increase livability and sociability for all community members.

The LUCE includes cautious phasing over time, establishes monitoring programs, and incorporates an innovative approach to manage our challenging transportation problems. The decisions the community has made on these broad issues will help determine how those who live and work in Santa Monica will flourish.

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# introduction and purpose

In the summer of 1875, Colonel Baker and Senator John P. Jones were well aware of the extraordinary opportunity they were presenting to the public when they offered the first lots in what was to become the City of Santa Monica.

The town that evolved along this golden coast attracted early visionary investors who created a famed resort with national visitor attractions including the beach, the piers, the Palisades and the Looff Hippodrome. They also created a vibrant downtown, which today is ringed by distinctive and diverse neighborhoods that are unmatched in the region.

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*“Today, we sell to the highest bidder, the Pacific Ocean...a bay filled with white-winged ships; a southern horizon rimmed with...purple mountains...and, languid air... odored with the breath of flowers.”<sup>1</sup>*

- TOM FITCH, 1875

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<sup>1</sup> From *Looking at Santa Monica*, James W. Lunsford, 1983.



## A CITY OF NEIGHBORHOODS

Santa Monica, with its 88,700 residents, is remarkable within the region for its unique neighborhoods, each with its own character and featuring its own mix of housing, shopping, dining and entertainment options. This diversity provides for a wide range of housing choices, from single family homes on large lots, to small scale bungalows, courtyard apartments, condominiums and larger mixed-use apartments. Shopping opportunities vary from local neighborhood retail areas, such as those along Pico and Ocean Park, to the eclectic mix on Main Street and Montana Avenue.

The City combines a rich historic, cultural, and residential heritage with the vigor of a balanced economy. Professional, medical, scientific, technical, and creative arts services are leading sectors of the City's business base, along with major hotels, guest accommodations, food and retail, and a variety of small businesses. Santa Monica is known for its arts and entertainment professions and is home to the movie industry and over 120 museums and art galleries, including the arts complexes of Bergamot Station, Broadway Gallery Complex and the 18th Street Arts Complex.<sup>2</sup> Much of this diversity was envisioned in the General Plan developed in 1984.



*A greener, more sustainable environment* can be created if Santa Monicans work together, as they did for the opening of the Annenberg Community Beach Club, the first public beach club in the United States.

Santa Monicans tend to be socially progressive and have a national reputation for innovation and leadership. The City is committed to supporting social services, providing affordable housing and creating a lifelong learning community. The community is also acknowledged as one of the nation's leaders in the sustainability movement with a renowned green building program and a *Sustainable City Plan* which guides decision makers and ensures that Santa Monica's natural, economic and social attributes are preserved for future generations to enjoy.

## Challenges and Opportunities

To some degree, Santa Monica is a victim of its own success. Given its regional location, natural beauty, inviting neighborhoods and progressive policies, the City has attracted workers and visitors from all over the region, not only in seasonal surges but on a daily basis for work, school, and shopping. Despite the City's extensive investment in transit, automobiles remain the primary mode of transportation and congestion is one of the community's major challenges.

<sup>2</sup> See *Creative Capital: A Plan for the Development of Santa Monica's Arts & Culture*, 2006.

The City's attractiveness as a place to live, work and play, combined with the increasing scarcity of land within its borders, has resulted in some of the highest housing prices in the nation. This challenges the community to use new methods to tackle the difficult issues of providing adequate affordable and workforce housing units and identifying ways to finance them.

The City will benefit from the planned Expo Light Rail line, anticipated to open in 2015. Significant investment interest in some of the large parcels in the City's industrial areas adjacent to the proposed Expo Light Rail stations, and along its major boulevards such as Wilshire and Colorado offers the City an exciting opportunity to promote new affordable and workforce housing where only regional commercial potential now exists. In facilitating transit-oriented development, the City benefits from integrating land use and transportation in a more efficient and sustainable way. This integrated approach decreases reliance on the automobile, which reduces greenhouse gas (GHG) emissions.

## PURPOSE AND STATUTORY REQUIREMENTS

The purpose of the Land Use and Circulation Element (LUCE) of the City's General Plan is to establish the community's vision for the future. Its goal is to provide a flexible framework for



***The Expo Light Rail*** is a key component in the LUCE strategy, which encourages more use of transit, bicycling, and walking. The Light Rail enables the creation of new complete neighborhoods near stations that include new housing units and open spaces.

long-term decision making that will determine how the community will look and function as it evolves over time.

State of California law requires that every city and county within the state shall, "adopt a comprehensive, long-term general plan for the physical development of the county or city,"<sup>4</sup> and must be periodically updated. California code requires that a general plan be comprehensive, internally consistent and long-term. General plans must address certain key topics or elements which include: land use, circulation, housing, noise, open space, conservation and safety. Although required to address these specific issues, a general plan may be organized in a way that best suits the

jurisdiction and may also include any topics relevant to the specific local circumstances. The plan must also be clearly written, available to all those concerned with the community's development, and easy for the City to administer.<sup>5</sup>

The LUCE is the City of Santa Monica's fundamental land use and circulation policy document, and it provides the basic policy direction for the City's development and conservation for the next 20 years. The additional elements required by state law are already adopted and in force.

<sup>4</sup> Government Code § 65300.

<sup>5</sup> CA Governor's Office of Planning and Research.

## EIGHT FRAMEWORK ELEMENTS FORM THE CORE OF LUCE SUSTAINABLE PLANNING

### 1. Neighborhood Conservation and Enhancement

Protect and conserve the character and scale of Santa Monica's neighborhoods.



### 2. Integrated Land Use and Transportation

Incentivize housing over regional-serving commercial growth at activity centers on existing and proposed transit corridors.



### 3. Proactive Congestion Management

Proactively address congestion and climate change through programs that will result in vehicle trip reduction.



### 4. Complete Neighborhoods with Increased Open Space

Create complete neighborhoods with jobs, housing, and retail linked by green connections and increased open space.



### 5. Require Community Benefits

Meet the community's values and expectations by defining how new projects contribute to Santa Monica.



### 6. Quality Urban Character and Form

Shape key elements of the public and private realm to be livable and green while contributing to the City's sense of place.



### 7. Preservation of Historic Resources

Promote a variety of financial incentives, adaptive reuse, and conservation programs to ensure the preservation of historic resources.



### 8. Managing Change and Measuring Our Success

Adaptive growth management through regular evaluation of trends, allowing the community to "put on the brakes."



Developed out of an extensive public outreach and participation process, the Framework Elements are a direct reflection of the community's hopes, desires and aspirations, and they ensure the City's commitment to think, act, and plan sustainably.

The current state-required General Plan Elements adopted in Santa Monica are: Housing Element, Open Space Element, Conservation Element, Noise Element, and Safety Element. Santa Monica has also adopted a Historic Preservation Element. In addition to the General Plan, the City has also adopted the *Sustainable City Plan*, *Creative Capital* (Santa Monica's cultural arts master plan), the *Parks and Recreation Master Plan*, and the *Community Forest Management Plan*.

### **The Need to Update the 1984 General Plan**

Santa Monica's current General Plan was last updated in 1984, over a quarter of a century ago. This earlier plan reflected the state-of-the-art techniques and approaches of its time. It has served the City well over the years and meets legal requirements. However, the last 25 years have brought substantial change to the City and the region. During this time, fluctuating economic cycles, regional population growth, a tripling of Santa Monica's office space and rising land values have brought benefits along with social and environmental challenges. Community needs, values and lifestyles have also evolved along with these changes. Such a rapidly changing world requires that the City review the land use and circulation policies and programs proposed in the 1980's for their relevance to the major



*In the past 25 years since the 1984 LUCE* there has been increased employment opportunities in Santa Monica. Above, The Water Garden and Yahoo! Center are two major employment centers that are home to thousands of workers engaged in a wide range of professional industries.

challenges the City faces today. It is clear that planning in those years never anticipated the environmental issues that the City and state as a whole confront today. The LUCE responds to the state's recent direction with respect to climate change—integrating land use and transportation to protect and conserve our future and reduce our impact on the environment.

### **Reshaping Traditional Planning Approaches**

Since the completion of the General Plan in 1984, two directives have been adopted which have great importance for the future of Santa Monica and great impact on how it plans for that future. The first directive is found in the 1994 Santa Monica Sustainable City Plan, which encouraged the City to plan in a

new way, taking environmental impacts into account. The second directive is the State of California's recent adoption of major climate change legislation aimed at reducing GHG emissions. The Governor's Office Fact Sheet on the legislation states: "In order to reach California's greenhouse gas goals, we must rethink how we design our communities."

**Sustainable City Plan (SCP):** Since 1994, the City of Santa Monica, with the adoption of the SCP, has moved aggressively to help the community think, plan and act more sustainably, leaving the flawed practices of the past behind. The SCP specifically charges the City with meeting its guiding principles regarding transportation, transit, open space, land use, housing and human dignity. To accomplish this, the City endorsed two

important guiding principles: first, the City must begin to address root causes, rather than symptoms, of problems, and second, the City must provide criteria for evaluating the long-term, rather than the short-term, impacts of its decisions.

AB 32 and SB 375: The State of California, beginning in 2006, adopted two pieces of landmark climate change legislation (AB 32 and SB 375) that commit the state to reduce GHG emissions to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. To begin to achieve this goal, the California Attorney General's Office has taken the position that local governments must take emission reduction targets into consideration when updating their general plans, particularly with regard to land use and transportation policy. This approach ties state transportation funding decisions to land use policy and links transportation to housing in regional planning efforts.

## THE LUCE PLANNING APPROACH: CREATING A SUSTAINABLE FUTURE

Responding to the two directives, the LUCE differs from the 1984 General Plan in several significant ways. It provides the platform for the community's most fundamental values to interact with the City's official land use and



***The 2003 Sustainable City Plan established guiding principles that helped to inform the LUCE.***

transportation policies in a sustainable and innovative manner. In doing so, the LUCE implements the policies of the SCP and responds directly to the state's climate change legislation for reduction of GHG emissions. Most importantly, the LUCE clearly identifies the tools the City requires to meet state GHG emission goals and the community's desire to preserve and enhance the City. It outlines specific measures to conserve residential neighborhoods. It also directs change to occur in selected areas along the transit-rich boulevards and in the districts, ensuring that new development improves the City for all who live here.

### Addressing Climate Change

The LUCE provides long-term programs to reduce the City's carbon footprint and its overall impact on the environment.

Reshaping traditional planning approaches, the LUCE translates the community's desire for preserving the City's unique character and identity into programs which carefully limit and control growth, directing investment pressures away from the neighborhoods to the City's historic transit corridors. Its goal is to preserve neighborhoods, enhance historic preservation, reduce GHG emissions and create new housing opportunities along the City's boulevards and in carefully located districts. It unites the creation of new housing with accessibility to transit. It establishes aggressive vehicle trip reduction measures and enhances alternative forms of transportation, including shuttles, carpools, walking and bicycling. It creates new open space and supports enhancements to the City's urban forest. By doing all these things simultaneously, the LUCE fosters complete neighborhoods where Santa Monicans can meet their needs within walking distance of their homes.

The LUCE reorients the City's auto-dependent boulevards into inviting avenues with improved transit, distinctive architecture, landscaping, trees, planted medians and neighborhood friendly services, defining a new sense of place where local residents will be attracted to shop, work, live and play. The Plan provides direct support for the City's vigorous cultural and creative arts programs, and designs new



**The LUCE includes innovative strategies to reduce the City's impact on the environment** including stringent vehicle trip reduction and neighborhood conservation measures that will ensure sustainable living practices and the preservation of some of Santa Monica's unique resources for generations to come.

urban neighborhoods exemplifying sustainable living practices with green connections, transit, improved pedestrian and bike access and attractive public places.

This holistic planning approach unites environmental, land use, economic, transportation and social concerns into a single, flexible framework for decision making, providing the City its greatest opportunity for implementing long-term programs to reduce its carbon footprint, GHG emissions and its overall impact on the environment well into the future. In doing so, this Plan places Santa Monica at the forefront of sustainable planning practices in the nation.

## Key Principles of Sustainable Planning

The key principles of the LUCE are provided below. A brief explanation of these principles can be found in the Executive Summary, and greater detail follows in subsequent chapters. The key principles are:

- Conserving and Enhancing Neighborhoods
- Integrating Land Use and Transportation by Transitioning Regional-Serving Commercial Growth into New Housing Opportunities on Transit Corridors
- Managing Transportation/Reducing Congestion
- Creating Complete Neighborhoods with Increased Open Space and an Expanded Urban Forest

## WHAT DOES THE LEAF SYMBOL MEAN?



The leaf symbol denotes LUCE policies that support key sustainability strategies aimed at preserving and enhancing the City, and achieving GHG emission reduction. These policies and their associated actions target each of the Sustainable City Plan's eight goal areas.

- Providing Community Benefits
- Ensuring Quality Design and Urban Form
- Incentivizing Historic Resources
- Controlling and Monitoring Growth

## The Community is the Steward of the Future

As the following pages demonstrate, the residents of Santa Monica today are the stewards of the future. The choices made now will create a legacy for generations to come. Through the LUCE, the community can take assertive steps to manage and reduce congestion and the City's per capita carbon footprint by better managing its streets.

The community can now require that all new buildings are of high architectural quality and

contribute to the City's rich urban fabric. By establishing a ministerial base height for new development, the City can incentivize new opportunities for affordable and workforce housing associated with transit, requiring stringent vehicle trip reduction, pedestrian and bicycle improvements, shared parking and transit improvements. New neighborhood protections are provided through a dual program of incentives and constraints designed to direct investment pressure away from existing neighborhoods and toward transit-rich corridors. These incentives and constraints will discourage inappropriate investment pressures through Neighborhood Conservation Overlay Districts, measures for retention of courtyard housing, demolition regulations, development standards, and neighborhood coordinated parking management programs.

#### Function of the LUCE

This Plan is a set of policies and actions for land use and circulation decisions that result in a blueprint for physical development throughout the community. The LUCE achieves the following:

- Defines a realistic long-term vision for Santa Monica through the year 2030.
- Expresses the desires of Santa Monica residents regarding the physical, social, economic, cultural and environmental character of the City.



*The comprehensive nature of the LUCE serves as a guide for land use and urban design, circulation, economic development and other important components of the Santa Monica experience like open space, sustainability, and the preservation of the City's character.*

- Serves as a comprehensive guide for making decisions about land use, urban design, economic development, circulation, and related topics such as public facilities and services, parks and open space, sustainability and the preservation of the quality of life in the community.
- Charts the course for coordinated development and conservation that will preserve the natural beauty, unique character, diversity and heritage of Santa Monica.
- Serves as the City's framework for land use and community development decisions, and the foundation for zoning, subdivisions, development plans and facilities plans. All plans and policies related to development, conservation and circulation should be consistent with the LUCE.

#### Structure and Content of the LUCE

The LUCE has been carefully structured to provide an easily accessible and thorough inventory of issues, analyses and recommendations. Detailed recommendations are provided where specific approaches are necessary to achieve public objectives, and more general recommendations are provided where multiple approaches should be considered. Each recommendation within the Plan should be weighed for its ability to accomplish the overall goals of the LUCE and whether it strengthens and reinforces the other recommendations.

# a history of the process

The original nineteenth century investors and homeowners in Santa Monica made no small plans. From the beginning, they were captivated by the magnificence of the location and responded with buildings of grandeur and scale. They made it their business to invite families and vacationers to share the natural wonders of the beach and the mountains. To keep them here, they began laying out enticing neighborhoods, building grand hotels and broad boulevards. They approached this task with exuberance and panache.

It is important to understand Santa Monica's history when planning for the future, because strong residential neighborhoods were the basis for the early development of the City. Throughout the extensive planning process for this 2009 update to the Land Use and Circulation Element of the General Plan, the deep commitment of the City's residents to the preservation of their heritage has been evident. The values expressed during the process reflect the same sense of broad vision and daring that characterized the original founders.





**Public Participation:** Workshop participants envision Santa Monica's land use and transportation future.

## THE COMMUNITY VISION

The community expressed its vision for a City in which the best of the past is not only preserved but enhanced—the neighborhoods must not only be protected, but respected. The City, the community has said, must regain control of its streets and reduce congestion. Harkening back to the early days of the highly successful Pacific Electric Railroad, which easily transported people to and through the City, residents identified the urgent need for a comprehensive transportation system, including Expo Light Rail, Metro Rapid Buses, vanpools and significant improvements for bicyclists and pedestrians.



**Motion Money:** Throughout the process, residents and business members advocated for a better, more integrated pattern of land uses and transportation services that promoted economic, environmental and social sustainability.

The foundation of Santa Monica's economy has always been the successful mixing of business with pleasure and the creative linking of splendid natural resources with structures and events. It is no accident that the creative arts community feels at home in Santa Monica.

However, the community also expressed clear concern about the larger vision and elegance of the architecture that characterizes Santa Monica being muted. In this planning process, residents stated their deep desire to enjoy the visual aspects of Santa Monica and the need to create streetscapes in which buildings are not individual objects, but rather are planned together to create public spaces and a "sense of place." The buildings, especially those along Santa Monica's boulevards, define the extent of the "public realm" or streetscape, a major

component of Santa Monica's open space. These same buildings must recognize their relationship to the neighborhoods by stepping down in height to appropriately interface with adjacent residential neighborhoods. Buildings, the community stated, must be of the highest architectural quality and contribute to the rich fabric of the City neighborhoods. The neighborhoods should be "complete" with a mix of uses, activities and central gathering places.

Throughout the years of discussion about creating a sustainable future, the themes of diversity, preservation of neighborhoods, inclusiveness and environmental responsibility provided the organizing framework for the recommendations which emerged.

## COMMUNITY OUTREACH

The process of engaging the community was extensive, far-reaching, and inclusive. It involved workshops, dialogue, voting, reports, Internet and phone surveys, walking tours, PowerPoint presentations and televised discussions at the Planning Commission and before the City Council. Community meetings and events were held in classrooms, club rooms, civic associations, schools, parks, farmer's markets, libraries, the Santa Monica Festival, the Pier and City Hall. In total, it is estimated that over 4,000 residents of all ages participated in the LUCE planning effort.

Community outreach began in 2004. An invitation to "update the General Plan" is typically not one to stir the blood and attract the multitudes. But the reality is that in Santa Monica, it did. This was both an expression of the residents' love of their City, and a testament to the creative outreach efforts that were employed.

Aimed at involving a wide spectrum of the community, and at fostering an interactive and transparent process, several innovative outreach techniques were employed in an extensive series of meetings with community and business groups; Parent-Teacher-Student Associations; City boards and commissions; farmer's markets; the Santa Monica Pier Twilight Dance Series; 10fest and the Santa Monica



**Workshop participants voted on transportation principles** that seek to reduce congestion and traffic on Santa Monica's streets.

Festival; and a Youth Planning Program. A summary of this public input was prepared and published in the April 2005 *Emerging Themes Report*. The second step was to prepare a detailed analysis of what the themes meant for planning for the next 20 years in the July 2005 *Opportunities and Challenges Report*.

In early 2006, following extensive discussions of the two reports, the City Council directed that draft goals be developed to guide the policy vision for the plan. The public was invited to debate these goals in a series of workshops.



**Thousands of comments and suggestions were received** throughout the public outreach process.



**“Building block” workshops** gave hundreds of participants a chance to learn and contribute through hands-on exercises.



**Reaching group consensus,** although not always easy, was a key part of the public process and the foundation for partnership within the community.

The draft goals were approved by the Planning Commission in June 2006 and adopted by the City Council in November 2006.

## COMMUNITY WORKSHOPS: THE “BUILDING BLOCK” APPROACH

The most intensive phase of the LUCE process began in early 2007 as the City shifted focus from research and analysis to hands-on workshops. In these workshops, community members rolled up their sleeves, vigorously debated issues and priorities, and tackled the difficult and controversial questions about congestion, preservation, development, economics and sustainability. This “building block” approach builds the plan from the bottom up, directly engaging the community.

Sacrificing Saturdays and evenings, community members and representatives of businesses and organizations, City Council members and Planning Commissioners met in a continuing series of well-publicized neighborhood-focused and citywide sessions that examined how neighborhoods should look and feel, how large industrial land parcels should change over time, and how to approach issues of transportation alternatives and congestion.

Participants sat in classrooms and cafeterias, in day-long meetings and nighttime sessions. They asked questions of consultants, broke into smaller groups, identified priorities and

reported their findings. Larger sessions voted on issues, and later meetings ranked priorities and the tangible trade-offs needed to achieve the goals and values of the community.

There was participation by homeowners and renters, small business owners, educational institutions (including Santa Monica College and the Santa Monica-Malibu Unified School District), healthcare representatives (including Saint John’s Health Center and Santa Monica-UCLA Medical Center), Civic association members, preservationists, architects and developers, along with representatives of the bicycling community, the recreational community, artists and those in film production, and advocates for green and sustainable practices. Representatives from the L.A. Conservancy, the Santa Monica Chamber of Commerce, the L.A. Bicycle Coalition and Commissioners from the City’s Housing Commission and Task Force on the Environment participated. The City’s other boards, commissions and task forces were directly involved, including the Architectural Review Board, the Landmarks Commission, the Recreation and Parks Commission, the Arts Commission, the Sustainable City Task force, and the Child Care & Early Education Task Force.

Throughout the two-and-a-half-year process, the Planning Commission and the City Council engaged in vigorous debate over the tenets of the LUCE proposals, balancing the passions

of single-interest speakers with the broad, encompassing values of the community at large. Along with the boards, commissions and the community, these two official bodies played a critical and consistent role in the development of the LUCE recommendations.

## COMMUNITY VALUES ARE THE BASIS OF KEY LUCE PRINCIPLES

Beneath the myriad details of land use, transportation, urban design and placemaking, this Plan is truly about the benefits of life in Santa Monica and how to protect and preserve the City now and for future generations in a sustainable way.

### Neighborhood Conservation and Placemaking Workshop

In 2007, the community began with neighborhood workshops and a community-wide meeting. Over 1,000 participants from the Pico, Wilshire-Montana, Mid-City, Downtown and Sunset Park/Ocean Park neighborhoods attended the initial Placemaking workshops. They conceptualized opportunities for neighborhood benefits with new "places" at strategic locations along Wilshire, Pico and Lincoln Boulevards. Community members also participated in a citywide workshop expressing strong support for the principles of neighborhood conservation and quality landscaped streets.

The graphic consists of two main parts. On the left is a rectangular poster for a "NEIGHBORHOOD CONSERVATION" workshop. It features four small photographs of people in a residential setting, a yellow title section, and text inviting people to join the City of Santa Monica for a citywide community workshop to identify ways to strengthen and protect residential neighborhoods. Below the title is the date "Tuesday, June 2 at 6:30 pm" and location "Santa Monica Main Public Library 601 Santa Monica Blvd." A small Santa Monica logo is at the bottom right. On the right is a map of Santa Monica with several small photographs of city scenes (streets, buildings) placed on it, some with pink sticky notes. The overall background is light blue.

*The Neighborhood Conservation workshop laid the foundation for protecting the residential neighborhoods and identified the attributes most in need of protection or enhancement. Among the top priorities were scale and character, open space and local services.*

### Preserve Neighborhoods and City Values

Participants identified neighborhood preservation as the highest priority of the planning process. They were concerned about the gradual loss of neighborhood character and open space as existing buildings are torn down and replaced with new infill development that is larger and out of scale with its surroundings. They endorsed the principles of maintaining the scale and character of existing buildings, requiring new buildings to be well designed and compatible with the established neighborhood context, encouraging greener landscaped streets, creating more open space, minimizing the impact of vehicles, improving the pedestrian and biking experience and creating welcoming gathering places.

The graphic features a large green vertical bar with the word "FUTURE" in white capital letters. To the left is a black and white photograph of two people working on a large wall, possibly pinning up documents. To the right of the green bar is a teal vertical bar with text: "Together, we create our FUTURE". Below this is another teal bar with text: "Hear how your input is coming together with the Land Use & Circulation Element to make Santa Monica a better, more vibrant place to live, work and play." At the bottom is a teal bar with text: "Monday, May 7 at 7:00 pm Civic Auditorium, East Annex, 1885 Main Street Bike & car parking available. Bus 1, 2, 3, 5, 7, 9 & 10 serve Civic Center". A small Santa Monica logo is at the bottom right.

*Placemaking workshop:* Residents turned out en masse to endorse citywide placemaking principles that preserve the quality and character of the City.

## Creating Community Places

These workshops began the process of identifying principles for incorporating urban design principles into developments and public improvements. These principles require that new projects be shaped through design standards and guidelines. They ensure that future change will enhance and create community benefits by encouraging a mix of uses, activities and central gathering places, and providing local services and green connections.

## Provide Community Benefits

Through this workshop series, the concept that new development in Santa Monica should be judged on its ability to provide community benefits—leaving the urban fabric better than it was and improving the day-to-day lives of residents—became an organizing principle of the LUCE. To ensure that future private development contributes to the City and the community, it was determined that any proposed development that would exceed the base height of 32 feet would be subject to a development agreement or a discretionary process depending on the project. Although these additional requirements can reasonably be related to addressing any additional burdens placed on the City and thus could be characterized as additional mitigation requirements, they can also be characterized



**Planning the industrial lands:** A significant factor in the discussion of the City's industrial lands was the Expo Light Rail and how to best capitalize on the opportunity it provides for new housing, jobs and services.

as community benefits. For ease of reference, these are referred to as community benefits throughout the remainder of the LUCE. Principal among the benefits identified by the community are the creation of new affordable and workforce housing, participation in rigorous vehicle trip reduction measures, impact fees, and shared parking programs, the creation of quality open spaces and green streets, historic preservation, facilities for child care and early education, facilities for youth and seniors as well as for arts and cultural events.

## Industrial Lands Workshops

Over the summer and autumn of 2007, in a two-part workshop series, the community began a close analysis of the City's industrial lands—listening to results of research, working with facilitators at small group discussion tables and voting on guiding principles. These principles addressed issues of land use, urban design and transportation, making profound changes in the way the City addresses its critical land use and transportation policy.

## Locate New Neighborhood Centers in Areas Served by Transit

Endorsing an environmentally sustainable approach, workshop participants agreed that new enhanced development must be associated with transit. This policy aims at reducing future congestion and greenhouse gas emissions and providing more effective control over where new development may occur and how it must look and function. The workshops endorsed the concept that growth must be balanced with specific initiatives to calm traffic, reduce congestion and promote biking and walking. There was also general agreement that the Expo Light Rail was an unmatched opportunity for the community to implement this policy. Participants discussed two areas along the Expo Light Rail line: the Bergamot Station area and Memorial Park.



**Expo Light Rail:** Three stations and an alignment down Colorado Avenue create unmatched possibilities for new urban neighborhoods, the benefits of which will be felt citywide.

### Create Transit Oriented Centers: Complete Neighborhoods

The community endorsed the creation of new mixed-use residential neighborhoods to capitalize on the enormous transit opportunity offered by the proposed Expo Light Rail. Community members regarded this light rail alignment, following the former railroad right-of-way, as an opportunity for the creation of new transit-oriented neighborhoods. These neighborhoods are designed to replicate the historical street grid pattern of development in the City with a lively mix of residential and local-serving retail uses, gathering places, landscaping and new affordable and workforce housing. Bergamot Station was the priority area identified within the planning process as



*The community's vision for the Bergamot Station area included retaining the creative and cultural arts component while programming new residential and commercial opportunities and creating an urban neighborhood centered around the light rail station.*

suitable for this opportunity. Memorial Park was envisioned at a smaller scale as a residential neighborhood with large and generous open space. These new neighborhoods will be complete neighborhoods served by a variety of local retail and services within walking distance, and attractive gathering places for social interaction, with required vehicle trip reduction programs and incentivized shared parking programs.

### Focus on the Arts and Sustainability: Bergamot Transit Village

The community endorsed the concept that as the industrial lands change over time, it should become a living-working-playing community with a focus on arts, culture and creative employment. The area was identified within the Light Manufacturing Studio District toward the eastern edge of the City, centered on Olympic Boulevard and to be served by a new Expo Light Rail station. Workshop participants envisioned the new Bergamot Transit Village as a mixed-use creative arts/residential

neighborhood centered around the rail station. The transit village provides an opportunity for the City to grow its creative arts job base by designating an area to attract a wide variety of creative arts and entertainment industry uses, such as graphic arts, film and music production, post production, animation and special effects. The transit village would also establish residential balance by providing incentives to significantly increase housing, especially affordable and artists' lofts.

#### A Central Park within a New Urban Neighborhood: Memorial Park

Memorial Park offers the City the opportunity to create a park with a geographically central location for Santa Monica within a new urban neighborhood focused around an Expo Light Rail station. The expanded Memorial Park will have additional passive and active recreation space and become a transit-served location for large City events and celebrations. It also offers the opportunity for a potential public/private partnership to provide mixed-use buildings for school district offices, local-serving retail, restaurants and affordable and workforce housing which could serve the many healthcare professionals in the area. The community also delighted in the larger vision for expanding the park by decking over the I-10 Freeway and reconnecting the Pico neighborhood with the central City.



#### Transportation and Parking Workshops

During the fall and winter months of 2007–2008, a series of citywide workshops on the major issues of transportation and parking. The workshops focused on the opportunities for transportation improvements along the boulevards and in the industrial areas, and on analysis of the City's extensive network of streets. Minimizing congestion and regaining control over the City's streets were identified as two of the most important priorities. Participants agreed that reducing dependence on the automobile and bolstering walking and biking are paramount goals.

#### A Proactive, Integrated Strategy

There was agreement that conventional methods of managing congestion were not working. A new comprehensive strategy of linking land use to transportation, aggressively reducing vehicle trips, targeting sources of congestion, locating development on transit and improving pedestrian and bike access was critically needed. Participants endorsed a comprehensive, proactive strategy, including clustering new housing opportunities on transit, providing connections to and through complete neighborhoods and requiring aggressive trip reduction measures.

## Reduce Existing and New Vehicle Trips: Transportation Demand Management

The community endorsed the goal of No Net New Trips. To advance sustainability, the community agreed the City should take proactive steps to meet its CO<sub>2</sub>, air quality, quality of life and congestion management goals. A citywide standard of no net increase in vehicle trips during the evening peak period can be achieved through Transportation Demand Management (TDM) approaches. TDM reduces vehicle travel demand and redistributes this demand to alternative modes of travel through a series of incentives and programs such as shuttles, carpools and vanpools, subsidized transit usage and shared parking. These programs actually reduce existing trips by providing alternatives such as improved transit service, bike paths and pedestrian connections.

## Define New Street Classifications

Analysis of the City's streets and boulevards resulted in new street classifications. Each classification acknowledges that streets do more than just move cars. Streets also provide networks for moving pedestrians, bicycles, transit and goods. In addition, they provide open space for gatherings and recreation.

## COMMUNITY VOICES ON TRANSPORTATION

**There was accord on the guiding principles for managing mobility and congestion:**

- Locate future activity centers on existing or proposed transit corridors.
- Create comprehensive transportation alternatives, with incentives for mass transit, car-sharing, and parking reduction programs.
- Prioritize the movement of bicyclists and pedestrians.
- Reduce vehicle trips by targeting sources of congestions and by working with large employers and schools.
- Locate local retail and services within walking distance of existing neighborhoods, enhancing pedestrian access and improving bike facilities.
- Establish Transportation Demand Management Districts citywide to significantly reduce vehicle trips, manage parking, and incentivize alternative modes of arrival such as transit, vanpools, walking and biking.



**Pouring over maps and diagrams,** transportation workshop participants worked with staff to develop new street classifications that promote equality among all modes of transit.

- Refine parking requirements appropriate to land use, and creating a shared parking approach.
- Require connectivity between and among neighborhoods with a network of bike trails and safe, attractive pedestrian walks.
- Develop management tools to implement and monitor these recommendations.

## Land Use Designations: Guiding Principles

Additional workshops in late winter and early spring 2008 knit together the key elements discussed in the workshops on transportation and the boulevards. Participants discussed the importance of modifying land use designations to apply performance standards and create incentives for projects to benefit the community. The community reviewed five broad land use categories and their goals:

### A. Neighborhoods

Neighborhoods are the areas of the City where the majority of residents live. The LUCE vision is to protect the residential neighborhoods from encroaching commercial uses and incompatible development that would compromise the quality of life and character of these areas. It redirects residential investment pressure away from the neighborhoods to transit corridors and districts, and provides a broad array of neighborhood conservation measures to control the pace and type of change within existing residential areas. It also requires sensitive transitions between uses and adjacent structures, provides opportunities for increased open space and promotes adaptive reuse.

### B. Boulevards

These designations define the activity along the existing corridors of the City. The designations allow for the transformation of the auto-oriented boulevards into vibrant, diverse and attractive boulevards that support local-serving retail, open spaces and a diversity of housing types.

### C. Mixed-Use Centers

The mixed-use center overlays allow for the creation of a vibrant concentration of goods and services, multi-family housing, and community gathering spaces at strategic locations served by high-frequency transit lines and/or the Expo Light Rail line. This new designation represents a transition from former regional-serving commercial uses to a mix of residential and local-serving uses, accompanied by community benefits such as wider sidewalks, landscaping, trees and open space. Some mixed-use centers are small-scale, draw from the surrounding neighborhoods and have limited amounts of housing, while others may take on a more citywide character.

### D. Employment and Commerce

The LUCE land use designations allow for the continuation of existing employment activities. The Plan proposes a reduction in regional commercial uses, with the exception of healthcare, in favor of local-serving uses, typically with smaller floor plates. Land use



**Workshops were hands-on.** Maps were designed to be marked up with community members' ideas and concerns.

designations in this category include industrial conservation and healthcare mixed-use.

### E. Community and Public Uses

These designations allow for a wide range of public facilities, including parks and open space, educational facilities, municipal offices, the Civic Center, museums or performance spaces, City yards and other public or quasi-public facilities.

## Integrating the Plan Workshop

In the final workshop before the LUCE Strategy Framework, the community met to discuss economic feasibility, housing opportunities and ways to integrate these issues with the emerging LUCE Framework for sustainability. The emphasis was on incentivizing and finding opportunities for new affordable and workforce housing.

## Balance Key Economic Sectors with Community Benefits

An evaluation of the City's key economic sectors was provided to ensure that the LUCE's principal land use and transportation recommendations are economically sound and designed to support future sustainable growth well into the future. An important element of discussion was the revenue these sectors generated, their potential for revenue growth and the need for this income to fund the City's extensive public services. Commercial and industrial uses are recognized as important components of the City's diversity and rich heritage, providing a source of local jobs and generating a significant portion of the City's municipal revenues. Those sectors considered to play a critical role in the economic future of the City were identified as: hotels/tourism; retail, including cinemas; automobile dealers; creative employment, including both information-related and cultural occupations; local-serving office employment, and medical facilities. These uses also contribute to a sense of neighborhood and provide convenient shopping opportunities that enhance the City's image and livability. A separate feasibility analysis found that there is sufficient site value within the City to require community benefits for additional building height above a base height on the boulevards and in the districts.

## Creating New Housing Opportunities

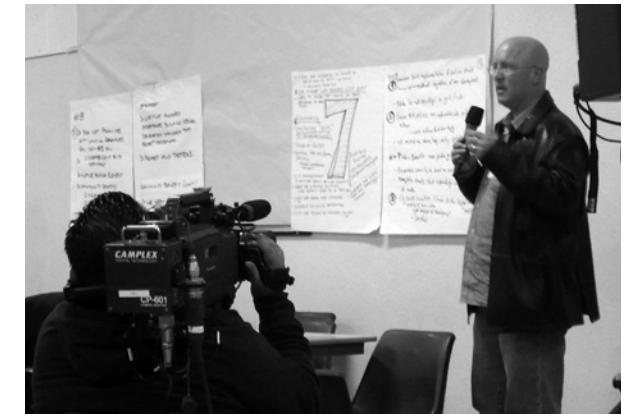
A report from the City's Workforce Housing Committee discussed possible approaches to the creation and funding of additional workforce housing. This report focuses on the need to use public lands more creatively to accomplish new housing opportunities, as well as the need to ensure long-term affordability opportunities for Santa Monica workers. Diversity should be accomplished through having a full range of housing choices, not only affordable and workforce housing, but also family, senior and congregate housing. There should be diversity in the employment base, ensuring the continued vitality of small businesses and local merchants. The Workforce Housing Committee demonstrated that a strong economy could be the basis for funding a range of housing choices.

## Publication of the LUCE Strategy Framework and Refinement

After the series of 18 public hearings, the LUCE Strategy Framework was published in June 2008, and resulted in direction from the City Council to proceed with the environmental, economic and transportation analysis necessary for preparation of the LUCE. The summer and fall provided the community the opportunity to review and assess the vision, key principles and recommendations in the Strategy Framework before proceeding on to



*The LUCE Strategy Framework was published and reviewed by the City Council in June 2008.*



**You're on TV!** Workshops were often televised in order to reach the at-home audience. Here, a local Ocean Park resident "reports back" to the larger workshop group.

the next stage of analysis. In this next phase, the community engaged in decision making on the exciting opportunities provided by the arrival of the Expo Light Rail line. The Strategy Framework was also refined based on City Council direction, including the development of a travel demand model, and undertaking special studies on neighborhood conservation strategies, community benefits, affordable/workforce housing strategies, and an economic feasibility analysis of lower FAR and heights.

### Expo Light Rail Planning and Design Workshop

The Expo Light Rail is a key component of the LUCE integrated land use and transportation strategy. It provides an unparalleled opportunity to reverse the past trends of automobile dependence and unlock the potential to create new complete neighborhoods, including jobs and housing associated with transit at stations along the alignment. The Downtown Light Rail station offers the exciting opportunity to create a gateway to the Downtown, the Civic Center and the Beach.

### Preferred Alignment

The community met in winter and spring 2009 to participate in determining the City's preferred alignment of the Expo Light Rail line. The options considered were an elevated alignment along Olympic Boulevard or an at-grade alignment along Colorado Avenue. Each option was analyzed for consistency with the principles of the LUCE. Community members expressed concern regarding the impact of an elevated structure on Olympic and the potential loss of coral trees, a character-defining feature of this important corridor. For the Colorado alignment, the community voiced concern over the potential loss of on-street parking. The City Council recommended the at-grade Colorado Avenue alignment to foster a more integrated, pedestrian-friendly environment and provide an opportunity to reclaim Colorado as a mixed-use boulevard.



*The Colorado alignment for the Expo Light Rail was determined by the community in spring 2009.*

### Station Area Planning

The three Expo Light Rail station areas—Bergamot, Memorial Park and Downtown—were assessed for their ability to provide easy access, create distinct places with open space and connections to neighborhoods, construct an exciting arts center incorporating housing and jobs, and locate services and retail near transit. Initial work is focusing on pedestrian and bicycle linkages, transit and shuttle connections and a regional bike path to accompany the Expo Light Rail alignment.

## WHAT OPPORTUNITIES WOULD DECKING THE FREEWAY PROVIDE?

- Enlarge open space up to 6 acres
- Provide opportunity to reconfigure the hotel at 120 Colorado Avenue
- Provide opportunity for joint development
- Consolidate city facilities
- Create a more sustainable city
  - Reduce air pollution
  - Provide more plants
  - Reduce noise

**Downtown/Civic Center:** The location of the Expo Light Rail station in Santa Monica's Downtown resulted in the consideration to deck over the I-10 Freeway to provide new open space, circulation and connections.

### Downtown/Civic Center Workshop

In May 2009, the community participated in a workshop that discussed the transformative power of the Downtown Light Rail Station to create a legacy world-class park and cultural facility for the community, connected to the new Downtown Light Rail Station. Participants reviewed the innovative and exciting proposal to cap the I-10 Freeway, expand the Palisades Garden Walk and connect the Downtown to

the Civic Center. They listened to testimony on how such an effort would help resolve circulation issues for pedestrians, bicycles and transit, and endorse shared parking and shared uses that encourage walking between the Downtown and Civic Center.

### Identifying Issues for Environmental Review: Scoping Meeting

The purpose of the Environmental Impact Report (EIR) is to provide the analysis required by California's Environmental Quality Act (CEQA) with an objective evaluation of the physical environmental effects of a proposed action, and to identify feasible ways to mitigate potentially significant impacts. In preparation for moving ahead on the environmental analysis of the recommendations in the LUCE, the community met again in May 2009 to discuss the scope of the issues to be analyzed in the draft EIR.

The EIR analyzes land use and planning; population and housing; visual and cultural resources; transportation and circulation; air quality and climate change; noise; biological resources; geology and soils; hydrology and water quality; public services; and utilities and recreation. The draft EIR will provide the community with opportunities to comment. The final EIR will be certified prior to the final adoption of the LUCE.



Please join the City of Santa Monica for a **Community Workshop** to ensure the Land Use and Circulation Element achieves the community's needs and priorities

## TAKING CHARGE OF OUR FUTURE

Tuesday, July 7, 6:30 pm - 9:30 pm  
Civic Auditorium, East Wing  
1855 Main Street, Santa Monica 90401



The Taking Charge of Our Future Workshop identified and prioritized community needs by neighborhood and geographic area. Affordable housing ranked highest in all areas of the City, while historic preservation, open space, creative arts, streetscape and urban design were also popular.



### Preserving and Protecting Residential Neighborhoods Workshop

In June 2009, the community engaged in a lively discussion about their highest priority—the preservation and enhancement of the existing residential neighborhoods. Earlier in the planning process, the community made clear their concerns about the need to protect and respect the existing housing stock, the need for appropriate transition in scale and height between buildings, the inappropriate demolition of affordable units and courtyard apartment buildings and the issues of parking demand and cut-through traffic. As part of a neighborhood conservation approach, a menu of potential solutions was discussed by each of the eight neighborhood groups. These

solutions included Neighborhood Conservation Overlay Districts; modification of demolition standards and changes to development standards; policy changes regarding the management of traffic and parking; process changes including incentives (such as the transfer of development rights), disincentives and educational programs.

### Taking Charge of the Future

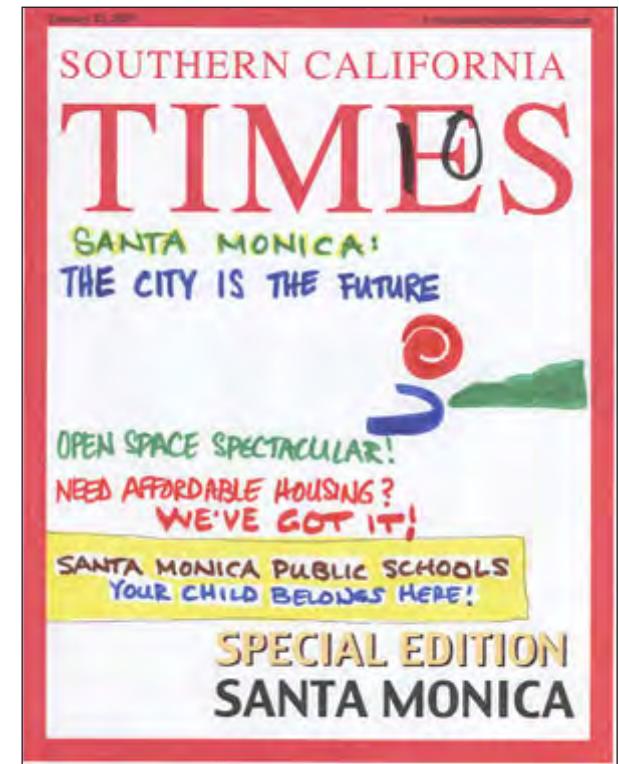
A community discussion of the major recommendations of the LUCE was held in July 2009. Pulling from years of dialogue and expert recommendations, a detailed presentation of the key principles and recommendations that formed the bedrock of the Plan was provided. Through small group discussions, participants

prioritized community needs and benefits by geographic areas, as well as citywide. From these talks emerged the firm conviction that affordable and workforce housing, open space, creative arts, historic preservation, traffic demand management and programs ranging from child care, teen activities, and to senior care should be elevated and confirmed as City priorities. Most importantly, participants endorsed the central principle that any change must result in a better Santa Monica for everyone. They backed policies to reduce future traffic and to establish the ability to measure the Plan's progress by specifying five key controls for the City to monitor: (1) the location of uses, (2) the type of uses, (3) the amount of change, (4) the rate of change, and (5) quality controls. These controls provide the City with the tools to ensure that transportation improvements and land use changes progress together. They allow the City to adjust the plan in response to future conditions and "put on the brakes" if appropriate.

## CONCLUSION

Over the course of the planning process, the community has worked tirelessly to author a LUCE document that reflects the identity, values and vision of this singular beach community. Since 2007, through a variety of public formats that included dozens of broad and inclusive workshops, residents and members of the business community have reiterated their concerns about environmental sustainability, the need to manage traffic and end the peak-period gridlock in defined areas of the City. The community has voiced its support for Placemaking, transit-based development opportunities, and for providing a wide range of community benefits — particularly affordable and workforce housing for the greatest number of people. They also stated the economy must be balanced, diverse and sustainable, which provides for people of all ages and skill levels.

The energy the community has shown to preserve, enhance and sustain Santa Monica was matched by the dedication of the City's Boards and Commissions at each stage of the lengthy planning process. The Planning Commission and the City Council engaged in vigorous debate over the tenets of the LUCE proposals, playing a critical and consistent role in the development of the LUCE, guiding the process and steering the Plan toward completion.



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# urban form

The form of a city is largely shaped by the combined forces of its geographic and environmental features, people and their culture, historic settlement patterns, economic resources and collective actions. In Santa Monica these defining characteristics have come together to create a desirable home for the City's residents, a regional recreation and shopping destination, a sought-after business address for companies large and small and a tourist destination for people from around the world. Historically a small beach community, Santa Monica has sought to maintain and perpetuate its small beachfront town character as it grew and evolved over time.



This chapter explores the evolution of the City's form and the forces that created it including the:

- Relationship to the beach
- Early settlers and vacation homes, and subsequent housing growth
- Establishment of a citywide street grid, and railroad expansion
- Growth of neighborhoods and tract development
- Explosion of automobile use and freeways
- Evolution of neighborhoods and commercial districts

The LUCE conserves the best components of this existing urban fabric and carefully improves upon it by:

- Designing the City with the pedestrian in mind and reducing auto-orientation of streets and buildings
- Making streets more walkable with wider sidewalks, landscaping and amenities
- Increasing connections with a grid of green streets
- Repairing the linkages across the I-10 Freeway with increased open space
- Maintaining the City's beachfront charm
- Weaving the Expo Light Rail line and stations seamlessly into the City



*Santa Monica Bay, Santa Monica Canyon and the Palisades Bluffs were prominent natural features in shaping the City's form.* Images courtesy of Santa Monica Public Image Archive.

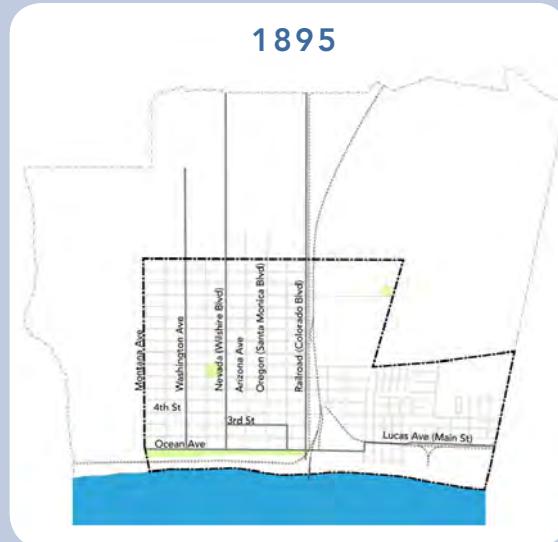
- Capitalizing on the light rail connections to create complete neighborhoods served by active, local-serving uses within walking distance

## CITY FORM AS SHAPED BY THE PAST

Santa Monica's most defining feature is its proximity to the Pacific Ocean. The City is perched on a dramatic bluff overlooking Santa Monica Bay and a wide stretch of sandy Pacific Ocean beach. While the Bay is the most prominent of the form determinants, other geographic features such as Santa Monica Canyon and the Palisades Bluffs have also shaped Santa Monica's growth over the years.

The City rests mostly on a flat plain that slopes in a southwest direction toward the ocean, providing views from many vantage points and inviting cooling breezes off the Pacific Ocean.

Human habitation around the Bay can be traced back over 10,000 years. The area was home to Native American settlements prior to the arrival of Europeans in the 16th century. It became a Mexican territory in 1822. In 1828, Don Francisco Sepulveda took possession of a tract of land called "Santa Vicente," which included the original Santa Monica town site stretching from Santa Monica Canyon on the north, Pico Boulevard on the south, to Westwood on the east.



1895



1935



2010

**Santa Monica's street pattern** and its important boulevards linking the City to the Los Angeles Basin were established shortly after its incorporation as a city. The LUCE reestablishes the boulevards as important transit, pedestrian and vehicle streets.

A year after California became part of the United States in 1850, a Board of Land Commissioners settled the argument of who owned Santa Monica. The Board deeded more than 35,000 acres, including the land known as "Boca de Santa Monica" to the Reyes-Marques family. The first structure constructed in Santa Monica was an adobe built in 1839 by Sedro Reyes near the current intersection of 7th Street and Adelaide Drive. By 1860, parts of what is now Santa Monica, particularly the canyons, had become popular summer campgrounds for Los Angeles area residents seeking escape from the inland heat.

As with most areas of the West, railroads and land speculators shaped early Santa Monica. In 1872, Colonel R. S. Baker bought the Sepulveda Rancho and two years later, with John Percival Jones, formed the Santa Monica Land and Water Company. These men laid out the original town site with the intention of selling lots on speculation to the highest bidders. The streets were laid out in a uniform grid; however, the long side of the block was parallel to the coast, rather than the more typical north-south/east-west orientation. This original plotting was bounded by Colorado Avenue on the south, the Pacific Ocean on the west, Montana Avenue on the north and 26th

Street on the east. North-south streets were numbered and east-west streets were named for the states of the Union. One year later a thousand people had taken up residence and eleven years later, in 1886, Santa Monica was incorporated as a city.

The Santa Monica Land and Water Company envisioned a city on the ocean as the terminus of a Southern California rail system that would fuel the industrial, trade and recreational success of their landholdings. To that end they founded the Los Angeles and Independence Railroad Company which began passenger service to and from Los Angeles in 1875.



**The construction of the I-10 Freeway** created a permanent division between the north and south sides of the city.

The company also constructed a wharf to provide shipping traffic for the rail; however, the shipping and rail operation proved to be unprofitable. The line was sold to Southern Pacific Railroad in 1877, and the wharf was removed.

At the turn of the century, the City continued to be a destination for people attracted to the beach and the mild climate, and early entrepreneurs began transporting people from Los Angeles by horse and wagon. An 1895 map shows a horse car line running the length of what is now Wilshire Boulevard. Later, transit lines in the form of the Pacific Electric Railway (Red Car) provided visitors with convenient



**The dream of Santa Monica emerging as a major industrial port did not materialize.** However, today Santa Monica continues to thrive as a world-renowned visitor destination and as a center for the creative arts industry.

access to the City, supplementing the Southern Pacific Railroad. The desire for access to Santa Monica and the ocean is demonstrated in the number of east-west boulevards that emanate from Los Angeles and terminate at the ocean on the west side of Santa Monica. The dream of Santa Monica becoming an industrial center and a major trade port diminished over time—primarily due to other cities (such as Long Beach) having more desirable port locations. However, the legacy of the trolleys, railroads and industries remained in the east-west boulevard pattern, the large land parcels independent of the street grid and the active and relinquished railroad rights-of-way that typically followed geographic contours and ran

diagonally to the established street pattern.

Prior to World War II, the impact of the automobile on the planning of Los Angeles began to take effect. It was not until the end of the war that auto-oriented planning and design began to take over the Los Angeles Basin's urban pattern. The Red Car passenger system and all other rail transit systems were dismantled in the 1950s in favor of the bus, which was thought to be a more flexible and economical transit vehicle. Perhaps an even more critical movement that affected the urban form was the overlaying of a new Interstate Highway System. The implementation of the Interstate-10 (I-10) Freeway from Los Angeles west to Santa Monica and the Pacific Coast

Highway brought a dramatic physical and social change to the City. This multilane freeway located in a former arroyo, physically, aesthetically and socially divides the City and limits north-south circulation. Typical of freeways in Southern California, I-10 has not been able to meet the east-west traffic demand. And importantly, memories of this injustice remain today among residents of the adjacent neighborhoods.

Consistent with increasing mobility provided by the automobile following World War II and the desire for housing near the ocean, stately homes, beach cottages and courtyard units gave way to nondescript, three-story apartments. Moreover, planned as a speculative venture capitalizing on the extensive beaches and vast ocean, the City still does not have as much active and passive open space as desirable.

## EXISTING URBAN FORM

Santa Monica's urban form is shaped by its past. The creation of Palisades Park served to preserve open space and protect panoramic views, underscoring the importance of the ocean, beach and bluffs to Santa Monica. The length and breadth of the City-operated state beaches, the Santa Monica Pier, with its iconic gateway arch and ferris wheel, and the carefully controlled resort hotels demonstrate the commitment to tourism and the sharing of the national resource to which Santa Monica has been entrusted.

### The Downtown

Adjacent to the City's primary natural resources, the Downtown appropriately includes the City's largest structures in height and mass. The regional transit services augmented by the City's own transportation system and a sophisticated public parking program support development in this most dense and pedestrian-oriented portion of the City. Within the Downtown, streets are important parts of the public realm providing both vehicular and pedestrian routes, as well as defining the historic urban block pattern. The streets provide most of the Downtown's open space, and direct and frame ocean views and northerly mountain views. The Third Street Promenade, built during a prior redevelopment effort, creates a pedestrian precinct in the heart of the Downtown. The Santa Monica Place mall is being redeveloped and upgraded in an open format with open access between the Civic Center and the Promenade. Today, the Promenade is one of the nation's premier pedestrian spaces and is an important part of the Downtown's open space pattern, bringing vitality to the Downtown throughout the day, seven days a week. Recent market-rate and affordable housing has added to the skyline of the Downtown and brought new life and energy.



*The intersection of 4th Street and Santa Monica Boulevard, with City Hall, and commercial and bank buildings in 1926.*



*The intersection of 4th Street and Santa Monica Boulevard today, looking north toward the Santa Monica mountains.*

## The Civic Center

Containing the City's primary complex of civic buildings, the Civic Center lies to the south of the Downtown and is largely separated by the scar of the I-10 Freeway. Through the preparation and adoption of the *Civic Center Specific Plan*, the City has recognized the need to revitalize and update the civic buildings and add new residential units to create vitality and develop open space that will link the Civic Center with the Downtown, the Pier and the Beach.

## The Residential Neighborhoods

The most important drivers of Santa Monica's form and character, the neighborhood's distinct roadway grid and traditional neighborhood attributes have roots in the original 1800s town layout. Despite the early pioneering efforts in the 1800s to expand the commercial attributes of the City, more than 80 percent of the

City's land is devoted to low-scale residential neighborhoods. The sheer magnitude of the residential neighborhoods within the City will continue to shape the future form and character of Santa Monica.

## The Boulevards

With their legacy of the horse drawn and electric trolley routes, the boulevards remain key elements of the City's form as they reach out from the Downtown and link Santa Monica to the Los Angeles Basin. The boulevards with their well-known names including, Wilshire Boulevard, Santa Monica Boulevard and Olympic Boulevard are important not only for their historic relevance, but also for their functional transportation role in connecting Santa Monica to the region. Notably, while Santa Monica has at least ten east-west boulevards or major streets, there is only one north-south boulevard: Lincoln Boulevard (8th Street).

## The Industrial Lands

Distinctly different from the rest of the City, the industrial lands development pattern reflects the history of lands reserved for large-scale industrial use. The Santa Monica Airport occupies many buildings and the runways of the former McDonnell Douglas aircraft manufacturing facility. Other large industrial sites are underutilized, lie vacant, or have been



*The east-west boulevards that terminate at the ocean provide the spines uniform grid around which the city has been historically organized. In contrast, the rail lines and relative isolation of the industrial lands resulted in large parcels of semi-rural land that eventually found use in the postwar industrial boom and as suburban-style office parks in the 1980s.*

converted to creative arts uses. Still others were redeveloped in the 1970s and '80s into large-scale, inward-looking office complexes more typically found in a suburban auto-dominated locations. During this "garden office" period of the City's development, new buildings on former industrial sites were allowed to rival the height and mass of the Downtown buildings and little attention was paid to the interface of large structures with the lower-scale surrounding community.



## LUCE AND THE FUTURE OF THE CITY'S FORM

The Land Use and Circulation Element (LUCE) is a conservation plan. Land Use designations for more than 96 percent of the City's land are allocated at, or lower than, development requirements outlined in the 1984 General Plan. Changes in form from the existing regulations are limited to approximately



4 percent of the city's total land area. The LUCE policies focus on the conservation of residential neighborhoods, neighborhood and specialty retail streets, the beachfront, education and healthcare institutions and related open space assets.

### The Downtown

As described in the LUCE policies, the Downtown remains the heart and soul of the community with its strategic location at the edge of the bluff and dramatic views of the

ocean. The LUCE calls for the preparation of a specific plan for the Downtown with the boundaries expanded to embrace Wilshire and Lincoln Boulevards, thus establishing mixed-use neighborhoods on the edge of the Downtown that aid in transitioning the development intensity of the Downtown to the scale of the adjacent neighborhoods to the north and the east. The specific plan guides the evolution of the Downtown and ensures that its character will remain as a thriving, vital mixed-use urban place for people to live, work, be entertained and culturally enriched. The specific plan capitalizes on the opportunities provided by the existing Promenade, new housing, hotels, a revitalized Santa Monica Place open mall, state-of-the-art cinemas, new or replaced parking and the light rail station. The plan policies recognize the importance of the Downtown's form and its function as the center of the City's transportation, commerce, entertainment and celebration of community life.

The Downtown today is alive and vital, but is not resting on its laurels. Key to the Downtown's future is the new Expo Light Rail line from Los Angeles that terminates at a new Downtown Light Rail Station on the southeast corner of 4th Street and Colorado Avenue. The station provides the opportunity for a grand, welcoming plaza as an introduction to the City, along with an enriched and inviting pedestrian



*Downtown continues to be the commercial hub of the city and, with some exceptions, has remained the same scale. In recent years, the form has been defined by new mixed-use buildings.*

passageway extending along Colorado Avenue to Ocean Avenue and a new bridge to the Pier. East of the light rail station, on the balance of the City-owned site, is the potential for a new joint-development. The new station combined with additional surrounding retail/commercial potential provides the impetus to deck over the I-10 Freeway from the 4th Street Bridge to Ocean Avenue, providing new options for access to the Civic Center and the Downtown. These same improvements will reduce traffic entering the Downtown via 4th Street from the freeway. The three-block-long Third Street Promenade is a pedestrian retail and open space that provides vitality to the Downtown and serves both a local and regional market.



The Plan's policies capitalize on the opportunity to cap the I-10 Freeway between Ocean Avenue and 4th Street, remove the blight of the freeway, work with the existing hotel to redevelop the site for use as a full-service facility at the edge of Downtown, create additional Downtown and Civic Center park and open space, integrate the Downtown and the Civic Center, and significantly improve the air quality.

The light rail station and the new pedestrian facilities interface with a newly redeveloped outdoor Santa Monica Place shopping complex

and new Nordstrom and Bloomingdale's department stores. The Downtown as the focus of City and regional transportation services provides the interface for the Metro Rapid Bus routes, Big Blue Bus routes, the Transit Mall and the Downtown Light Rail Station.

While the intent is for the City to be a generally low-scale community, the Downtown is considered a true urban place; the streets are important pedestrian activity spaces and integral elements of the open space pattern, the buildings are generally the tallest in the City and the intensity of development is higher than in the rest of the City.

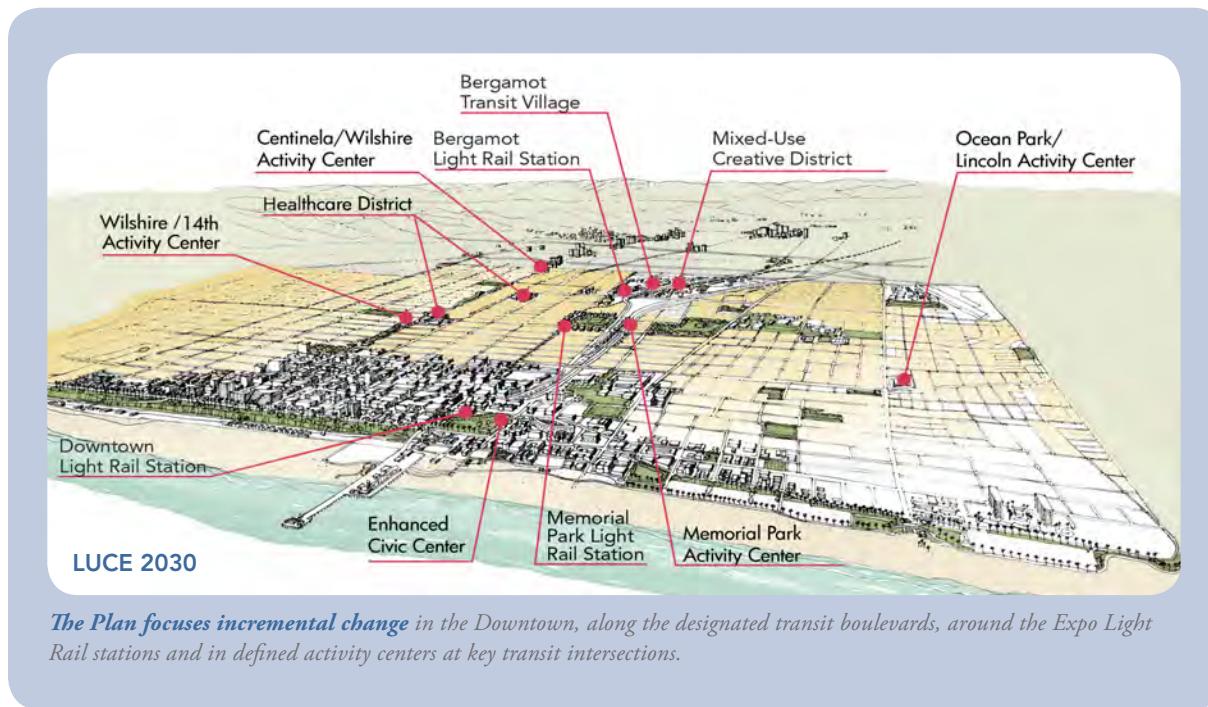
### **The Civic Center**

The City will shortly begin the implementation of a key phase of the *Civic Center Specific Plan* with the construction of The Village residential project and the extension of Olympic Boulevard from Main Street to Ocean Avenue. This new residential neighborhood, with ground floor retail businesses, will add new character to the Civic Center by extending the activity during the day and into the weekend. The residential component will provide a valuable community safety asset by providing "eyes on the street" overlooking the future Palisades Garden Walk park.

Amendments to the *Civic Center Specific Plan* will recognize recent shared-planning efforts

with the Santa Monica-Malibu Unified School District to enhance the interface between the Santa Monica High School and the Civic Center. The specific plan amendments will also include more detailed guidance on LUCE policies and City programs including: an enhanced pedestrian environment along 4th Street from the Downtown Light Rail Station to Pico Boulevard, active uses along the southern boundary of the Civic Center to enliven the pedestrian environment along Pico, a new operational program and physical improvements to the Civic Auditorium, a shared public parking program and further guidance to the design and implementation of the Palisades Garden Walk park connecting the Civic Center to Palisades Park and the Pier. The amended specific plan will provide guidance regarding enhancing the interface and connection to the Downtown, the potential redevelopment of the hotel and the capping of the I-10 Freeway.





### The Residential Neighborhoods

Under the LUCE, the residential neighborhoods are protected by a policy framework under which the existing housing stock character is respected, conserved and enhanced. LUCE policies focus on maintaining the desired form of the existing neighborhoods, and adding a series of new planning tools to define the desired unique character of each neighborhood. Enhancing the traditional neighborhood grid of streets is key to establishing a pedestrian realm that provides for streets that are pedestrian/bike friendly, safe and properly illuminated, while minimizing

the impact of the automobile. Paramount is the need to enhance the pedestrian/bike and small shuttle connections from the neighborhoods to retail services and the boulevards. Pedestrians and bicyclists should have parity with automobiles and their drivers.

An enhanced neighborhood streetscape includes a quality landscape environment with front yards designed to mitigate the visual impacts of the auto. New buildings introduced into a neighborhood should be compatible in scale and size with their existing neighbors and architectural elements should be included that visually strengthen the overall neighborhood.

Multi-family housing should provide a transition in scale to adjacent lower-density residencies.

### The Boulevards

Spanning many miles—from Downtown Los Angeles and the Los Angeles International Airport and terminating in Santa Monica—the boulevards are an important legacy of the past. The boulevards provide structure and form for the City and provide opportunities for a mix of quality transit services, local-serving commerce, new housing and new enhanced pedestrian environments. The LUCE policies enliven the boulevards by encouraging new mixed-use development with ground level, local-serving retail and a variety of residential types on upper floors. Where today the boulevards include primarily one- and two-story commercial uses focused on regional trade and accessed primarily by the auto, the new boulevards will emphasize mixed local-serving ground floor



commercial uses with two to three floors of residential above. No longer will vehicle trips be required to shop for everyday needs and services; the day-to-day needs will be within a comfortable walking distance in a vibrant pedestrian environment. The introduction of pedestrian spaces that feature green landscaping, enhanced paving, coordinated street furniture and lighting—in short, a new streetscape—will combine with quality transit amenities and services to elevate Santa Monica's boulevards to a grand level, such as can be found in the world's greatest cities. The boulevards provide excellent opportunities to create walkable retail and residential centers.

### Activity Centers

The activity centers are located along key boulevards at a limited number of transit crossroads. The opportunity for an activity center overlay is limited to sites that meet rigid development criteria, offer potential for true placemaking and have the ability to appropriately interface with the adjoining neighborhoods. Activity centers must include a mix of residential and commercial uses, offering goods and services for the neighborhood, convenient transit access and unique urban spaces where neighbors will gather to celebrate their community. The LUCE includes policies that recognize the importance of

scaling the buildings and the sidewalks in a manner appropriate to the boulevard location, the width of the street, the shadow patterns, the pedestrian environment and the adjoining neighborhood.

### Districts

With special functions and identities, the districts have always been recognized as important assets in Santa Monica's palette of forms and character. LUCE policies focus on the special districts such as Montana Avenue and Main Street, Airport and Office Park, Healthcare, Beach and Oceanfront and Civic Center. The LUCE recognizes the importance of the Healthcare District and its importance to the well-being of the citizens and the economics of the community, and to that end, recommends that the City initiate an amendment to the *Hospital Area Specific Plan* for an expanded Healthcare District. However, the policies clearly point out the necessity of assuring the protection of the adjacent residential neighborhoods with any proposals to expand the current facilities. With the exception of the Civic Center, where policies recommend amendments to the existing *Civic Center Specific Plan*, the focus of the LUCE policies is on the conservation of the scale and character of the districts while assuring their continued viability as the City develops.



**Bergamot Transit Village and the Mixed-Use Creative District**

New mixed-use districts, the Bergamot Transit Village and the Mixed-Use Creative District, capitalize on the new Bergamot Light Rail Station and its location within underdeveloped former industrial lands and surface parking lots. The LUCE policies outline the criteria for new creative arts uses, local-serving retail, commercial and a wide variety of residential uses in a pattern that supports pedestrian travel linked to the light rail transit opportunity. Both districts capitalize on the opportunity of creating parking districts to develop and manage shared parking facilities and to plan and implement Transit Demand Management programs to significantly reduce vehicle trips. The consolidation of parking into common structures facilitates the conversion of surface parking to new open space, roadways and building sites. Building heights are designed

to step down from the existing development to the west and then to the existing residential neighborhoods to the northeast and east. Mixed-use loft, office and residential buildings sited within a newly created extension of the City's street grid and a system of landscaped public open spaces and active pedestrian ways will establish a new urban form for these areas. These two districts encourage and nurture small businesses while providing for additional housing.

### Open Space

Throughout the City, open space will increase in size and quality. LUCE policies call not only for the preservation of open space, but for creating new open space opportunities throughout the City. Significant opportunities for new space are created through the proposal to cap I-10 from 4th Street to Ocean Avenue in the Downtown, as well as from 14th Street to 17th Street to expand Memorial Park. Santa Monica has always considered its streets as

key elements of an overall open space system. The transition of key boulevards throughout the City from commercial corridors to mixed-use pedestrian/transit streets will significantly improve the quality of these major streets as open space. The addition of residential uses provide life and activity on the streets and an enhanced pedestrian environment provides opportunities for residents to come together to dine, shop and socialize. Open space and gathering places are integral to the Plan along the City's transit boulevards, at new light rail transit-related neighborhood districts and at activity centers.



*The LUCE policies plan for the increase in size and quality of the City's open space and park system.*

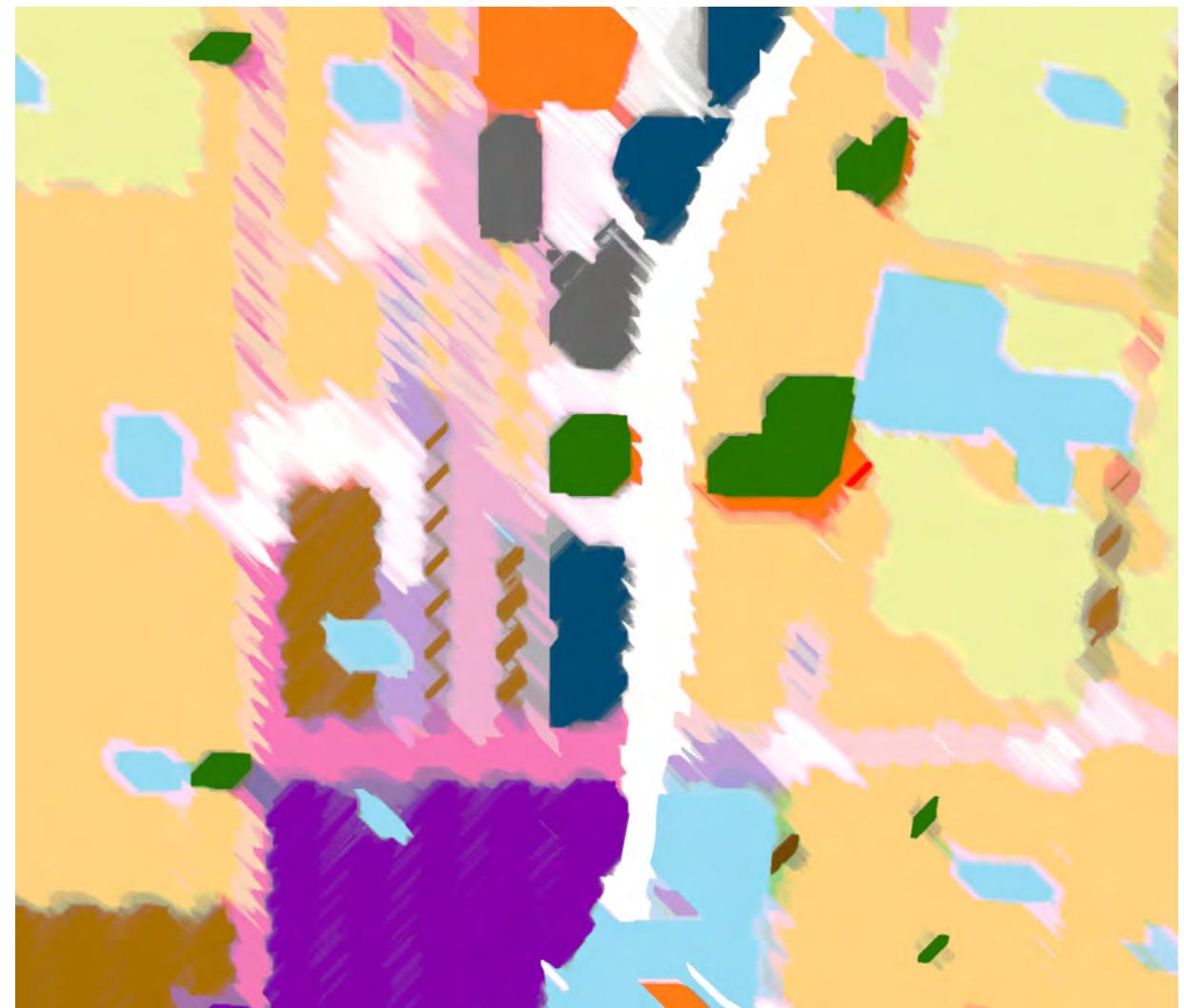
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# land use policy and designations

Land use policy and designations outline what is allowed in terms of uses as well as the intensity of development for each parcel of land within the City. The LUCE articulates a land use strategy in which the City thinks, plans and acts in a more sustainable manner designed to conserve our irreplaceable resources for the future. Ultimately, land use policy is a reflection of Santa Monica's most fundamental values and goals.

The LUCE presents the community's vision for the City's future. The LUCE offers a way to actively manage the City and its critical resources—land use, housing, transportation, arts and cultural elements, economics, natural environments—in a holistic and sustainable manner that ensures a great quality of life for all Santa Monicans now and in the future.

The LUCE is an innovative framework where community values are given physical form. Reshaping traditional planning approaches, the LUCE translates the community's desire for preserving the City's unique character





## CITY OF SANTA MONICA A Sustainable Community

*Using the Sustainable City Plan as its inspiration, the LUCE creates a platform for integrated land use and transportation planning.*

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*The LUCE strategy focuses on designing long-term, comprehensive solutions and is founded upon close interaction with an engaged, active community that wishes to create its own destiny.*

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and identity into goals and policies that carefully limit and control growth by directing investment pressures away from the neighborhoods to the City's historic transit corridors. The Plan's goal is to preserve neighborhoods, reduce greenhouse gas (GHG) emissions, recreate the City's historic settlement patterns along its boulevards, and in carefully located districts, unite the creation of new housing with accessibility to transit. In doing so, this Plan places Santa Monica at the forefront of sustainable planning practices.

The LUCE has a profound communal purpose. It looks beyond the cityscape of buildings and streets to the vibrant network of human relationships—the very reason for the existence of cities. This Plan requires that as development occurs, it must principally be located near transit and accompanied by a range of community benefits. The Plan requires that growth over a base height must be balanced with specific initiatives to calm traffic, reduce congestion and GHG emissions, and promote biking and walking. One of the most important benefits is the development of new affordable and workforce housing and the creation of complete neighborhoods that contain jobs, shopping and services within walking distance. New buildings must add to Santa Monica's unique "sense of place" by respecting existing neighborhoods, providing landscaping and

wider sidewalks and ensuring that buildings relate to each other in a harmonious manner.

This chapter summarizes the LUCE land use policy for the City of Santa Monica. It compares the land use focus of the 1984 General Plan with the new LUCE strategy to support the vision for the future of the City. It also provides land use policies and descriptions for every area of the City, including its neighborhoods, boulevards, mixed-use centers, areas of employment and commerce, and community and public uses.

## SUSTAINABLE CITY PLAN AND SUSTAINABLE PLANNING

In 1994, the City of Santa Monica, with the adoption of the *Sustainable City Plan (SCP)*, endorsed a fundamental restructuring in the way it "meets its current needs—environmental, economic and social—without compromising the ability of future generations to do the same." The *SCP* was designed to guide the community in thinking, planning and acting more sustainably. It specifically charges the City with achieving the Plan's goals regarding transportation, transit, land use and open space, housing and human dignity.

The fundamental change in thinking required by the *Sustainable City Plan* demands an intrinsically different planning approach to the

civic landscape — one that focuses on what the City must do differently to live sustainably. As the following pages illustrate, it is through the mechanism of the LUCE that the City can translate these sustainability goals into land use policy and direction. When Governor Schwarzenegger endorsed Senate Bill 375 in 2008 he stated, "In order to reach California's greenhouse gas goals we must rethink how we design our communities."

To achieve these sustainability goals the LUCE integrates land use and transportation for the first time and at the highest policy level. It requires new development to be connected to transit, creates a multi-modal transportation system, incentivizes walking, biking and transit, and encourages local-serving uses within walking distance of established and new neighborhoods. It redirects residential investment pressures away from existing neighborhoods to transit-rich corridors. Studies illustrate that by merely locating local-serving uses along transit routes and creating easy connections from the neighborhoods, peak period vehicle trips can be reduced by as much as 50 percent, while reducing the community's reliance on the automobile.

The 2009 LUCE policy reduces the amount of regional commercial growth permitted under the 1984 LUCE and encourages in its place

## SUSTAINABILITY FORMS THE FOUNDATION OF THE 2009 LUCE

**The 2009 LUCE differs from the policy direction of the 1984 General Plan in key ways:**

- **Land Use and Transportation are Intrinsically Linked:** The LUCE links land use decisions and transportation requirements to effectively manage traffic congestion, decrease reliance on the automobile, increase the use of alternative modes of transportation and reduce GHG emissions.
- **Transportation Demand Management (TDM) Programs are Required:** New development above the base height must participate in TDM programs providing incentives for reducing vehicle trips and encouraging walking, biking and transit.
- **Residential Investment Pressure is Directed to the Boulevards:** The LUCE directs residential investment pressure away from existing neighborhoods to locations along transit corridors.
- **New Development is Located on Transit Corridors:** The LUCE capitalizes on the City's significant investment in transit and directs new development to sites adjacent to transit corridors and nodes.
- **Community Benefits are Proposed:** The City's favorable market position allows it to ensure that new development that exceeds the base height provides measurable benefits for the community-ranging from open spaces and historic preservation to affordable and workforce housing.
- **A Jobs/Housing Balance is Improved:** The LUCE recommends mixed-use sites along existing transit lines, encourages more housing close to jobs and transit.
- **Community Design Directions are Clearly Defined:** The LUCE provides parameters for new projects and infill development that reflect the desired community character, including guidelines for massing, scale, setbacks, transitions and open spaces to protect the neighborhoods.

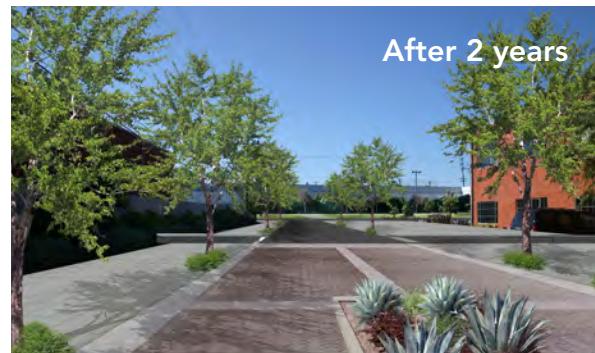


the creation of complete neighborhoods—locating new housing opportunities, particularly affordable and workforce units, within walking distance of public gathering spaces and local services on the boulevards.

The LUCE reorients the City's auto-dependent boulevards into inviting avenues with wider sidewalks, improved transit, distinctive architecture, landscaping, trees and planted medians, and neighborhood-friendly services; these changes will define a new sense of place that will attract local residents to shop, work, live and play.

Finally, the land use policy provides direct support for the City's vigorous cultural and creative arts programs. It also designs new urban neighborhoods that will exemplify sustainable living practices with green connections, transit, improved pedestrian and bike access, and attractive public places.

This holistic planning approach unites environmental, land use, economic, transportation and social concerns into a single, flexible framework for decision making. It provides the City with its greatest opportunity for implementing long-term programs to reduce its carbon footprint and its overall impact on the environment well into the future.



**A new approach to planning our transit corridors:** In the above photosimulation montage, an underutilized parking area is transformed into an appealing, walkable and low-scale neighborhood destination featuring a mix of uses and amenities.

## NEW TOOLS FOR ACHIEVING COMMUNITY GOALS

In contrast to the 1984 General Plan, the LUCE aims to manage and limit future change.

The LUCE requires appropriate tools for the City and community to use in assessing future development:

- **Development standards** establish appropriate uses, open space, siting, heights, setbacks, massing and building articulation.
- **Design guidelines** guide the design character and appearance of buildings. Incentives motivate or encourage the applicant to meet the City's social, cultural and physical needs.
- **Adaptive growth management strategies** control the location of uses, the type of uses, the amount of change and the rate of change.
- **New development standards** establish the ministerial base height of new development.
- **Development review process** requires earlier and additional community review of proposed projects.
- **Neighborhood conservation** redirects investment pressures away from existing residential neighborhoods and to selected transit-accessible areas on the boulevards.
- **Transportation Demand Management** requirements and impact fees improve alternative transportation choices and reduce GHG emissions, establishing the goal of No Net New Evening Peak Period Vehicle Trips.

■ **Community benefit** requirements for new development above the ministerial base height result in new affordable and workforce housing and improvements to the quality of community design, open spaces, and amenities.

These LUCE tools are designed to creatively control the mass and height of new buildings, reduce GHG emissions, effectively manage traffic, achieve significant new affordable and workforce housing, require local-serving retail and services for the neighborhoods, and protect the neighborhoods from incompatible and out-of-scale development.

### The LUCE Requires a New Zoning Approach

The 1984 LUCE and current zoning code establish varying heights for development in selected areas of the City.

In contrast, the LUCE approach establishes the base height at 32 feet (ministerial up to the discretionary review thresholds established by the Zoning Ordinance\*) and requires applicants desiring to develop above the base height to be subject to a discretionary review process with required community benefits that will contribute to the community's overall social and environmental goals. Community benefits may include affordable housing,

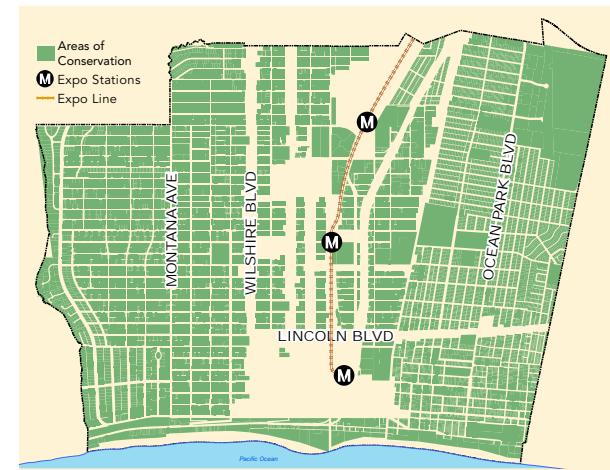
traffic reduction measures, increased supply of housing units, and the creation of attractive gathering places, including open space and public art.

The Santa Monica Municipal Zoning Ordinance is a major tool for the City to implement the General Plan. Following the approval of the LUCE, the City's existing code is to be revised to address goals and policies of the 2010 LUCE.

### The LUCE Directs the Location of Development

The LUCE defines the areas of the City to be conserved and those areas where change is expected to occur. Ninety-six percent of the City's land area is generally built-out and stable and is not expected to change its character within the life of this Plan. The areas of change are relatively few and small in size.

Approximately one percent of Santa Monica's land is currently vacant. Therefore, the potential for new development is generally limited to the replacement or expansion of existing structures. Indeed, the majority of Santa Monica will see little new development over the next 20 years. Areas of stability include all residential neighborhoods, the oceanfront area, neighborhood retail districts



**Areas of conservation (in green).** At its core, the 2009 LUCE is a conservation plan.

such as Montana Avenue, Main Street, 26th Street, Ocean Park around 17th Street, and public uses such as parks and schools.

For the remaining four percent of the City's land, the LUCE identifies limited potential change with nearly all of it in areas currently zoned for commercial and industrial uses. This change is tied to transportation corridors and the new Expo Light Rail line. It is focused on three main areas: boulevards, districts, and activity centers.

New goals and policies for community benefits and housing are described in detail later in the chapter.

\* The ministerial projects remain subject to any discretionary review required to obtain such land use permits such as use permits, architectural permits, and certificates of appropriateness.



## THE LUCE DIRECTS POTENTIAL CHANGE TO AREAS SERVED BY TRANSIT



## The LUCE Provides for Early Community Input on New Projects

The LUCE recommends changes to the existing development review process. These changes create a development review framework to ensure that projects will now be consistent with the City's vision, focus on quality outcomes, and contribute to the community's quality of life. These changes will also address the lack of certainty for the applicant and for the neighborhood.

To accomplish this, the changes are designed to develop an efficient, clear and timely process in which policy direction is provided at an early, or "concept" phase prior to submission of a formal development application. The objectives of this new proposed review phase are to allow meaningful community input into the appropriateness of the proposed land use and design, and to allow the City an advanced opportunity to address the major policies included in the LUCE. This improved process provides an additional and earlier opportunity for citizens to participate in the development review process of significant projects. It will also reduce costly changes during development review and allow the applicant to address community concerns while the project is still in the conceptual design phase.

## LAND USE POLICY BASED ON COMMUNITY VALUES

Policies governing the development and location of land use designations are based directly on the extensive LUCE community outreach process. The process articulated the community's key values and a vision for the future, which in turn provide a clear strategy and direction for the LUCE. This direction is made up of the key principles, outlined in the chapter on the History of the Process.

The principles are:

- Conserving and Enhancing Neighborhoods
- Coordinating Land Use with Transportation and Public Transit
- Reducing Future Traffic Congestion and Greenhouse Gas Emissions
- Creating Complete Neighborhoods
- Meeting Community Needs with Community Benefits
- Preserving Historic Resources
- Placemaking through Quality Urban Design
- Managing Change

These eight framework elements govern the development of the entire Plan and form the foundation for future land use.



*The provision of community benefits, like open space and affordable housing, is instrumental to Santa Monica's long-term success and viability. New development above the defined base height will be required to contribute to the community.*

## Land Use Designations Foster an Integrated Approach

In general, the proposed 2009 designations are based on existing land use designations and are very similar in terms of the existing allowable height and intensity in most locations throughout the City. However, the LUCE land use designations differ from previous General Plan designations in that they reflect an integrated and cohesive strategy. These designations will now be controlled with new management tools which allow the City to begin to achieve its sustainable goals of creating complete neighborhoods, enhancing transit usage, and reducing vehicle trips and GHG emissions. The designations set clear expectations for development, create an innovative incentive program for community benefits such as a range of housing for all income levels, and provide for local-serving retail spaces and distinctive architecture. The designations also proactively manage future traffic congestion by focusing new development on transit, and they require a range of transportation measures and impact fees, encouraging more residents and workers to make trips by transit, walking and biking.

## ACHIEVING COMMUNITY BENEFITS

The essence of the LUCE land use policy is to identify an allowable building height for each land use as a baseline. Proposed development that requests additional height above the base will be subject to discretionary review and additional requirements consistent with the community's broader social and environmental goals. This approach is defined in three tiers; the base tier (ministerial up to the discretionary review thresholds established by the Zoning Ordinance) and two discretionary tiers. In most commercial areas of the City, including the major boulevards such as Wilshire Boulevard and portions of Lincoln and Santa Monica Boulevards, the maximum base height (Tier 1) for a project without providing community benefits is 32 feet (two stories). In these areas, a project with housing is eligible for a height bonus above the base height, allowing for an additional floor of housing, by providing the percentage of required affordable housing units on-site or within close proximity along the transit corridors. Thus the base height generally ranges from 32 to 36 feet.

To be above the base height, new development must provide community benefits for the City and the neighborhood. Under the LUCE, an applicant for a commercial or mixed-use project requesting additional height above

the base, known as Tier 2, will need to provide community benefits that will be considered through a discretionary permit or Development Agreement. Heights identified as Tier 3 require additional community benefits.

Several land use designations have a lower base height (Tier 1), a lower maximum height for Tier 2 and no Tier 3. The exceptions are called out later in this chapter in the discussion of each land use designation.

The community identified the following five priority categories of Community Benefits.

### 1. Trip Reduction and Traffic Management

The LUCE specifies that all new development will be measured and evaluated with respect to its ability to reduce vehicle trips in Santa Monica which are a source of numerous environmental impacts, including air quality degradation, increased congestion, and exacerbation of global climate change. Projects above the base height will be required to provide Transportation Demand Management (TDM) trip reduction measures to reduce congestion and GHG emissions.



#### **Affordable and workforce housing is highly desirable.**

These measures—which are intended to encourage walking, biking and transit use in the City while deemphasizing use of the automobile—could include:

- Bicycle Facilities
- Dedicated Shuttles
- Car-sharing
- Transit Passes
- Parking “Cash-out”
- Shared Parking
- Pricing Parking Separately from Housing Units



**Preservation benefits:** the City recently preserved and adaptively reused the historic Annenberg Community Beach House.

## **2. Affordable and Workforce Housing**

The LUCE outlines requirements for housing that is affordable to lower-income residents. Projects that include a significant amount of such housing achieve the highest level of community benefit. The Plan also incentivizes workforce housing to provide additional units for employees who are increasingly priced out of our community. To continue to foster diversity, it is important to create the conditions which allow employees to live in the City. This reduces commuting, which contributes to air pollution, traffic congestion, and global climate change. Workforce housing is an emerging sustainable policy for the City. Being able to live near employment and transit significantly reduces vehicle miles traveled. Thus, this

housing should be located near transit and near existing job centers (e.g., hospitals, Santa Monica College, school district offices, and entertainment industry centers). Businesses are encouraged to provide workforce housing for which priority is given to employees. Residential or mixed-use projects that provide affordable and workforce housing will be eligible for height over the base of 32–35 feet in recognition of the environmental and social benefits of such housing.

## **3. Community Physical Improvements**

In certain parts of the City, the community benefits could address necessary or desired physical improvements such as:

- Reconnecting the street grid with Green Streets
- Quality pedestrian, biking, and Green Connections
- Community gathering and green open spaces
- Recreational open space
- Neighborhood-serving retail and services

## 4. Social and Cultural Facilities

In addition to the traffic mitigation and housing, the LUCE also specifies a range of community benefits that may be applied to residential or nonresidential projects. Incentives may be achieved by incorporating some of the following community benefits into the project:

- Support for arts and cultural facilities and uses such as providing public art and/or gallery space within the building
- The creation of child care, senior, or youth facilities as part of the project

## 5. Historic Preservation

A community benefit could also include the preservation of historic structures, and/or adaptive reuse of cultural buildings as part of or near to the project, or participation in a Transfer of Development Rights program.

(See chapter 3.2 Community Benefits for further information on the desired list of community benefits.)



*Residential neighborhoods are the source of the City's strength and vitality, and will be preserved and enhanced by the LUCE.*

## CITYWIDE LAND USE POLICIES

The following overarching citywide goals and policies are designed to implement the core values of the community that form the basis of the City's land use policy. More detailed goals and policies for specific land uses are found in the following chapters.

## CONSERVING AND ENHANCING NEIGHBORHOODS

**GOAL LU1:** Neighborhood Conservation – Protect, conserve and enhance the City's diverse residential neighborhoods to promote and maintain a high quality of life for all residents. Establish a program of incentives and restraints to redirect intensive residential investment pressure away from existing neighborhoods and control residential investment pressure within neighborhoods.



denotes sustainable policy

**POLICIES:****LU1.1**  **Neighborhood Protection.**

Establish land use policy designations and incentives which redirect intensive residential investment pressure away from existing neighborhoods to boulevards and districts served by transit.

**LU1.2**  **Neighborhood Conservation.**

Establish effective neighborhood conservation strategies to manage and control the type, rate and pace of change within existing neighborhoods to conserve their character, design and pattern of development and the high quality living environment they provide for a diversity of households, by establishing Neighborhood Conservation Overlay Districts, measures for retention of courtyard housing, modification of demolition regulations and of development standards, and coordinated parking management programs.

**LU1.3 Quality of Life.** Preserve neighborhood quality of life and protect neighborhoods against potential impacts related to development, traffic, noise, air quality and encroachment of commercial activities and establish standards that transition down the building envelope of commercial buildings adjacent to residential properties.**LU1.4**  **Retention of Existing Structures.**

Encourage and incentivize preservation of



**Addressing climate change through planning:** The Transit Village designation proposed around the Bergamot Light Rail transit Station is envisioned as a pedestrian- and bicycle-friendly area that will connect residents and workers with the larger region through proximity to the Expo Light Rail station.

historic structures and older buildings that add to the character of residential districts through the development of programs such as Transfer of Development Rights (TDR) and conservation easements.

**LU1.5 Design Compatibility.** Require that new infill development be compatible with the existing scale, mass and character of the residential neighborhood. New buildings should transition in size, height and scale toward adjacent residential structures.

**LU1.6**  **Complete Green Streets and Open Spaces.** Encourage neighborhood streets to function as neighborhood gathering places that promote sociability and human interaction, and feature pedestrian- and bicycle-friendly design, within a rich canopy of street trees and parkway landscaping.

**LINKING LAND USE AND TRANSPORTATION POLICY: ADDRESSING CLIMATE CHANGE**

**GOAL LU2:** Integrate Land Use and Transportation for Greenhouse Gas (GHG) Emission Reduction – Integrate land use and transportation, carefully focusing new development on transit-rich boulevards and in the districts, to create sustainable active pedestrian-friendly centers that decrease reliance on the automobile, increase walking, bicycling and transit use, and improve community quality of life.

**POLICIES:**

**LU2.1**  **Redirect Growth.** Redirect growth away from residential neighborhoods onto transit corridors, where new uses are served by convenient transportation networks.

**LU2.2**  **Transit Villages.** Capitalize on the Expo Light Rail stations to create vital new complete sustainable neighborhoods with transit as a focal element, green connections and pathways, a variety of housing types and jobs, enhanced creative arts and institutions, and local-serving retail and services.

**LU2.3**  **Activity Centers.** Create vibrant activity centers at select transit crossroads along the boulevards with attractive spaces for meeting, local shopping and living, that include opportunities for affordable and workforce housing for new and existing residents.

**LU2.4**  **Affordable and Workforce Housing.** Create diverse housing options along the transit corridors and in the activity centers, replacing some commercial potential with additional affordable and workforce housing, and encouraging affordable workforce housing near the transit stations.

**LU2.5**  **Vehicle Trip Reduction.** Achieve vehicle trip reduction through comprehensive strategies that designate land uses, establish development and street design standards, implement sidewalk, bicycle and roadway improvements, expand transit service, manage parking, and strengthen Transportation Demand Management programs that support



**Neighborhood streets serve multiple purposes.** They carry vehicular and bus traffic, but they also serve as spaces for social interaction and recreation.

accessibility by transit, bicycle and foot, and discourage vehicle trips at a district-wide level. Monitor progress using tools that integrate land use and transportation factors. Increase bicycle and pedestrian connectivity in transit districts and adjust bus and shuttle services to ensure success of the transit system.

**LU2.6**  **Active Spaces.** Focus new development in defined districts to create active spaces that can support diverse local-serving retail and services, walkability, arts and culture. Require, whenever possible, new development to provide convenient and direct pedestrian and bicycle connections.

**LU2.7**  **Climate Action Planning.** Prepare a Climate Action Plan that will include measures to reduce GHG emissions from municipal, business and community-wide sources and participate in regional efforts for climate change planning including the preparation of a Sustainable Community Strategy. Encourage improvements to regional transportation services that supplement local Big Blue Bus service for inter-city trips.



**Neighborhoods, new or existing, should provide residents with the services, amenities and infrastructure to conduct daily life.** In the above diagram of the proposed Bergamot Transit Village, new streets, open space, housing and retail are located within walking distance of the Expo Light Rail station.

**GOAL LU3:** Transition from Regional-Serving Commercial Uses to Local-Serving Uses in Areas Served by Transit – Redirect regional-serving commercial and office development potential into new housing opportunities with access to neighborhood-serving uses in transit-accessible areas as part of a citywide trip reduction strategy.

#### POLICIES:

##### **LU3.1** **Reduce Regional-Serving Commercial Uses.**

**Commercial Uses.** Reduce regional office and commercial uses and encourage smaller floor plate office uses, housing and local-serving retail and services.

**LU3.2** **Focus on Housing in Transit-Accessible Corridors and Districts.** Focus additional housing opportunities on the transit-rich commercial boulevards.

##### **LU3.3** **Focus on Local-Serving Uses.**

Emphasize uses which address local-serving needs and daily resources necessary to reduce vehicle trips and vehicle miles traveled.

**GOAL LU4: Complete Sustainable Neighborhoods – Create complete neighborhoods that exemplify sustainable living practices with open spaces, green connections, diverse housing, local**

employment, and local-serving businesses that meet the daily needs of residents and reduce vehicle trips and GHG emissions.

#### **POLICIES:**

**LU4.1** **Active Centers.** Create active neighborhood districts that cluster services, goods, and cultural and recreational uses within walking distance of residences to create a focus for community activity and an active environment that can sustain local uses.

##### **LU4.2** **Uses to Meet Daily Needs.**

Encourage uses that meet daily needs such as grocery stores, local-serving restaurants and other businesses and activities within walking distance of residences to reduce the frequency and length of vehicle trips.

**LU4.3** **Mixed-Use Associated with Transit.** Encourage mixed-use development close to transit to provide housing opportunities for the community, support local businesses, and reduce reliance on automobiles.

##### **LU4.4** **Pedestrian-Oriented Design.**

Engage pedestrians with ground floor uses, building design, site planning, massing and signage that promote vibrant street life and emphasize transit and bicycle access.

**LU4.5** **Art and Amenities.** Foster creativity and the arts through programming, uses and



**The Expo Light Rail presents a unique opportunity to move people throughout the City and the region.** The LUCE proposes locating new housing, jobs, retail and services in areas served by the Expo Light Rail in order to create vibrant neighborhood centers that are accessible to all users.

site improvements such as the provision of community spaces, public art, and creative design of public improvements.

**LU4.6 Open Space.** Provide open space and green connections near residences that are part of an expanding and comprehensive system of passive and active open space and complete street design emphasizing inter-connectivity, recreation, and gathering spaces.

**LU4.7 Pedestrian, Bicycle and Transit Access.** Emphasize pedestrian and bicycle access throughout the City, with a special focus

on neighborhood gathering areas. Provide direct and convenient bicycle and pedestrian connections between destinations. Prioritize land use patterns that generate high transit ridership at major transit stops.

**LU4.8 Parking and Transportation Demand Management Districts.** Utilize parking and TDM Districts to facilitate efficient use of parking resources, shared and reduced parking opportunities, and trip reduction goals.

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**GOAL LU5:** Expo Light Rail line – Cluster housing, employment, local-serving retail and services around the Expo Light Rail line to reduce vehicle trips, create complete neighborhoods and support transit.

**POLICIES:**

**LU5.1 Encourage Desired Uses at Stations.** Encourage a range of housing options, including affordable and workforce housing, around the Expo Light Rail stations with a balanced mix of local-serving retail, services and employment.

**LU5.2 Integrate Transit Connections.**

Integrate supporting transit linkages, as well as pedestrian and bicycle connections, at all stations. Parking developed at or near a station is shared with other uses and priced to ensure availability at all times.

**LU5.3 Create Inviting Station Areas.**

Incorporate landscaped, enhanced and inviting open space, plazas, and transit-serving uses into station designs.

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**GOAL LU6:** Downtown Light Rail Station and Civic Center – Support the vibrancy of the Downtown and Civic Center.

**POLICIES:**

**LU6.1**  **Access and Circulation.** Maximize the potential of existing and future assets such as the Downtown Light Rail Station, oceanfront vistas, and proximity to diverse neighborhoods. Pursue comprehensive parking and circulation strategies between the Downtown and Civic Center.

**LU6.2**  **Vital Downtown.** Support the continued transition of Downtown to a thriving, mixed-use urban environment for people to live, work, be entertained, and be culturally enriched.

**LU6.3**  **Connections and Open Space.** Encourage the development of connective open space and bicycle and pedestrian linkages between the Civic Center, Downtown and the beachfront/pier.

**GOAL LU7:** Hospital Area – Support the continued vitality of the City’s hospitals to meet the healthcare needs of the City and the larger region, and implement strategies to reduce vehicle trips.

**POLICIES:**

**LU7.1**  **Workforce Housing.** Encourage workforce housing near the hospitals, primarily to serve healthcare employees.

**LU7.2**  **Trip Reduction.** Work with the hospitals to create a TDM District and programs to comprehensively address parking and trip reduction goals, and to develop convenient connections between the hospitals and the Memorial Park Light Rail Station.

**LU7.3**  **Supportive Uses.** Encourage a variety of services and uses in the district, and in commercial districts throughout the City, to support the changing needs of the healthcare community and hospitals.

**LU7.4**  **Responsible Expansion.** Allow responsible expansion of the hospitals and medical uses that is sensitive to the surrounding residential neighborhoods and coordinated with comprehensive TDM and trip reduction strategies.



*The continued success and viability of Santa Monica’s two hospitals, Saint John’s Health Center and Santa Monica-UCLA Medical Center, is a regional priority.*



**Reducing vehicle trips requires more than a single solution.** The LUCE’s Circulation chapter outlines a variety of new programs, incentives and disincentives geared toward reducing traffic and congestion, as well as greenhouse gas emissions.

to encourage walking, biking, and transit, and to reduce vehicle trips. Engage existing development in TDM Districts and programs to encourage reduction of existing vehicle trips.

### **LU8.2** Comprehensive Parking

**Management.** Comprehensively manage parking and parking policies to address housing affordability, congestion management and air quality goals. Facilitate the creation of shared parking, particularly within activity centers, transit districts, and near Expo Light Rail stations. Use pricing and other innovative strategies to manage parking availability.

### **LU8.3** Pedestrian, Bicycle and Transit

**Connections.** Ensure pedestrian, bicycle and transit mobility by creating facilities for comfortable walking throughout the City, a complete and safe bicycle network, and convenient and frequent transit service that will make transit an attractive option for all types of trips.

**LU8.4**  **Roadway Management.** Prioritize investment in amenities for pedestrian, bicycle, and transit movement to facilitate green connections and mobility.



**Monitoring and managing land use changes:** The LUCE is designed to be flexible and adaptive to change. Ongoing performance measurement ensures that the community has the information to reallocate resources or “put on the brakes” when necessary.

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**GOAL LU9:** Monitoring and Managing Land Use Changes – Actively monitor and manage change to address community needs, promote citywide sustainability and ensure community livability.

#### **POLICIES:**

##### **LU9.1** **Performance Measures Tied to LUCE Goals.**

Establish performance measures tied to LUCE goals that address transportation, housing, neighborhood conservation, and a sustainable economy.

**LU9.2 Citywide Review.** Prepare a regularly published report evaluating the performance

of the LUCE based on established performance measures. Coordinate the publication with the Sustainable City Report Card.

**LU9.3 Adapt to Changing Conditions.** Allow for course corrections in response to changing conditions. These adaptations could include revisions to LUCE policies and standards, reallocating resources, or “putting on the brakes” when necessary.

##### **LU9.4** **Coordinate Capital Improvements.**

Coordinate the City’s capital improvements in specified transit-focused areas to integrate with desirable development.



**Healthy neighborhoods include a variety of housing types** to accommodate a range of lifestyles and people of all ages. Housing that is affordable for Santa Monica's diverse population is key to the continued vitality of the community.

## IMPROVING THE QUALITY OF LIFE

**GOAL LU10:** Community Benefits – Require new development to contribute directly to the community's core social, physical and transportation goals through mechanisms such as community benefits.

### POLICIES:

**LU10.1 Maximum Allowable Base Height.** Establish a maximum allowable building height and density for each commercial land use designation as a baseline, which is ministerial up to the discretionary thresholds established by the Zoning Ordinance.

**LU10.2 Benefits Tied to Community Values.** Require new development that requests height above the base to provide measurable benefits to foster complete neighborhoods and support the goals of the LUCE, including reducing vehicle trips and GHG emissions, maintaining diversity, and promoting affordable and workforce housing.

**LU10.3 Affordable and Workforce Housing.** Focus on additional affordable and workforce housing with an emphasis on employment centers close to transit facilities.

**LU10.4 Discretionary Review.** Require a discretionary review process with community input for projects above the base height except for 100 percent affordable housing projects. Inclusion of community benefits and specific findings will be required for conditional approval above the base height and density.

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**GOAL LU11:** Create Additional Housing Opportunities – Provide additional opportunities for a diversity of housing options for all income groups, and advance the City's sustainability goals through housing production.

### POLICIES:

**LU11.1 Neighborhood Housing.** Continue to support healthy, diverse neighborhoods that provide a range of housing choices to meet the needs of the residents.

**LU11.2 Expand Housing Opportunities.** Expand housing opportunities by identifying and designating specific infill areas along transit-rich boulevards and in the districts, including near Expo Light Rail stations and at transit hubs. In these areas, new residential is desired to create complete neighborhoods and support sustainability goals.

**LU11.3**  **Housing Incentives.** Provide incentives to build and increase the amount of affordable and workforce housing and to conserve character-defining multi-family housing.

**LU11.4**  **Housing and Employment.** Encourage programs for employer-assisted housing (housing accessible to Santa Monica workers) and other efforts to reduce vehicle miles traveled.

**LU11.5**  **Senior and Lifecycle Housing.** Provide opportunities for housing and care facilities that meet the needs of people of different ages and abilities including singles, families, seniors, disabled persons and homeless individuals.

**LU11.6**  **Affordable Housing Incentives.** Encourage projects providing exclusively very low-, low-, and moderate-income housing through incentives such as a streamlined permit process, flexible development and parking standards, density bonuses, and financial assistance.

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**GOAL LU12:** Encourage Historic Preservation Citywide – Preserve buildings and features which characterize and represent the City's rich heritage.

**POLICIES:**

**LU12.1**  **Integration.** Integrate the preservation of historic buildings into land use and planning practices.

**LU12.2**  **Preservation Programs.** Preserve and protect historic resources through the development of preservation programs and economic incentives such as Transfer of Development Rights and conservation easements as well as neighborhood conservation approaches.

**LU12.3**  **Rehabilitation of Historic Resources.** Promote adaptive reuse of historic structures and sensitive alterations where changes are proposed. New construction or additions to historic structures shall be respectful of the existing historic resource.

**LU12.4**  **Sustainability.** Recognize adaptive reuse as a sustainable policy, and encourage sustainable technologies, such as solar panel installation and energy retrofitting, that respect character-defining features.



*The preservation of both public and private structures of historical or cultural value is identified as a citywide goal. Where appropriate, the adaptive reuse of buildings is also encouraged as a sustainable method for conserving the character of Santa Monica.*



*The provision of creative and artist space is a community priority—one that is embraced by the LUCE in the form of incentive programs geared toward retaining or creating performance, work and studio space.*

## GOAL LU13: Preserve Community Identity

– Preserve and enhance the City's unique character and identity, and support the diversity of neighborhoods, boulevards, and districts within the City.

### POLICIES:

**LU13.1 Maintain Character.** Reinforce the City's distinctive natural, social, and environmental characteristics including its beachfront and connections to the water, civic and cultural institutions, terrain and climate, and the geographic fabric of neighborhoods and boulevards.

**LU13.2 Neighborhoods.** Recognize, maintain and enhance existing neighborhoods as defined by their distinctive character, design and pattern of development and the high-quality environment they provide for a diversity of households.

**LU13.3 Districts and Boulevards.** Support the City's diverse districts and boulevards and develop urban design principles, guidelines and standards tailored to each area that respect, reinforce and enhance the defining form and character of that area.

**LU13.4 Small Business.** To reduce regulatory costs on small businesses, the City will continue to explore ways to streamline the approval process for new and existing businesses, including city procedures for approving building permits.

## GOAL LU14: Encourage Arts and Culture

– Encourage arts and culture through land uses that maintain and promote the growth of the City's creative capital.

### POLICIES:

**LU14.1 Range of Cultural Facilities.** Provide opportunities for the development and retention of cultural facilities ranging from small, flexible, and affordable performance spaces to venues serving the wider community (like the Civic Auditorium). Encourage facilities serving a wide audience to locate in transit-rich areas.

**LU14.2 Workspaces.** Establish areas where Santa Monica's arts community can find affordable workspace to continue engaging in creative activities within the City, and designate a Mixed-Use Creative District.

**LU14.3 Artist Lofts.** Allow adaptive reuse of structures for artist live/work lofts, particularly in the Mixed-Use Creative and Bergamot Transit Village Districts.

**LU14.4 Open Space Programming.** Encourage the programming of new and existing open space throughout the City with cultural activities and events that highlight local artists. This will increase accessibility to a wide variety of cultural programs for all ages.

**GOAL LU15:** Enhance Santa Monica's Urban Form – Encourage well-developed design that is compatible with the neighborhoods, responds to the surrounding context, and creates a comfortable pedestrian environment.

**POLICIES:**

**LU15.1**  **Create Pedestrian-Oriented Boulevards.**

Orient the City's auto-dependent boulevards to be inviting avenues with wider sidewalks, improved transit, distinctive architecture, landscaping, trees, planted medians and neighborhood-friendly services—defining a new sense of place where local residents will be attracted to shop, work, live and play.

**LU15.2**  **Respect Existing Residential Scale.**

New commercial or mixed-use buildings adjacent to residential districts shall be contained within a prescribed building envelope designed to maintain access to light and air and to preserve the residential character.

**LU15.3 Context-Sensitive Design.** Require site and building design that is context sensitive and contributes to the City's rich urban character.

**LU15.4 Open and Inviting Development.**

Encourage new development to be open and inviting with visual and physical permeability,



*Pedestrian-oriented design is highly desirable along the City's boulevards, in transit villages and in residential neighborhoods.*

connections to the existing street and pedestrian network, and connections to the neighborhoods and the broader community.

**LU15.5**  **Pedestrian and Bicycle Connectivity.**

Encourage the design of sites and buildings to facilitate easy pedestrian- and bicycle-oriented connections and to minimize the separation created by parking lots and driveways.

**LU15.6**  **Establish Guidelines for Boulevards and Districts.** Establish design guidelines and implementation strategies that encourage the City's primary boulevards to evolve over time from an auto-oriented,

suburban model to a mixed-use commercial/ residential model that provides goods and services that are within walking distance of residences and are served by a variety of transit modes with convenient service frequency.

**LU15.7**  **Street-Level Pedestrian-Oriented Design.**

Buildings in the mixed-use and commercial areas should generally be located at the back of the sidewalk or the property line (street front) and include active commercial uses on the ground floor. Where a residential use occupies the ground floor, it should be set back from the property line, be located one half level above the street or incorporate design features



**Complete Green Streets:** The design and management of streets should be balanced for all users of the space. Complete Green Streets include amenities for pedestrians, bicyclists, vehicles and public transit, as well as best management practices in stormwater reduction systems.

to provide privacy for the unit. Front doors, porches and stoops are encouraged as part of orienting residential units to the street.

**LU15.8 Building Articulation.** Building façades should be well designed with appropriate articulation in the form of setbacks, offsets, projections and a mix of architectural materials and elements to establish an aesthetically pleasing pattern. Large areas of glass above the ground floor require special design consideration. Highly reflective materials are to be avoided, and dark or reflective glass is prohibited.

### LU15.9 Pedestrian-Oriented Design.

Buildings should incorporate pedestrian-scaled elements with durable, quality materials and detailing located on the lower stories adjacent to the pedestrian.

**LU15.10 Roofline Variation.** Buildings should be designed with a variety of heights and shapes to create visual interest while maintaining a generally consistent overall street front. To achieve this goal, development standards should provide flexibility to encourage buildings with interesting silhouettes and skylines, and the primary

building façade shall not be lower than the designated minimum street façade height.

### LU15.11 Building Façades and Step Backs.

Buildings should generally conform to the minimum and maximum requirements for the street façade height established for their designated area. Portions of a building façade higher than the street frontage, 35 feet for most mixed-use areas, shall step back from the façade of the floor below in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance.

### LU15.12 Ground Floor Gathering Spaces.

Buildings should have their primary façades located at the back side of the sidewalk or on the property line. However, to encourage a well-landscaped streetscape with places for people to gather, small landscaped, people-gathering spaces are encouraged where they will attract people without interrupting the pedestrian retail experience. The intent is to have an overall ground coverage of 80 percent on each block.

**LU15.13 Gateways.** Buildings or features located at gateways to neighborhoods or at special focal point locations, such as major roadway and freeway entries to the City, should recognize the importance of the location with special architectural elements. Where possible, pairs of elements on each side of a gateway should be considered. The elements need not be "mirror images," but could share architectural characteristics.

**LU15.14 Signs.** Signs should be considered an integral element of the architectural design of the façade. Signs should be primarily oriented to the pedestrian.

**LU15.15  Preserve Light, Air and Privacy between Commercial and Residential Properties.** Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site.

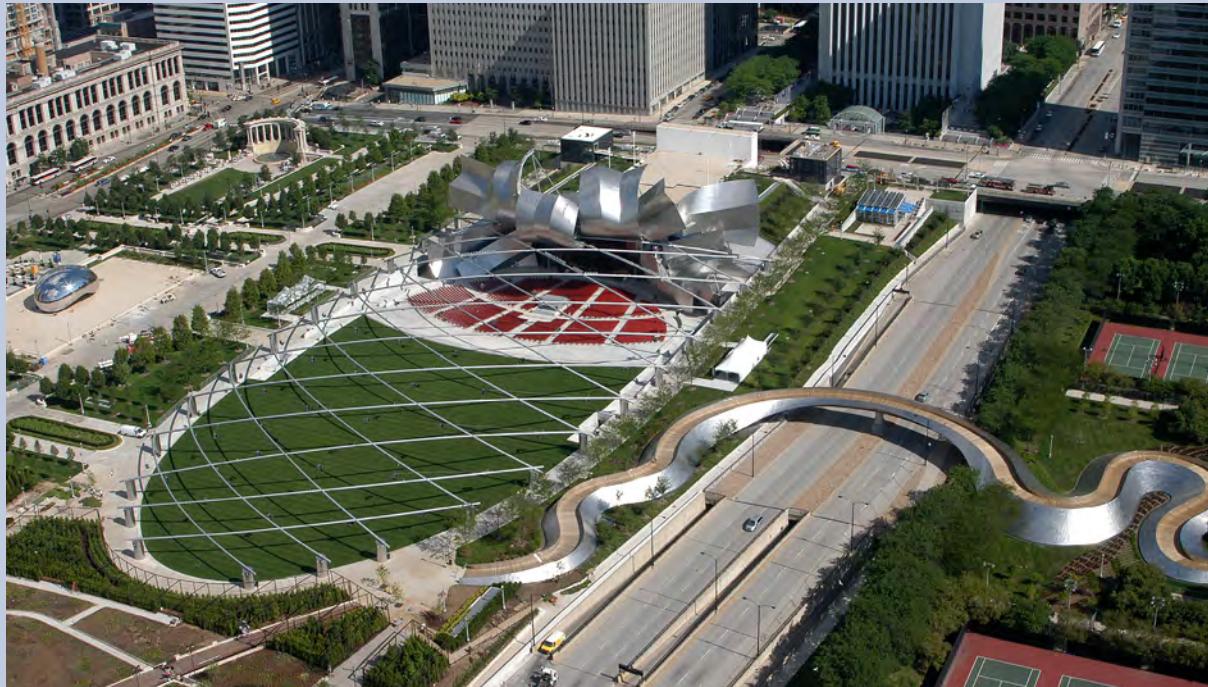


***Urban form:*** The land use policies and designations contained in this Plan are designed to ensure a quality built environment that is harmonious with its surrounding context. For an explanation of Santa Monica's evolution, see the Urban Form chapter.

**LU15.16  Urban Form-Street Grid in Residential Neighborhoods.** Maintain and enhance the classic interconnected street grid and its multiple options for pedestrian circulation in the residential neighborhoods. Enhance the continuity of sidewalks by limiting curb cuts and driveways from the street.

**LU15.17 Urban Form-Mass and Scale in Residential Neighborhoods.** Establish development standards requiring new buildings in residential neighborhoods to be compatible in mass and scale with the balance of the structures on the street, with tall structures transitioning in height to adjacent lower buildings.

**LU15.18 Urban Form-Alleys and Side Streets in Residential Neighborhoods.** Minimize the visual impact of the automobile in residential front yards by requiring the use of alleys and/or side streets for access, where they are available. In new construction where alley access is not available, the garage is encouraged to be located underground or in the rear half of the lot. When the garage must face the street, it shall be recessed no less than 10 feet from the front elevation of the residential structure. Front doors, porches and windows in habitable rooms should face toward the sidewalk.



**Open spaces are essential to the health of the community** and should be expanded and enhanced where possible. Millennium Park, above, is located on the site of an old railroad yard and provides Chicago residents with a variety of outdoor experiences.

**LU15.19** **Boulevard Medians.** Landscaped medians should be included on the boulevards where designated to add to the “greening” of the boulevard, to reduce the apparent width of the street and to provide a pedestrian harbor in the middle of the crosswalk.

**LU15.20** **Streetwall and Height Measurement.** The zoning ordinance shall establish both a minimum and a maximum height for the streetwall, as measured from the average grade on the sidewalk at the property line.

**GOAL LU16:** Sustainable Urban Form – Assure that buildings are sustainable, are environmentally sound and contribute to the City’s urban form.

**POLICIES:**

**LU16.1** **Design Buildings with Consideration of Solar Patterns.** In designing new buildings, consider the pattern of the sun and the potential impact of building mass on habitable outdoor spaces and adjacent structures in order to minimize shadows on public spaces at times of the day and year when warmth is desired, and provide

shade at times when cooling is appropriate, and minimize solar disruption on adjacent properties.

**LU16.2** **Preserve Solar Access to Neighborhoods.** The same development standard that is adopted to require a step down building envelope to transition commercial buildings to lower adjacent residential properties also needs to assure solar access to the residential buildings.

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**GOAL LU17:** Increase Open Space – Increase the amount of open space in the City and improve the quality and character of existing open space areas ensuring access for all residents.

**POLICIES:**

**LU17.1** **New Facilities.** Encourage new ground level open space including, but not limited to landscaped areas, gathering spaces and play areas in new development.

**LU17.2** **Active Streets for Living.** Utilize streets as the largest and most universally accessible public spaces in the community by improving them with landscaping (particularly shade trees) pedestrian facilities and other enhancements that promote active recreation and creates a system of green connections throughout the City.

**LU17.3**  **Freeway Capping.** Pursue capping sections of the I-10 Freeway to restore connections between neighborhoods, provide direct access, and create new parkland.

**LU17.4 Cooperative Facilities Use.** Continue to seek cooperative agreements with schools, institutions and other public agencies to increase open and recreational space accessible to the community.

**LU17.5 Access for All Residents.** Encourage access to open space for all residents through expansion of the larger open space system with the ultimate goal of providing open and recreational spaces within a ¼ mile radius of all residences in the City.



**Neighborhood services**, like grocery stores, are valuable community assets that can infuse energy into an area. These sites should be configured to serve the pedestrian, as well as the automobile, and should be accompanied by a variety of other local uses.

**LU18.3**  **Increase Connections.** Create additional connections and upgrade existing routes to the beach and oceanfront.

**LU18.4 New Parks.**  Explore opportunities for the development of new beach parks north of the Pier.

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**GOAL LU19: Design Complete Streets –** Design and manage complete streets and alleys to support adjacent land uses and human activity, keeping in mind the unique character of each area of the City.

**POLICIES:**

**LU19.1**  **Streets Integrated with Land Use.** Recognize the street as a vital component of neighborhood, district and boulevard character. Develop street design standards that consider the mobility, open space, community life and methods to engage the surrounding uses.

**LU19.2**  **Balanced Modes.** Design and operate streets with all users in mind including bicyclists, transit users, drivers and pedestrians of all ages and abilities.

**POLICIES:**

**LU18.1**  **Accessibility.** Preserve, protect, enhance and maintain open access to the City's beach areas in a manner that respects adjacent uses, with particular emphasis on pedestrian and bicycle access.

**LU18.2**  **Greening.** Facilitate additional "beach greening" projects that replace pavement at the beach with native trees, plants and other green elements.

**LU19.3**  **Streets as Open Space.** As streets are the City's most extensive open space network, seek opportunities to expand the use of streets, alleys and other public rights-of-way for open space, passive recreational use and landscaping.

**LU19.4**  **Retrofit to Meet Evolving Needs.** Retrofit streets to meet the City's evolving infrastructure and sustainability needs including energy systems, water conveyance and storm water retention, transportation infrastructure, utilities and high-capacity information systems.

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**GOAL LU20:** Promote the Urban Forest – Maintain a citywide pattern of street trees to reduce greenhouse gases (GHG) and heat gain, provide biodiversity, and provide shade to create a comfortable pedestrian environment.

**POLICIES:**

**LU20.1**  **Continuous Tree Canopy.** Continue to enhance the tree canopy and coverage throughout the community by coordinated tree planting according to the *Urban Forest Master Plan*.

**LU20.2**  **Street Landscaping.** Provide street landscaping and streetscape features to enhance the public realm throughout the City. Increase landscaping in medians, parkways, and residual areas resulting from changes to parking or traffic patterns.

**LU20.3**  **Maintaining the Urban Forest.** Encourage properties adjacent to the public right-of-way to contribute to the urban forest environment through on-site plantings and street tree care and maintenance.

## ACTIONS

### Climate Action Plan

- Prepare and maintain a Climate Action Plan that will include measures to reduce GHG emissions from municipal, business and community-wide sources; the first Climate Action Plan should have a goal of at least 30 percent reduction of municipal GHG from 1990 levels by 2030.

### Implement Integrated Decisions

- Utilize the General Plan goals and policies as a framework for prioritizing investment and action in order to ensure balance and progress toward a comprehensive and shared vision.

### Capital Improvement Projects

- Develop the Capital Improvement Program to be consistent with General Plan priorities.

### Monitoring and Management

- Prepare a regularly published report evaluating progress on LUCE implementation.

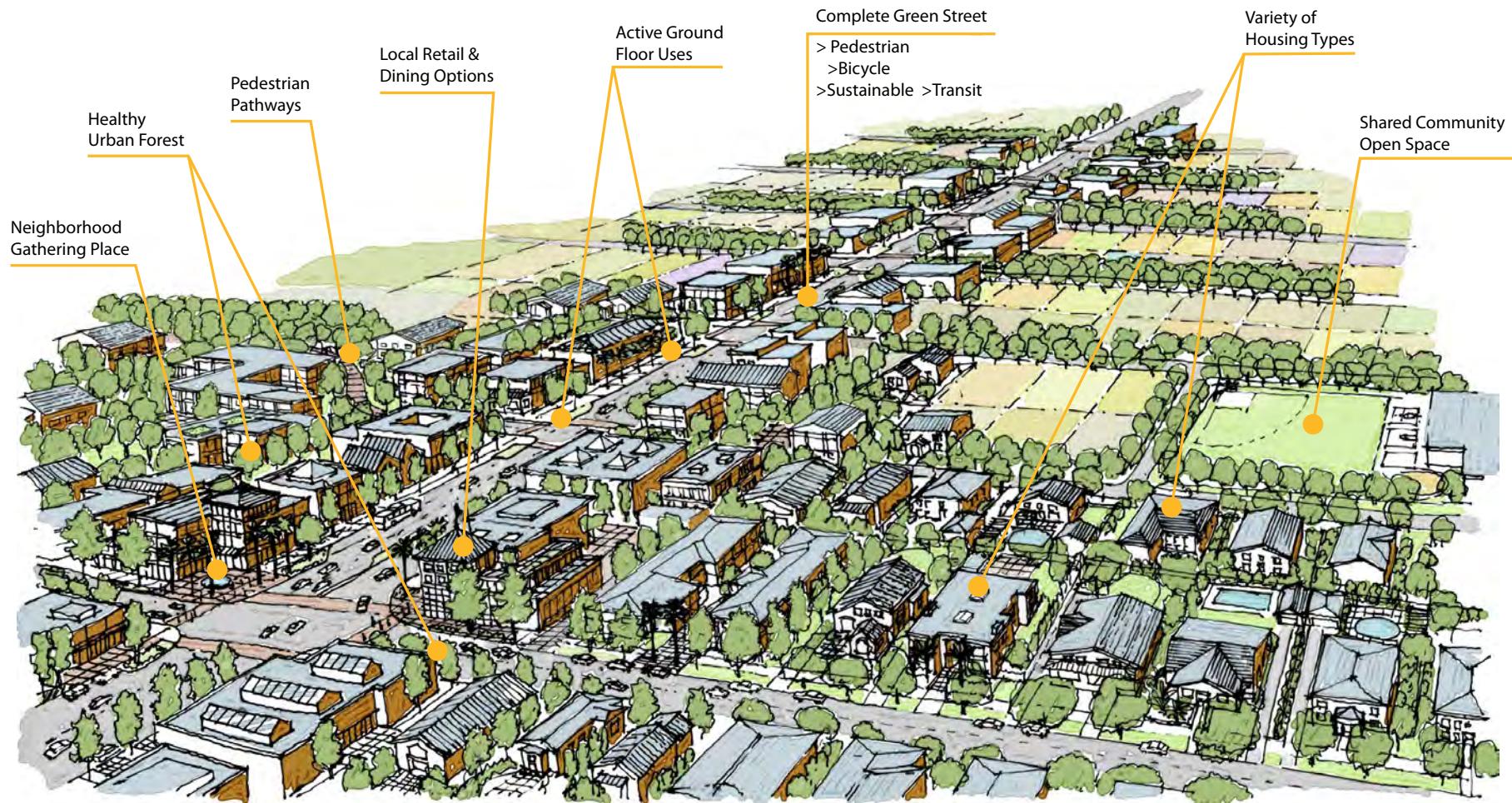
### Activity Center Plans

- Prepare area plans containing development standards, distribution of land uses, infrastructure requirements and implementation measures.

### Fiscal Health

- Encourage a business climate that contributes to the City's fiscal well-being. Establish programs that will generate municipal revenue needed to maintain the local quality of life.

## COMPLETE NEIGHBORHOODS



**A complete neighborhood is one that provides housing for a variety of lifestyles,** and is complemented by a permeable pattern of pedestrian, bicycle and vehicular traffic that allows residents to access local services and amenities.

## INTRODUCTION TO THE LUCE LAND USE DESIGNATIONS

The LUCE establishes 17 distinct land use designations that are presented in the following five broad categories:

- A. Neighborhoods**
- B. Boulevards**
- C. Mixed-Use Centers**
- D. Employment and Commerce**
- E. Community and Public Uses**

This chapter introduces each of the 17 land use designations with its vision, a general description of land uses and the development parameters. Greater detail as to how the land use designations are applied in each of the specific geographic areas of the City is provided in other chapters, including the neighborhoods, boulevards, districts and community benefits chapters. The accompanying land use map located on page 2.1-28, is a useful tool that illustrates the distribution of land uses in the City.

It is important to understand that land use designations differ from zoning districts in that they are more general and typically do not include specific allowances and prohibitions of uses or detail dimensional requirements such as front and side setbacks or parking standards. The heights, densities and intensities in

the LUCE generally establish the outside parameters for zoning regulations.

The five categories of land use designations are described in general below and covered in detail in the remainder of the chapter.

### A. Neighborhoods

The Neighborhood designations are for the areas of Santa Monica where the majority of residents live. The LUCE vision is to protect the residential neighborhoods from encroaching commercial uses and incompatible development that would compromise the quality of life and character of these areas. The Plan redirects residential investment pressure away from the neighborhoods to transit corridors and districts and provides a broad array of neighborhood conservation measures to control the pace and type of change within existing residential areas. The Plan also requires sensitive transitions between uses and adjacent structures and provides opportunities for increased open space. The LUCE identifies improvements to the neighborhood street environment, such as parking management approaches, and pedestrian streetscape improvements. No changes to height, scale or density are proposed for these designations compared to existing residential zoning districts.

### B. Boulevards

The Boulevard designations define the activity along the existing corridors of the City. The designations allow for the transformation of the auto-oriented boulevards into vibrant, diverse and attractive boulevards that support local-serving retail, public spaces and a diversity of housing types (which is ministerial up to the discretionary review thresholds established by the Zoning Ordinance). New development over the base height will require a discretionary permit, community benefits, and capitalize on transit service to reduce vehicle trips. It is envisioned that through incentives and requirements the boulevards will provide significantly expanded opportunities for affordable and workforce housing, local-serving retail, open space and small floor-plate office uses.

### C. Mixed-Use Centers

The Mixed-Use Center designations allow for the creation of a vibrant concentration of goods and services, multi-family housing, and community gathering and public spaces at strategic locations served by high-frequency transit lines and the Expo Light Rail line. This category of designations represents a transition from former regional commercial uses to a mix of residential and local-serving uses, accompanied by community benefits such as wider sidewalks, landscaping, trees

## City of Santa Monica Land Use Designations

Effective July 24, 2015



- Land Use**
- Yellow: Single Family Housing
  - Orange: Low Density Housing
  - Brown: Medium Density Housing
  - Dark Brown: High Density Housing
  - Pink: Mixed Use Boulevard Low
  - Magenta: Mixed Use Boulevard
  - Purple: General Commercial
  - Red: Neighborhood Commercial
  - Light Blue: Bergamot Transit Village
  - Light Purple: Mixed Use Creative
  - Dark Purple: Downtown Core
  - Dark Blue: Industrial Conservation
  - Tan: Office Campus
  - Yellow-Green: Oceanfront District
  - Red-Orange: Health Care Mixed Use
  - Light Blue: Institutional/Public Lands
  - Green: Parks and Open Space
  - Blue: LUCE Districts
- Bergamot Area Plan**
- PPC (Pedestrian-Priority Corridor Overlay)
  - RP (Ground Floor Retail Priority Overlay)
  - BTV (Bergamot Transit Village)
  - MUC (Mixed Use Creative)
  - CCS (Conservation: Creative Sector)
  - CAC (Conservation: Art Center)
  - Expo Light Rail Line

**Disclaimer:**  
This map of the City of Santa Monica has been provided for illustration purposes only. Every reasonable effort has been made to ensure the accuracy of the maps provided, however, the City of Santa Monica ("City") provides this map on an "AS IS" basis. The City assumes no liability for damages arising from errors or omissions in the map. THE CITY DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Do not make any business decisions based on this map before validating your decision with the appropriate City office.

**The LUCE Land Use Designation Map** illustrates the citywide distribution of land use designations. The other maps provided throughout the LUCE showing land use designations are primarily provided for orientation purposes. Where conflicts between maps exist, the citywide Land Use Designation Map shall govern.

and open space. There is a hierarchy of mixed-use centers that range in character and intensity. Some are small-scale, draw from the surrounding neighborhoods, and have limited amounts of housing as well as some creative office. Others have a more urban character with a greater intensity and include more opportunities for housing.

#### D. Employment and Commerce

Employment and commerce designations are for the areas of the City that provide space for continued employment activities to ensure a robust economy that is essential in order for the City to continue to provide the high level of public services that the community expects. The LUCE land use designations allow for the continuation of existing employment activities. The 2009 Plan proposes a reduction in regional-serving commercial uses, with the exception of healthcare, in favor of local-serving uses typically with a smaller floor plate. Land use designations in this category include Industrial Conservation and Healthcare District.

#### E. Community and Public Uses

These allow for a wide range of public facilities, including parks and open space, educational facilities, municipal offices, the Civic Center, museums or performance spaces, City yards, and other public or quasi-public facilities. The uses are distributed throughout the City and many of them, such as parks and schools, are within walking distance of the majority of residential neighborhoods.

#### Structure of this Section

Each of the land use designations is composed of the following:

- A vision describing the purpose of the designation
- A description of the broad categories of desired land uses
- A summary of the development parameters for each designation (except for the broader Neighborhoods category)

### A. NEIGHBORHOODS

#### 1. Single Family Housing

##### Vision

The scale and character of existing single family areas will be preserved and enhanced by employing the tools of a neighborhood conservation program, promoting the rehabilitation and long-term maintenance of existing structures, and allowing only new development that is of a scale and character consistent with the existing neighborhood. The City shall strive to create additional green open spaces within walking distance of the single family neighborhoods.

##### Description

This designation is applied to areas consisting primarily of single family dwellings on individual lots, and preserves and protects the existing character and state of the residential neighborhood. Typical uses include single family housing, parks, and small home child care facilities.

Single Family Housing neighborhoods should be enhanced with streetscape and pedestrian improvements, trees and landscaping, and the limitation of disturbing noises.

## Development Parameters

Height and maximum allowable density for the Single Family Housing designation are as follows:

- Maximum allowable height not to exceed 28 feet; except that parcels over 20,000 square feet with a minimum parcel frontage width of 200 feet may have a maximum allowable height not to exceed 35 feet; and parcels in the North of Montana area, as specified in the Zoning Ordinance, may have a maximum allowable height not to exceed 32 feet.
- One (1) unit per legal parcel, consistent with the scale of existing development and State and City laws regarding second dwelling units.

## 2. Low-Density Housing

### Vision

The scale and character of existing low-density residential neighborhoods that contain a mix of single family and low-density multi-family housing will be preserved and enhanced by employing the tools of a neighborhood conservation program. The program would promote policies for the conservation and maintenance of existing housing resources, the rehabilitation of existing structures, and only allow new development that is of a scale and character consistent with the existing neighborhood. Additionally, new development will transition in mass and scale to adjacent structures in a way that protects the aesthetics and livability of the neighborhood. The City

shall strive to ensure that open space, retail and commercial amenities are located within walking distance of the low-density neighborhoods.

### Description

This designation is applied to lower-density residential areas that are primarily low-density, and multi-family housing. The designation is designed to preserve and protect the existing character of the residential neighborhood. Typical uses include single family housing, duplexes and triplexes, townhouse style units, low-scale courtyard housing, institutional residential uses like child care homes, transitional housing or hospice facilities, and neighborhood-serving uses such as child care, neighborhood grocery stores and community facilities.

Low-Density Housing neighborhoods should be enhanced with streetscape and pedestrian improvements, trees and landscaping, and buffers from the noise of nearby uses. Neighborhood-serving retail should be located close to these neighborhoods.

## Development Parameters

Height and maximum allowable density for the Low-Density Housing designation are as follows:

- Maximum allowable height not to exceed 30 feet; except that parcels located north of the Pier and in the R2B District may have a maximum allowable height not to exceed 40 feet within a sight envelope as specified in the Zoning Ordinance.
- Maximum allowable density up to 29 units per net residential acre, exclusive of City and State density bonuses, consistent with the scale of existing development.
- One hundred percent affordable housing projects have a maximum allowable density up to 29 units per net residential acre, exclusive of City and State density bonuses, with no limitations on the number of stories within the 30-foot height limit. One hundred percent affordable housing projects of 50 or fewer units will be processed ministerially.
- A project which preserves a City-designated landmark or structure of merit in a portion of the R2 District which had historically been zoned R3 shall receive a 6-foot height bonus, allowing for an additional floor of housing.

### 3. Medium-Density Housing

#### Vision

The affordability, accessibility, and attractiveness of Santa Monica's medium-density residential neighborhoods will be preserved by promoting the rehabilitation of existing structures and by employing the tools of a neighborhood conservation program, particularly policies for the conservation and maintenance of existing housing resources and specific protections for character defining courtyard housing. These include allowing only development that is of a scale and character consistent with the existing neighborhood. Additionally, new development will transition in mass and scale to adjacent structures in a way that protects the neighborhood's aesthetic quality and livability. The City shall strive to ensure that open space, retail and commercial amenities are located within easy walking distance.

#### Description

This designation is applied primarily to areas of the City with a mix of multi-family housing as well as the occasional remaining single family house. It is intended to preserve and protect the existing character and state of the residential neighborhood. Typical uses include low and medium-scale multi-family housing, townhouse style units, courtyard housing, duplexes and triplexes, institutional residential

uses like child care homes, transitional housing or hospice facilities, and neighborhood-serving uses such as child care, neighborhood grocery stores and community facilities.

#### Development Parameters

Height and maximum allowable density for the Medium-Density Housing designation are as follows:

- Tier 1 – Base height not to exceed 30 feet and maximum allowable density up to 29 units per net residential acre, exclusive of City and State density bonuses and consistent with the scale of existing development.
- Tier 2 – Housing projects that provide identified community benefits specified in implementing ordinances may request a maximum allowable height not to exceed 40 feet and maximum allowable density up to 35 units per net residential acre, exclusive of City and State density bonuses. These housing projects will require a discretionary permit, following a public review process that will determine consistency with objective standards such as mass, scale, compatibility, affordable housing, open space, TDM measures and implementation of parking strategies. As an alternative, an objective points-based incentive program may be considered.

- One hundred percent affordable housing projects have a maximum allowable density up to 35 units per net residential acre, exclusive of City and State density bonuses, with no limitation on the number of stories within the 40-foot height limit. One hundred percent affordable housing projects of 50 or fewer units will be processed ministerially.

### 4. High-Density Housing

#### Vision

The affordability, accessibility, and attractiveness of Santa Monica's higher-density residential neighborhoods will be preserved and enhanced by promoting the rehabilitation of existing structures and employing the tools of a neighborhood conservation program. This program may contain policies for the conservation and maintenance of existing housing resources and specific protections for character-defining courtyard apartments, allowing only new development that is of a scale and character consistent with the existing neighborhood. Additionally, new development will transition in mass and scale to adjacent structures in a way that protects the neighborhood's aesthetic quality and livability. The City shall strive to ensure that open space, retail and commercial amenities are located within walking distance of the high-density neighborhoods.

## Description

High-Density Housing allows for multi-family housing at a greater intensity than other residential neighborhoods. This designation is intended to preserve and protect the character of the existing high-density residential neighborhoods by employing the tools of a neighborhood conservation program. Typical uses include three-to four-story multi-family housing, duplexes, triplexes, institutional residential uses like child care homes, assisted living, transitional housing or hospice facilities, hotels, and neighborhood-serving uses such as child care, neighborhood grocery stores and community facilities.

## Development Parameters

Height and maximum allowable density for the High-Density Housing designation are as follows:

- Tier 1 – Base height not to exceed 30 feet and maximum allowable density up to 35 units per net residential acre, exclusive of City density bonuses and consistent with the scale of existing development.

- Tier 2 – Housing projects that provide identified community benefits specified in implementing ordinances may request a maximum allowable height not to exceed 45 feet and maximum allowable density up to 48 units per net residential acre, exclusive of City and State density bonuses. These housing projects will require a discretionary permit, following a public review process that will determine consistency with appropriate objective standards such as mass, scale, compatibility, affordable housing, open space, TDM measures and implementation of parking strategies. As an alternative, an objective points-based incentive program may be considered.

- One hundred percent affordable housing projects have a maximum allowable density up to 48 units per net residential acre, exclusive of City and State density bonuses, with no limitation on the number of stories within the 45-foot height limit. One hundred percent affordable housing projects of 50 or fewer units will be processed ministerially.

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## B. BOULEVARDS

### 5. Mixed-Use Boulevard Low

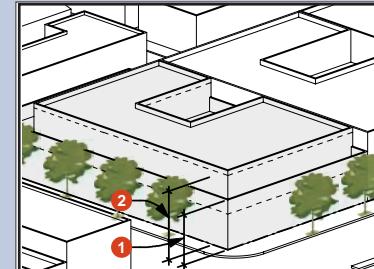
#### Vision

Areas designated as Mixed-Use Boulevard Low transform into vibrant, highly walkable areas with broad, pedestrian-friendly sidewalks, trees, landscaping and local-serving uses. As described in the Community Benefits chapter, new development over the base height will require a discretionary review process and community benefits which may include additional affordable and workforce housing. New buildings step down in relationship to the scale and character of adjacent low-density neighborhoods and include a diverse mix of uses and housing types designed to complement and serve the existing residential neighborhood.

#### Land Use Parameters

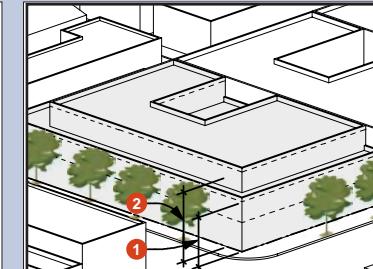
The Mixed-Use Boulevard Low designation is generally applied to areas of boulevards that are envisioned to transition from general into mixed-use areas. The Mixed-Use Boulevard Low designation is intended for sections of boulevards adjacent to low-density residential neighborhoods, where it is important that new development respects and relates to the scale of existing neighborhoods. Development should maximize human-scale elements and provide a sensitive transition between these uses and neighboring residences.

#### Building Height Guidelines – Mixed-Use Boulevard Low



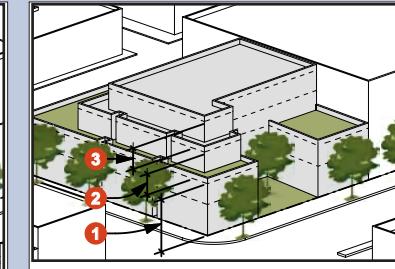
- ① Maximum Façade at Property Line
- ② 32' Maximum Building Height with Step Back

Figure 1: 32' Base Height



- ① Maximum Façade at Property Line
- ② 35' Maximum Building Height with Step Back

Figure 2: 36' Height Limit



- ① Maximum Façade at Property Line
- ② Step Back'
- ③ Increased Step Back

Figure 3: 47' Height Limit

At the ground floor, uses include active, local-serving retail, open spaces such as plazas and paseos, service-oriented commercial uses, and residential and hotel uses in limited areas. Exceptions are Broadway, where small creative commercial uses are allowed, and Colorado Avenue, where artist studios or small offices are also allowed. Above the ground floor, multi-family affordable, workforce and market-rate housing is the predominant use.

To meet the changing demand for automobile sales uses, existing automobile dealers shall be allowed to expand using the urban auto dealership format described in the 20th Street to Lincoln Boulevard section of the Santa Monica Boulevard description (on page 2.4-14), and in a manner that is respectful of their

surrounding neighbors. Auto dealers that do not expand are encouraged to transform their dealerships into the urban auto dealership format which contributes to Santa Monica's urban form with multi-story buildings built to the street and parking in structures at the rear or underground. For purposes of calculating FAR, below grade auto dealer facilities shall be excluded and rooftop parking/automobile storage shall be discounted by 50%. The existing auto dealer parking/automobile storage use on Broadway may continue (and interchange automobile parking and storage use) but dealerships are encouraged to move parking/storage on-site when they convert to the multi-story urban auto dealer format.

## Development Parameters

Height and Floor Area Ratio (FAR) with associated setback and step back standards for the Mixed-Use Boulevard Low designation are as follows:

### TIER 1 - BASE HEIGHT

- The base height in the Mixed-Use Boulevard Low District is 32 feet (2 stories) with a 1.5 FAR. A project will receive a 4-foot height bonus above the 32-foot base height, allowing for an additional floor of housing, by building the required affordable housing units in accordance with the percentage requirements specified in the City's Affordable Housing Production Program for the project as a whole (see Figures 1 and 2). A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance.

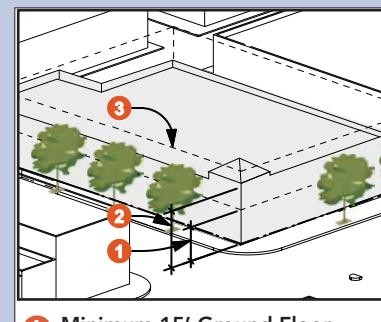
### TIER 2 - ABOVE BASE - WITH COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide community benefits may request a height up to 36 feet and 1.75 FAR. (see Figure 2)

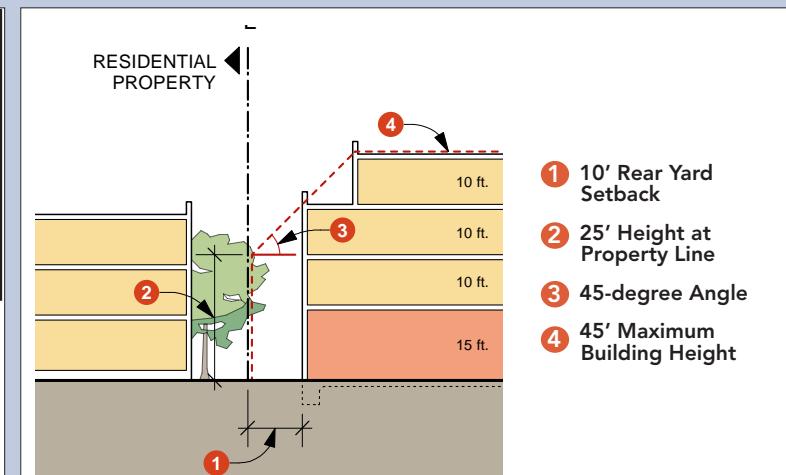
### TIER 3 - ABOVE BASE - WITH ADDITIONAL COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that include additional community benefits may request a height up to 47 feet and 2.0 FAR if the project is located in an area designated Mixed-Use Boulevard Low on the north side of Broadway, on the south side of Broadway west of the centerline of 20th Street, on Colorado west of the centerline of 20th Street, or within an Activity Center boundary. 100% Affordable Housing projects and projects

## Building Height Guidelines – Mixed-Use Boulevard Low



**Figure 4:** Minimum Façade



**Figure 5:** Rear Yard Step Backs at Residential Properties

which preserve a City-designated Landmark or Structure of Merit may request this additional height and FAR in all areas designated Mixed-Use Boulevard Low. Projects with 100% residential above the ground floor may also request this additional height and FAR within an area bounded by the south side of Broadway, the north side of Colorado Avenue, 20th Street, and Cloverfield Boulevard. (see Figure 3)

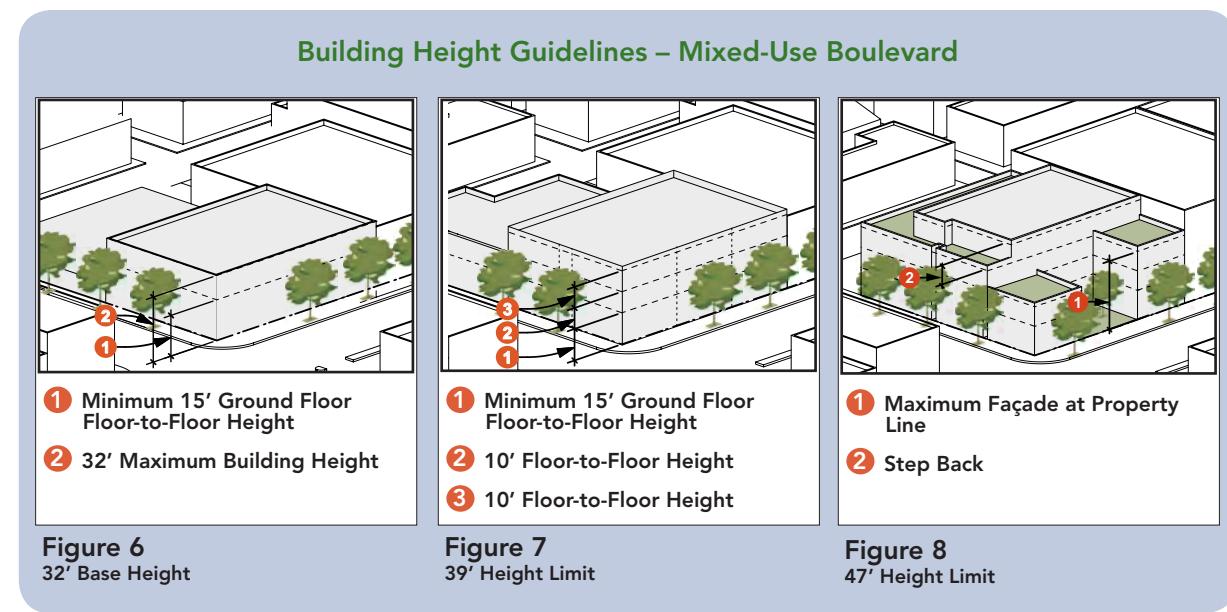
Proposals above the base height must provide the City with enumerated community benefits as identified in the "Five Priority Categories of Community Benefits" section of this chapter (on page 2.1-8). Housing and mixed-use housing projects will be required to provide a percentage of affordable units either on- or off- site. Other projects will contribute applicable project mitigation fees for the

purpose of addressing affordable housing requirements.

### ALL TIERS

- One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.

- New or remodeled buildings on property adjacent to the boulevard shall have a minimum façade height to ensure the visual definition of the boulevard's open space, to be defined in the zoning ordinance. (see Figure 4)
- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance. (see Figures 1, 2 and 3)
- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance. (see Figures 2 and 3)
- Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site. (see Figure 5)
- For any existing auto dealers that expand without using the urban auto dealership format, a discretionary process will be required.



## 6. Mixed-Use Boulevard

### Vision

Areas designated as Mixed-Use Boulevard transform from underutilized and auto-oriented sections of the boulevards into vibrant, diverse and attractive pedestrian-friendly boulevards that support local-serving retail, spaces and a diversity of housing types. Mixed-use boulevards provide an environment to encourage affordable and workforce housing, step down in height and mass to adjacent residential neighborhoods, and accommodate a variety of local-serving uses.

### Land Use Parameters

The Mixed-Use Boulevard designation is applied to areas of boulevards that are

envisioned to transition from general commercial into higher-intensity mixed-use areas. Development should maximize human-scale elements and community benefits while providing a sensitive transition between these uses and surrounding neighborhoods.

At the ground floor, uses include local-serving retail uses, ground floor green open spaces such as small parks and plazas, service-oriented commercial uses with some small-scale office uses to serve local tenants. Above the first floor, affordable, workforce and market-rate housing is the predominant use. Exceptions are the south side of Wilshire Boulevard between



**Mixed-Use Boulevard:** Attractive, pedestrian-oriented streets supporting housing, open space and local services and amenities.. Mixed-use boulevards provide an environment to encourage affordable and workforce housing, step down in height and mass to adjacent residential neighborhoods, and accommodate a variety of local-serving uses.

Centinela Avenue and Stanford Street and within the Healthcare Mixed-Use District, where local-serving office and medical-related office is allowed. Existing automobile dealers shall be allowed to expand using the urban auto dealership format described in the Strategic Approach for 20th Street to Lincoln Boulevard on Santa Monica Boulevard (Chapter 2.4 Boulevards), and in a manner that is compatible with the surrounding neighborhood. Auto dealers that do not expand are encouraged to upgrade their dealerships into the urban auto dealership format, which contributes to Santa Monica's urban form with multi-story buildings

built to the street and parking in structures at the rear or underground. For purposes of calculating FAR, below grade auto dealer facilities shall be excluded and rooftop parking/automobile storage shall be discounted by 50%. Auto dealerships may be authorized on the east side of Lincoln Boulevard between I-10 and Santa Monica Boulevard, if approved pursuant to a discretionary process.

### Development Parameters

Height and Floor Area Ratio (FAR) with associated setback and step back standards for the Mixed-Use Boulevard designation are as follows:

### 100% Residential above the ground floor

#### TIER 1 - BASE HEIGHT

- The base height in the Mixed-Use Boulevard District is 32 feet (2 stories) with a 1.5 FAR. A project will receive a 7-foot height bonus above the 32-foot base height, allowing for an additional floor of housing, by building the required affordable housing units in accordance with the percentage requirements specified in the City's Affordable Housing Production Program for the project as a whole (see Figures 6 and 7). A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance.

#### TIER 2 - ABOVE BASE - WITH COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide community benefits may request a height up to 50 feet and 2.25 FAR. (see Figure 8)

#### TIER 3 - ABOVE BASE - WITH ADDITIONAL COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide additional community benefits, may request a height of 55 feet and 2.75 FAR if the project is located in an area designated Mixed-Use Boulevard on Lincoln Boulevard, south of Wilshire Boulevard; on Wilshire Boulevard west of Lincoln; or within the area bounded by Colorado Avenue, Olympic Boulevard, 20th Street, and Cloverfield Boulevard. 100% Affordable Housing projects and projects which preserve a City-designated Landmark or Structure of Merit may request this additional height and FAR in all areas designated Mixed-Use Boulevard. (see Figure 9) Projects may also request a height up to 60 feet with a corresponding percentage decrease in FAR over 55'.

## All Other Projects

### TIER 1 - BASE HEIGHT

- The base height in the Mixed-Use Boulevard District is 32 feet (2 stories) with a 1.5 FAR. A project will receive a 3-foot height bonus above the 32-foot base height, allowing for an additional floor of housing, by building the required affordable housing units in accordance with the percentage requirements specified in the City's Affordable Housing Production Program for the project as a whole (see Figures 6 and 7). A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance.

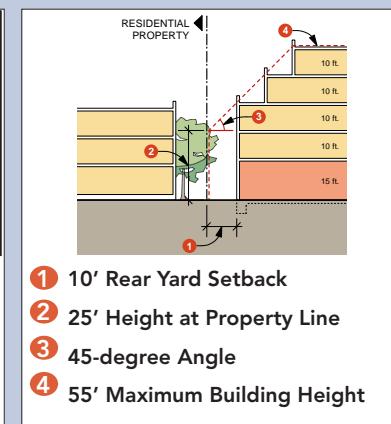
### TIER 2 - ABOVE BASE - WITH COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide community benefits may request a height up to 45 feet and 2.25 FAR. (see Figure 8)

### TIER 3 - ABOVE BASE - WITH ADDITIONAL COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide additional community benefits, may request a height of 55 feet and 2.75 FAR if the project is located in an area designated Mixed-Use Boulevard on Lincoln Boulevard, south of Wilshire Boulevard; on Wilshire Boulevard west of Lincoln; or within the area bounded by Colorado Avenue, Olympic Boulevard, 20th Street, and Cloverfield Boulevard. 100% Affordable Housing projects and projects which preserve a City-designated Landmark or Structure of Merit may request this additional height and FAR in all areas designated Mixed-Use Boulevard. (see Figure 9).

## Building Height Guidelines – Mixed-Use Boulevard



- Proposals above the base height must provide the City with enumerated community benefits as identified in the "Five Priority Categories of Community Benefits" section of this chapter. Housing and mixed-use housing projects will be required to provide a percentage of affordable units either on- or off-site. Other projects will contribute applicable project mitigation fees for the purpose of addressing affordable housing requirements.

### ALL TIERS

- One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in providing a reduction in required ground

floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.

- New or remodeled buildings on property adjacent to the boulevard shall have a minimum façade height to ensure the visual definition of the boulevard's open space, to be defined in the zoning ordinance. (see Figure 10)

- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance.  
(see Figures 8 and 9)

- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance.(see *Figures 8 and 9*)
- Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site.(see *Figure 11*)
- For any existing auto dealers that expand without using the urban auto dealership format, a discretionary process will be required.

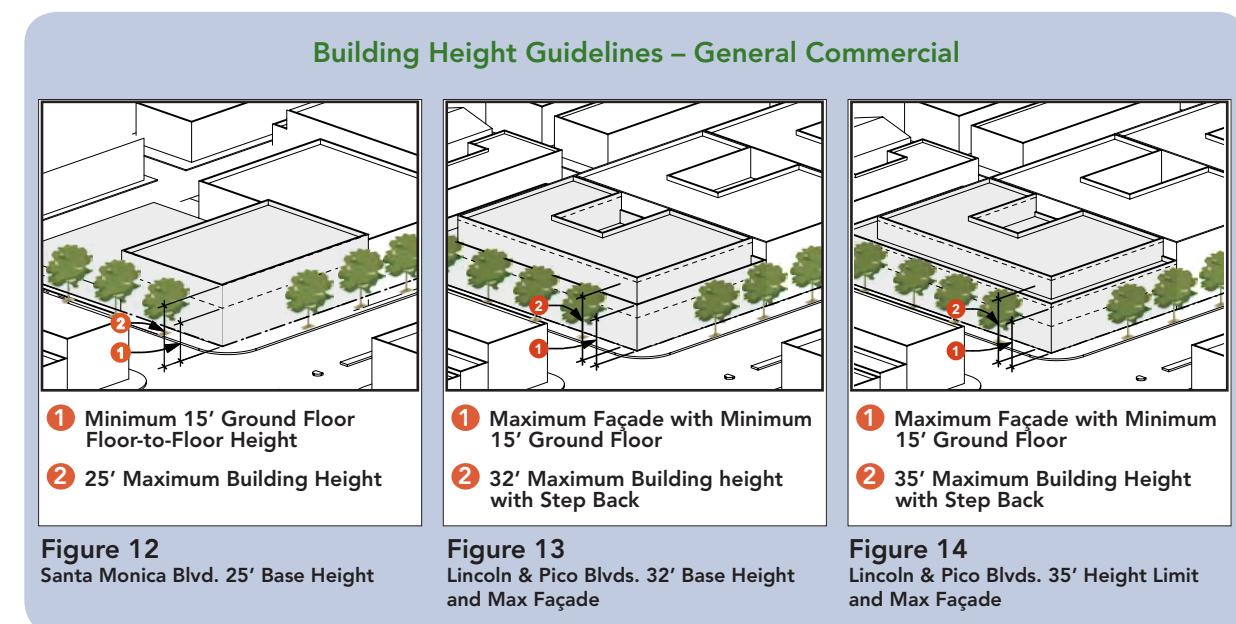
## 7. General Commercial

### Vision

General Commercial areas focus on a wide variety of commercial uses, including general commercial, auto dealers and auto repair businesses, in limited areas of the City and create standards to ensure that these uses are attractive and have minimal impacts on existing neighborhoods. The designation provides additional opportunities for housing on Lincoln and Pico Boulevards by allowing affordable, workforce and market-rate housing above the ground floor.

### Land Use Parameters

The General Commercial designation is applied to the traditional commercial area of Lincoln Boulevard south of the I-10 Freeway and Santa Monica Boulevard between 20th Street and Lincoln Boulevard, the City's auto row. A small portion of Pico Boulevard from Lincoln Boulevard to 10th Street is also General Commercial. This designation is intended to maintain an area for a broad range of commercial uses that provide necessary daily services such as auto sales and auto repair, convenience retail, hotels, hardware stores, and small restaurants. This designation will allow for and provide a FAR bonus for affordable housing above the ground floor of buildings on Lincoln and Pico Boulevards.



At the ground floor, commercial uses such as local-serving retail, limited auto services, walk-in office uses, and small restaurants are allowed. Above the ground floor, desired uses include the same uses that are permitted on the ground floor. In addition, on Lincoln and Pico Boulevards, affordable housing is incentivized with an increased FAR.

Recognizing the important role auto dealers play in the City's economic sustainability, the specific area along Santa Monica Boulevard between 20th Street and Lincoln Boulevard is designated for auto dealerships as well as

for accommodating their expansion and new dealerships. New and revitalized dealerships are encouraged to build showrooms adjacent to the boulevard sidewalk using the urban format, locating new car inventory, customer parking, and service facilities in multi-story facilities to the rear of the retail showroom or below grade.

### Development Parameters

Height and FAR with associated setback and step back standards for the General Commercial designation are as follows:

## Santa Monica Boulevard

### TIER 1 - BASE HEIGHT

- The base height in the General Commercial portion of Santa Monica Boulevard is 32 feet (2 stories) with a 1.25 FAR. For purposes of calculating FAR, below grade auto dealer facilities shall be excluded and rooftop parking/ automobile storage shall be discounted by 50%. A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance. (see Figure 12)

### TIER 2 - ABOVE BASE - WITH COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide community benefits may request a height up to 35 feet and 1.5 FAR. However, when design standards are adopted for the urban auto dealer format, a ministerial process may be allowed. (see Figure 15)
- For any new and expanded auto dealers that do not use the urban auto dealership format, a discretionary process will be required.

## Lincoln and Pico Boulevards

### TIER 1 - BASE HEIGHT

- The base height in the General Commercial portion of Lincoln and Pico Boulevards is 32 feet (2 stories) with a 1.5 FAR. A project will receive a 4-foot height bonus above the 32-foot base height, allowing for an additional floor of housing, by building the required affordable housing units in accordance with the percentage requirements specified in the City's Affordable Housing Production Program for the project as a whole. A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance. (see Figure 13)



**General Commercial:** this designation is intended to maintain an area for a broad range of commercial uses that provide necessary daily services such as auto sales and auto repair, convenience retail, hotels, hardware stores, and small restaurants.

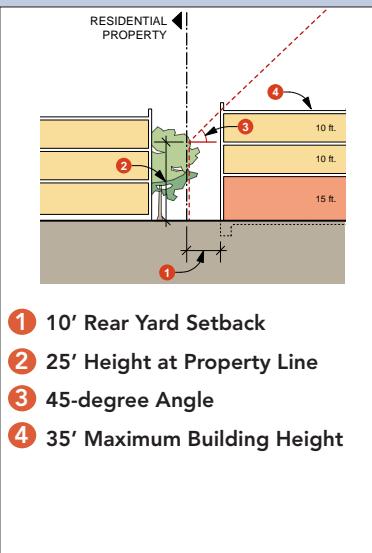
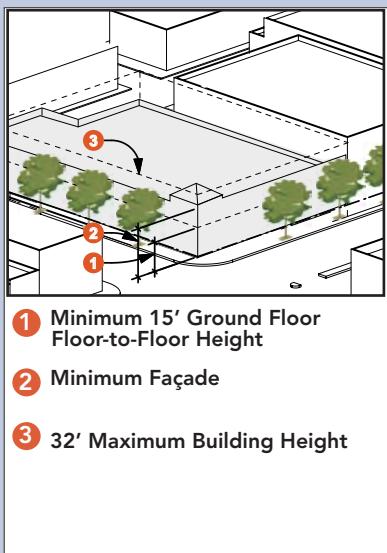
### TIER 2 - ABOVE BASE - WITH COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide community benefits may request additional FAR up to 1.75. Projects that provide additional affordable housing may request a 2.0 FAR. (see Figure 14)
- On Lincoln Boulevard south of I-10, existing, moderately-priced motels should have no limitation on the number of stories so long as they comply with established height limits.

### ALL TIERS

- One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.

## Building Height Guidelines – General Commercial



- Buildings that share a property line with a residentially-designated property are required to be setback 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property and from that point, extending at a 45-degree angle from vertical toward the interior of the site. (see Figure 17)

### Lincoln and Pico Boulevards

- One hundred percent affordable housing projects have a base height of 40 feet (4 stories) and 2.0 FAR, inclusive of any development bonus for affordable housing. Such projects will continue to be provided existing incentives, including: flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; reduced parking requirements; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.

- New or remodeled buildings on property adjacent to the boulevard shall have a minimum façade height to ensure the visual definition of the boulevard's open space, to be defined in the zoning ordinance. (see Figure 16)
- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance.

- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance. (see Figure 14)

## C. MIXED-USE CENTERS

### 8. Neighborhood Commercial

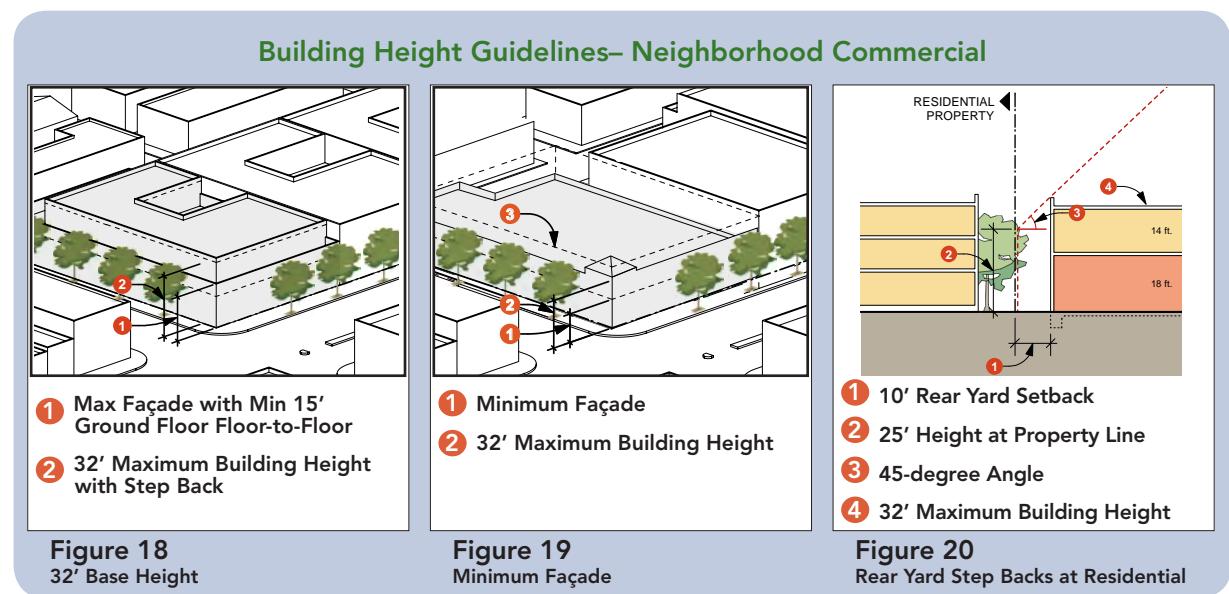
#### Vision

Neighborhood Commercial areas remain small-scale neighborhood shopping districts located within walking distance of residential neighborhoods. Neighborhood Commercial areas like Main Street and Montana Avenue continue to cater to local interests while also serving a subregional role. The Neighborhood Commercial portions of Pico Boulevard transition to better serve the neighborhoods.

The Neighborhood Commercial sections of Ocean Park Boulevard are refined with pedestrian enhancements. The scale and character of these areas are preserved and enhanced with minor modifications to streetscape and parking amenities.

#### Land Use Parameters

The Neighborhood Commercial designation is applied to distinct, local-serving commercial areas such as Main Street, Montana Avenue and sections of Ocean Park Boulevard and Pico Boulevard. The designation is intended to maintain existing commercial districts and allow for the creation of small neighborhood centers that provide daily goods and services easily accessible from surrounding residential neighborhoods.



Ground floor uses include active, local-serving retail and service commercial uses such as small restaurants, laundromats, dry cleaners, beauty/barber shops, and clothing and grocery stores. Uses above the ground floor include: residential, commercial, and local-serving office uses.

#### Development Parameters

Height and FAR with associated setback and step back standards for the Neighborhood Commercial designation are as follows:

#### TIER 1 - BASE HEIGHT

- The base height in the Neighborhood Commercial District is 32 feet (2 stories) with a 1.5 FAR. A project will receive an additional 0.25 FAR (1.75 total FAR), by building the required affordable housing units in accordance with the percentage requirements specified in the City's Affordable Housing Production Program for the project as a whole. A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance. (see Figure 18)

**ALL TIERS**

- One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.
- New or remodeled buildings on property adjacent to the boulevard shall have a minimum façade height to ensure the visual definition of the boulevard's open space, to be defined in the zoning ordinance. (see Figure 19)
- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance. (see Figure 18)
- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance.(see Figure 18)
- Buildings that share a property line with a



*Neighborhood commercial areas, like Montana Avenue, Main Street and 26th Street provide a wide array of services and amenities to locals and visitors alike.*

residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site. (see Figure 20)

**Pico Boulevard**

- One hundred percent affordable housing projects have a base height of 40 feet (4 stories) and 2.0 FAR, inclusive of any development bonus for affordable housing. Such projects will continue to be provided existing incentives, including: flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; reduced parking requirements; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.

## 9. Bergamot Transit Village

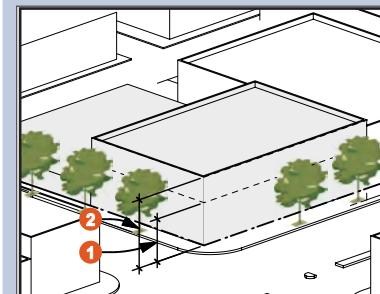
### Vision

The Bergamot Transit Village designation capitalizes on the new Expo Light Rail station at the eastern end of the City by creating a new mixed-use “village” that will attract creative arts uses along with a variety of housing types, entertainment and office uses and local-serving retail to establish a vital, new complete neighborhood. This historically industrially-zoned area (characterized by large disjointed parcels) will be bound together by a new urban grid system, permitting the creation of wide sidewalks, green connecting paths, and new bike connections within the village and to existing neighborhoods. Incentives provide for the creation of new affordable, workforce and market-rate housing, artists’ lofts and workspace, and the location of retail and services supporting a live-work-play community with a focus on arts and culture. New incentivized development will be required to meet stringent trip-reduction criteria.

### Land Use Parameters

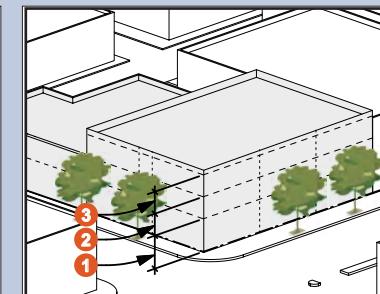
The Bergamot Transit Village designation allows for transit-oriented development and the presence of a world-class creative arts center designed to foster Santa Monica’s important creative arts industry, including production and post-production uses around the proposed Bergamot Light Rail Station.

### Building Height Guidelines—Bergamot Transit Village



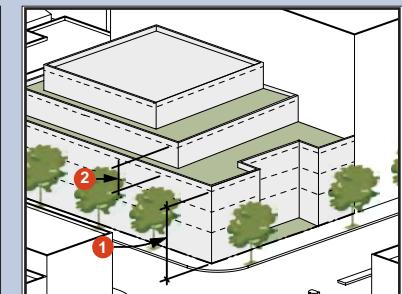
- ① Minimum 15' Ground Floor Floor-to-Floor Height
- ② 32' Maximum Building Height

**Figure 21**  
32' Base Height



- ① Minimum 15' Ground Floor Floor-to-Floor Height
- ② 10' Floor-to-Floor Height
- ③ 10' Floor-to-Floor Height

**Figure 22**  
39' Base Height and Max Façade



- ① Maximum Façade at Property Line
- ② Step Back

**Figure 23**  
60' Height Limit

New development incorporates human-scale elements, enhances the pedestrian environment, and is built to the sidewalk with minimal or zero setback. New development provides convenient pedestrian and bicycle access to the future Expo Light Rail station. Incentives are provided to create a significant number of affordable, workforce and market-rate housing units, and public infrastructure in this area. The Transit Village designation is intended to capitalize on the potential created by the large public investment in the regional transit system—a system designed to take cars off regional roadways and local streets, helping the City to meet its GHG emission goals.

At the ground floor, uses that can maximize transit ridership such as creative office, retail, cultural, entertainment, and public-serving are allowed. Above the ground floor, residential and creative office uses are allowed. However, the ratio of residential to nonresidential uses should be 40/60. This designation also allows businesses that develop or provide sustainable services and products that are appropriate for the City as well as businesses engaged in advanced research and development.

### Development Parameters

Height and FAR with associated setback and step back standards for the Bergamot Transit Village designation are as follows:



**Bergamot Transit Village:** this designation capitalizes on the new Expo Light Rail station at the eastern end of the City by creating a new mixed-use “village” that will attract creative arts uses along with a variety of housing types, entertainment and office uses and local-serving retail to establish a vital, new complete neighborhood..

#### TIER 1 - BASE HEIGHT

- The base height in the Bergamot Transit Village District is 32 feet (2 stories) with a 1.75 FAR. A project will receive a 7-foot height bonus above the 32-foot base height, allowing for an additional floor of housing, by building the required affordable housing units in accordance with the percentage requirements specified in the City's Affordable Housing Production Program for the project as a whole. A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance. (see Figures 21 and 22)

#### TIER 2 - ABOVE BASE - WITH COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide community benefits may request a height up to 60 feet and 3.0 FAR. (see Figure 23)

#### TIER 3 - ABOVE BASE - WITH ADDITIONAL COMMUNITY BENEFITS

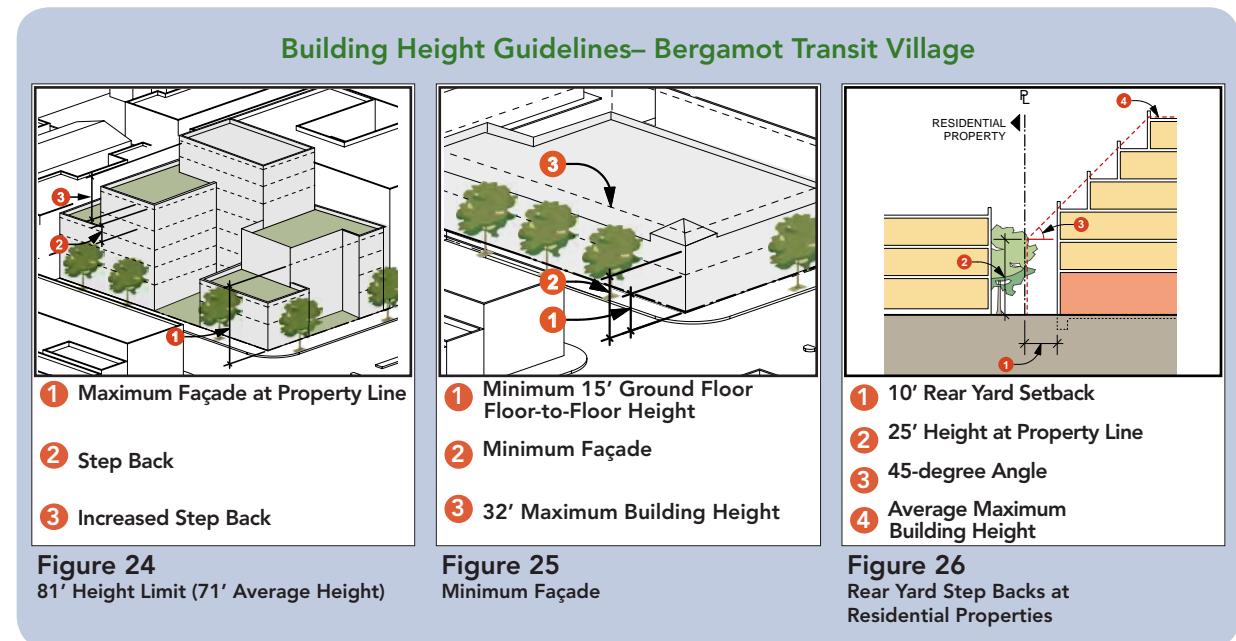
- Subject to a discretionary review process and an Area Plan, projects that provide additional community benefits, may request a height up to 75 feet and 3.5 FAR. Significant variation in rooflines and building form is required with specific standards to be included in the Bergamot Transit Village Area Plan. Pursuant to the plan, projects may also request height up to 81 feet if there is a corresponding percentage decrease in FAR for the actual

height above 75'. The ground floor floor-to-floor height above 13.5' shall not be counted towards the overall height of the building so long as it does not exceed an additional 5'. The average building height shall be a minimum of 10 feet less than the maximum requested height. Development Agreements that have already had a float-up discussion or have submitted a Development Agreement application prior to July 1, 2010 shall be allowed to proceed to formal hearings and acted upon prior to the completion of the Area Plan, provided that the Development Agreement is consistent with the LUCE. (see Figure 24)

- Proposals above the base height must provide the City with enumerated community benefits as identified in the “Five Priority Categories of Community Benefits” section of this chapter. Housing and mixed-use housing projects will be required to provide a percentage of affordable units either on- or off-site. Other projects will contribute applicable project mitigation fees for the purpose of addressing affordable housing requirements.

#### ALL TIERS

- One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.
- New or remodeled buildings on property adjacent to the boulevard shall have a minimum façade height to ensure the visual definition of the boulevard’s open space, to be defined in the zoning ordinance. (see Figure 25)



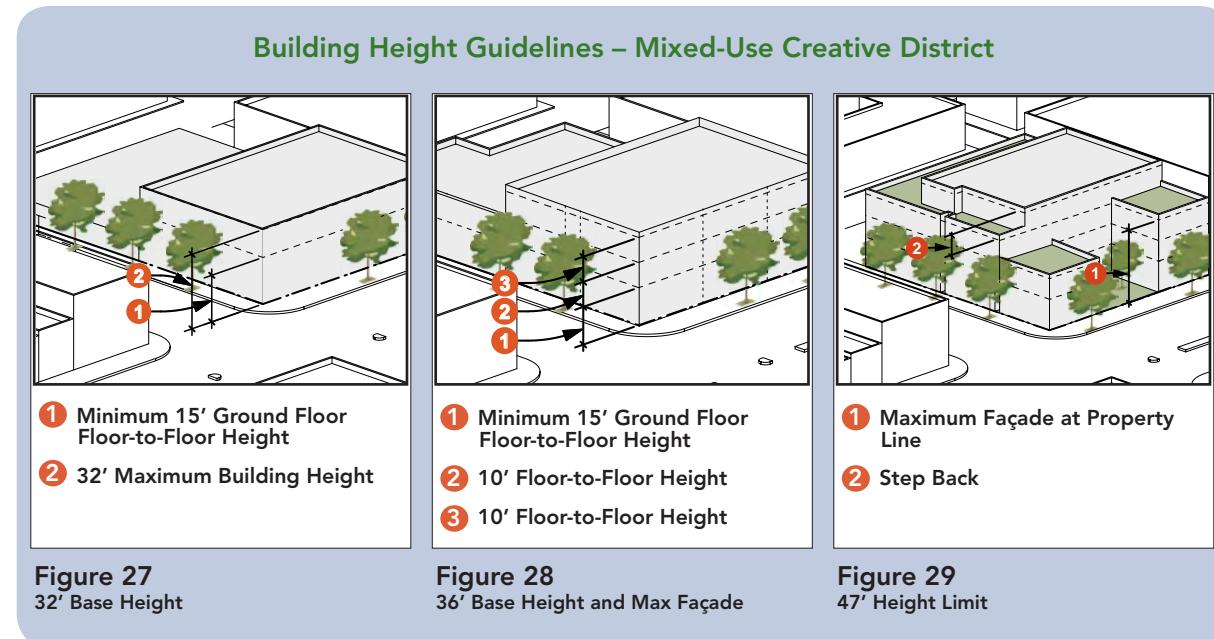
- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance. (see Figures 23 and 24)
- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance. (see Figures 23 and 24)

- Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site. (see Figure 26)

## 10. Mixed-Use Creative

### Vision

The Mixed-Use Creative designation is designed to work in concert with the Bergamot Transit Village to encourage the retention and expansion of the creative arts and entertainment-related jobs in the City. This designation provides the opportunity to balance arts jobs with a variety of housing for all income ranges, and neighborhood-serving retail and services. These uses acknowledge the Expo Light Rail station by bringing jobs and housing closer to high-frequency transit service. A new urban grid system creates wide sidewalks, green connecting paths and streets, and new bike connections to the Bergamot Light Rail Station and to existing neighborhoods. This district transitions from the more intensive activity of the Bergamot Transit Village to the residential neighborhoods to the northeast and south. Design guidelines ensure appropriate and respectful relationships with existing neighborhoods. The combination of increased connectivity, and local-serving retail and offices within walking or biking distance supports an overall trip reduction strategy for the area.



### Land Use Parameters

The Mixed-Use Creative designation provides a location for studio-related uses (such as film and music production and post-production) and provides space for artist live/work studio development and affordable, workforce and market-rate housing. It also accommodates visual and performing arts studios. New incentivized development includes streetscape improvements and improvements to the pedestrian environment.

The Mixed-Use Creative designation allows for continued facilitation of studio-related

uses, enabling Santa Monica to maintain a strong presence in the field of creative arts. The designation will also ensure a positive contribution toward the City's economic sustainability. Light industrial and residential uses are allowed in this area, with affordable, workforce and market-rate housing highly encouraged.

At the ground floor, active, local-serving retail, service commercial, and creative arts uses are allowed. Above the ground floor, creative office and affordable, workforce, and market-rate residential uses are allowed, with a target

of 50% residential to 50% nonresidential uses and no more than a 5% deviation in either direction. In order to monitor progress in achieving the desired mix of uses, the City shall evaluate the residential to nonresidential land use targets every two years. Uses that serve both employees and residents of the area, such as child care, community meeting spaces, small restaurants, and neighborhood markets are encouraged.

#### Development Parameters

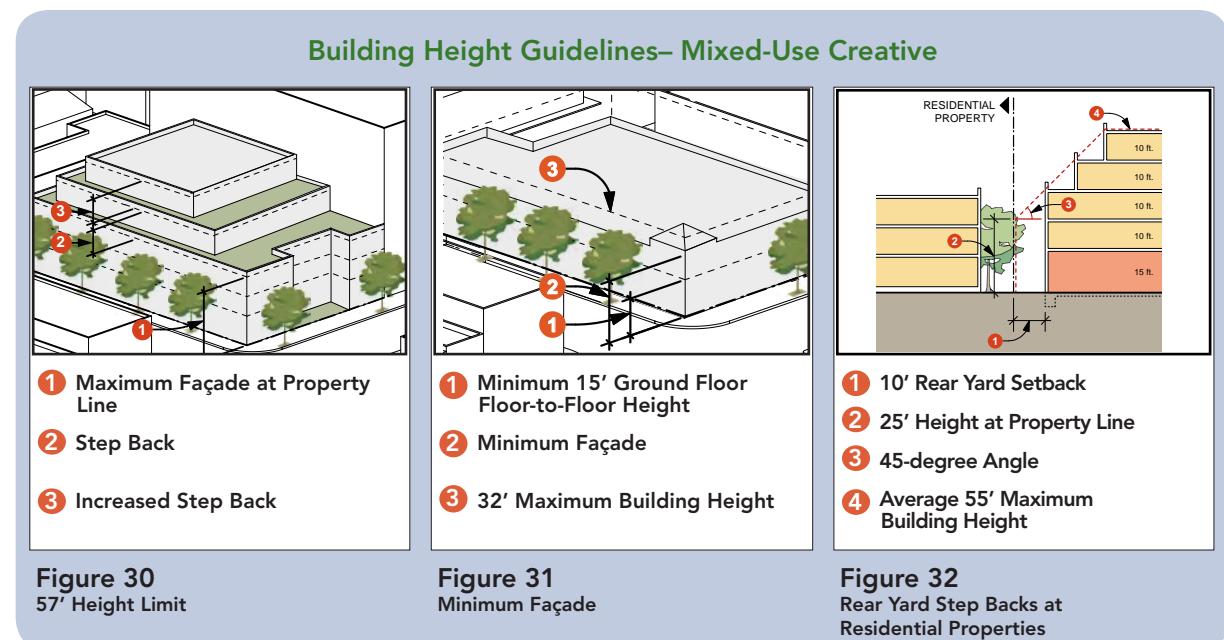
Height and FAR with associated setback and step back standards for the Mixed-Use Creative designation are as follows:

##### TIER 1 - BASE HEIGHT

- The base height in the Mixed-Use Creative District is 32 feet (2 stories) with a 1.5 FAR. A project will receive a 4-foot height bonus above the 32-foot base height, allowing for an additional floor of housing, by building the required affordable housing units in accordance with the percentage requirements specified in the City's Affordable Housing Production Program for the project as a whole. A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance. (see Figures 27 and 28)

##### TIER 2 - ABOVE BASE - WITH COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide community benefits may request a height up to 47 feet and 2.0 FAR. (see Figure 29)



##### TIER 3 - ABOVE BASE - WITH ADDITIONAL COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that include additional community benefits, may request a height up to 57 feet and 2.5 FAR. (see Figure 30)
- Proposals above the base height must provide the City with enumerated community benefits as identified in the "Five Priority Categories of Community Benefits" section of this chapter. Housing and mixed-use housing projects will be required to provide a percentage of affordable units either on- or off-site. Other projects will contribute applicable project mitigation fees for the purpose of addressing affordable housing requirements.

##### ALL TIERS

- One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.



**Mixed-Use Creative District:** this designation provides the opportunity to balance arts jobs with a variety of housing for all income ranges, and neighborhood-serving retail and services.

- New or remodeled buildings on property adjacent to the boulevard shall have a minimum façade height to ensure the visual definition of the boulevard's open space, to be defined in the zoning ordinance. (see Figure 31)
- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance. (see Figures 29 and 30)

- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance. (see Figures 29 and 30)
- Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site. (see Figure 32)

## 11. Downtown Core

### Vision

Santa Monica's Downtown Core designation maintains and enhances the Downtown area as the heart of the City and as a thriving, mixed-use urban environment in which people can live, work, be entertained and be culturally enriched. The Downtown has the greatest concentration of activity in the City, anchored by the core commercial district, which includes the Third Street Promenade and the revitalized Santa Monica Place open-air mall. The Downtown Light Rail Station will serve as a gateway to the Downtown, Civic Center and coastal destinations, transforming the southern edge of the district. The Downtown continues to provide a substantial number of new housing units in mixed-use projects. Affordable, workforce and market-rate housing are highly desirable. The LUCE expands the Downtown boundaries to include Wilshire Boulevard to the north and Lincoln Boulevard to the east. These important mixed-use boulevards appropriately define the edge of the district and help with the transition from the intensity of the Downtown to adjacent residential neighborhoods to the north and the east.

### Land Use Parameters

The Downtown Core designation allows for the broadest mix of uses and highest intensity development. The area is the City's major



***The Downtown will continue to build upon the success of entertainment and retail assets*** (such as the Third Street Promenade) and be the vibrant commercial hub of the City. New housing opportunities will also continue to emerge in mixed-use buildings.

regional retail and employment district, with a human-scale and pedestrian-orientation at the street level. A balance of uses generates activity during both daytime and evening hours. Development intensities are lower on the northern and eastern edges of the district in order to transition to the lower-density character of adjacent neighborhoods. New development and infrastructure strengthens the Downtown's connection with the Civic Center, Beach and Pier.

While specific uses will be established by a Specific Plan, allowed uses include residential, commercial, retail, cultural and entertainment uses, and other visitor-serving uses, such as hotels. In addition, existing non-profit youth serving organizations should be preserved and

be allowed to expand. Existing parameters and review processes for 100 percent affordable housing projects will continue to apply.

### Development Parameters

The height and FAR along with other development standards such as setbacks and step backs for the Downtown designation will be determined through a Specific Plan process. The new Downtown Specific Plan should consider and evaluate the continuation of the existing 50% floor area discount for residential uses in locations where it will be compatible in mass and scale with adjacent development. Prior to the completion of a new Downtown Specific Plan, the existing *Bayside District Specific Plan* and applicable land use designations will apply.

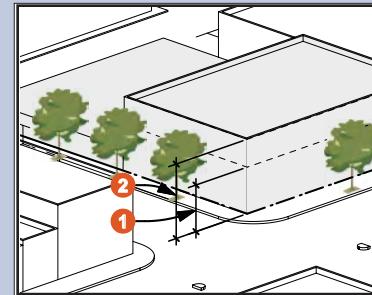
## 12. Beach and Oceanfront Vision

The Beach and Oceanfront District designation preserves the area as a scenic resource for the City that serves as a local gathering place, and enhances the beach going experience with visitor-serving uses that support it as a regional, national and international tourist destination. Linkages between the Oceanfront and the City are strengthened through enhancement of east-west streets leading from the beach to Ocean Avenue, maintaining public view corridors to the beach and ocean, and adding pedestrian access paths to the Beach. New beach parks are created north of the Pier to create flexible, open green spaces that are oriented to the water. Residential neighborhoods are conserved and maintained.

### Land Use Parameters

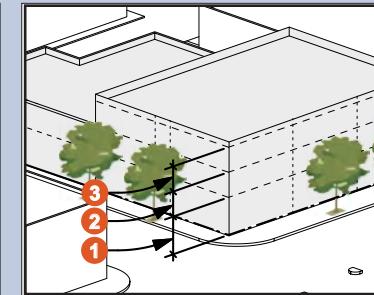
The Oceanfront District designation is intended to maintain and enhance the Oceanfront District as an important visitor-serving destination with lodging, restaurants, shopping and recreation, as well as to protect the existing residential enclaves in the area. The unique character and scale of the area is maintained, centering on the landmark Santa Monica Pier. New residential and commercial uses are consistent with the character of existing buildings.

### Building Height Guidelines – Beach and Oceanfront District



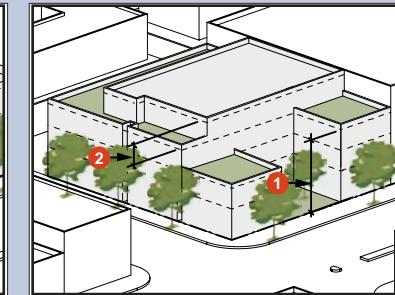
- ① Minimum 15' Ground Floor Floor-to-Floor Height
- ② 32' Maximum Building Height

**Figure 33**  
32' Base Height



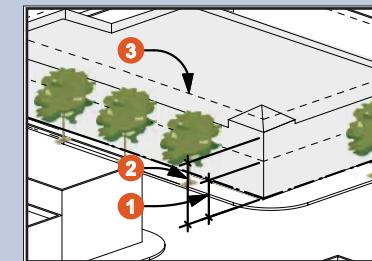
- ① Minimum 15' Ground Floor Floor-to-Floor Height
- ② 10' Floor-to-Floor Height
- ③ 10' Floor-to-Floor Height

**Figure 34**  
39' Base Height and Max Façade



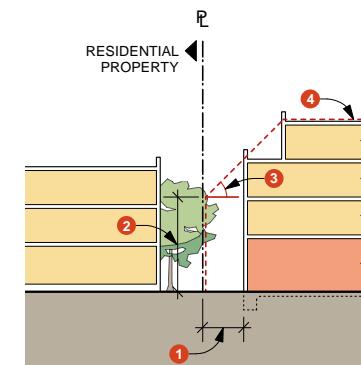
- ① Maximum Façade at Property Line
- ② Step Back

**Figure 35**  
47' Height Limit



- ① Minimum 15' Ground Floor Floor-to-Floor Height
- ② Minimum Façade
- ③ 32' Maximum Building Height

**Figure 36**  
Minimum Façade



- ① 10' Rear Yard Setback
- ② 25' Height at Property Line
- ③ 45-degree Angle
- ④ 45' Maximum Building Height

**Figure 37**  
Rear Yard Step Backs at Residential Properties

As little change is expected to occur within this District, many of the existing uses remain, including residential, local and visitor-serving uses such as restaurants, hotels, beach clubs, and public facilities. Existing hotels may remodel and rebuild, not to exceed existing floor area and building footprint, in accordance with Proposition S. Future uses protect the residential enclaves, maintaining the existing character of the Oceanfront District, and support its function as a local and regional recreational amenity.

### Development Parameters

Height and FAR with associated setback and step back standards for the Beach and Oceanfront District designation are as follows:

#### TIER 1 - BASE HEIGHT

- The base height in the Beach and Oceanfront District is 32 feet (2 stories) with a 1.5 FAR. A project will receive a 4 foot height bonus above the 32 foot base height, allowing for an additional floor of housing, by building the required affordable housing units in accordance with the percentage requirements specified in the City's Affordable Housing Production Program for the project as a whole. A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance. (see Figures 33 and 34)



**The Beach and Oceanfront District** continues to be Santa Monica's greatest open space feature with many amenities for active and passive recreation. Connections between the Downtown, Civic Center, and the beachfront are an integral goal of the LUCE.

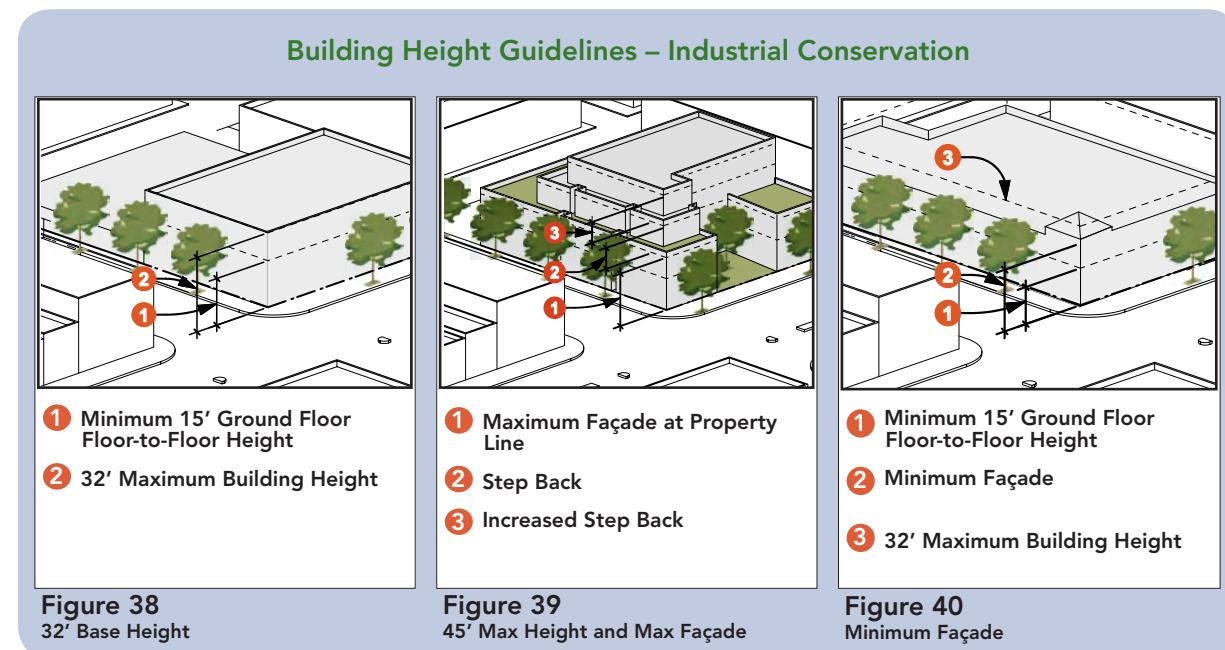
#### TIER 2 - ABOVE BASE - WITH COMMUNITY BENEFITS

- Subject to a discretionary review process, projects that provide community benefits may request a height up to 47 feet and 2.0 FAR. Projects that provide additional community benefits may request a 2.25 FAR. (see Figure 35)
- Proposals above the base height must provide the City with enumerated community benefits as identified in the "Five Priority Categories of Community Benefits" section of this chapter. Housing and mixed-use housing projects will be required to provide a percentage of affordable units either on- or off-site. Other projects will contribute applicable project mitigation fees for the purpose of addressing affordable housing requirements.

#### ALL TIERS

- One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.
- New or remodeled buildings on property adjacent to the boulevard shall have a minimum façade height to ensure the visual definition of the boulevard's open space, to be defined in the zoning ordinance. (see Figure 36)

- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance. (see Figure 35))
- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance. (see Figure 35)
- Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site. (see Figure 37)



## D. EMPLOYMENT AND COMMERCE

### 13. Industrial Conservation

#### Vision

The Industrial Conservation designation preserves space for existing industrial uses that provide a job base, affordable space for small-scale industrial and manufacturing businesses, and a center of economic activity for the City. The continued land use allows small workshop, warehouse, supply stores and maintenance facilities that provide important community services and employment. The relatively lower land values accommodate business incubator space, emerging technologies, and research and development.

#### Land Use Parameters

The Industrial Conservation designation is intended to provide an area where existing light industrial uses may continue to serve the community. The designation also provides a place for the adaptive reuse of industrial buildings into affordable workspace for artists and the creative industries. Over time, the district evolves into a center where research and development offices and businesses that support the City's sustainability objectives may locate.

Allowable land uses within this district include light industrial uses, including businesses engaged in design, development,

manufacturing, fabricating, testing, or assembly of various products, which will provide employment for workers with various skills. This area also allows incubator business opportunities, including sustainable industries that are appropriate for the City, as well as small visual and performing arts studios. One hundred percent affordable housing is allowed in limited areas. Additionally, auto dealers are allowed to locate storage and service facilities in this area. A discretionary approval process may be implemented to authorize auto sales subject to a project-specific environmental review that considers reasonably foreseeable land use changes within the Industrial Conservation District.

#### **Development Parameters**

Height and FAR with associated setback and step back standards for the Industrial Conservation designation are:

##### **TIER 1 - BASE HEIGHT**

- The base height in the Industrial Conservation District is 32 feet (2 stories) with a 1.5 FAR. A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance. (see Figure 38)

##### **TIER 2 - WITH COMMUNITY BENEFITS**

- Subject to a discretionary review process, projects that provide community benefits may request a height up to 45 feet and 2.25 FAR. (see Figure 39)

#### **ALL TIERS**

- One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.
- New or remodeled buildings on property adjacent to the boulevard shall have a minimum façade height to ensure the visual definition of the boulevard's open space, to be defined in the zoning ordinance. (see Figure 40)
- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance. (see Figure 39)
- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance. (see Figure 39)

- Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site.

### **14. Office Campus**

#### **Vision**

Areas designated as Office Campus provide for office and related uses in limited areas of the City.

#### **Land Use Parameters**

The Office Campus designation is applied to limited areas of the City that are currently developed with substantial office campus uses and are not expected to change during the time horizon of this Land Use Element. No new areas are designated with the Office Campus land use designation.

Most properties within this designation are largely controlled by Development Agreements. However, in the Airport Business Park, a Specific Plan will be prepared by

2015 that will establish appropriate land uses. Typical uses may include retail, restaurants, a wide range of office uses, research and development, and advanced technology.

### Development Parameters

In the Airport Business Park, a Specific Plan is required before significant new development may occur. The Specific Plan will establish appropriate development standards, however, the following standards are applicable during the intervening period.

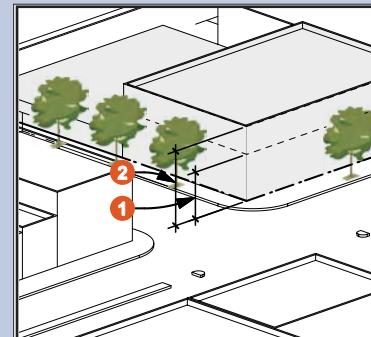
#### TIER 1 - BASE HEIGHT

- The base height in the Office Campus District is 32 feet (2 stories) with a 1.5 FAR. A Tier 1 project is ministerial up to the discretionary review threshold established by the Zoning Ordinance. (see Figures 41 and 42)

#### TIER 2 - WITH COMMUNITY BENEFITS

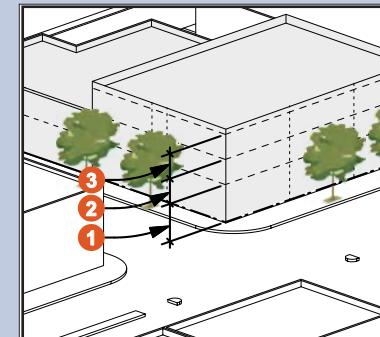
- Subject to a discretionary review process, projects that provide community benefits may request a height up to 45 feet and 1.75 FAR. (see Figure 43)
- New or remodeled buildings on property adjacent to the boulevard shall have a minimum façade height to ensure the visual definition of the boulevard's open space, to be defined in the zoning ordinance. (see Figure 44)
- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance. (see Figure 43)

### Building Height Guidelines – Office Campus



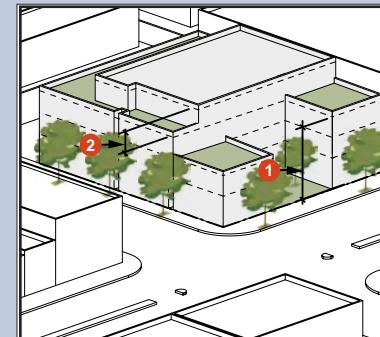
**Figure 41**  
32' Base Height

- 1 Minimum 15' Ground Floor Floor-to-Floor Height
- 2 32' Maximum Building Height



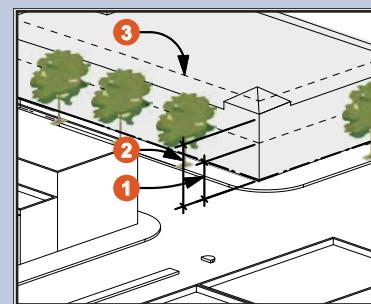
**Figure 42**  
Max Façade

- 1 Minimum 15' Ground Floor Floor-to-Floor Height
- 2 10' Floor-to-Floor Height
- 3 10' Floor-to-Floor Height



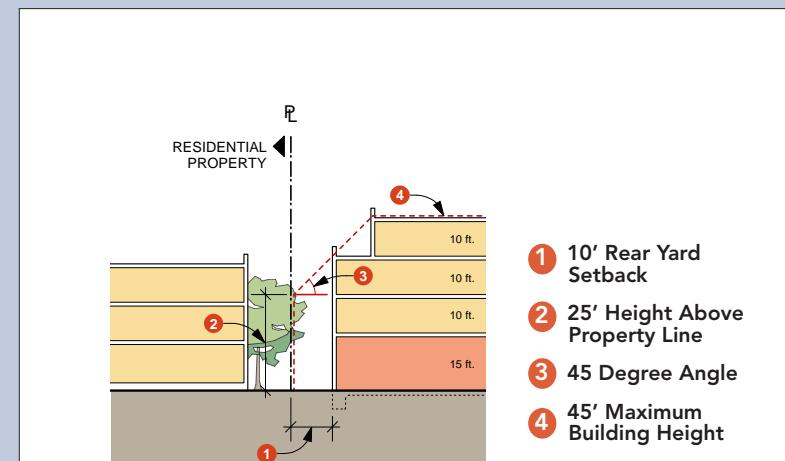
**Figure 43**  
45' Height Limit

- 1 Maximum Façade at Property Line
- 2 Step Back



**Figure 44**  
Minimum Façade

- 1 Minimum 15' Ground Floor Floor-to-Floor Height
- 2 Minimum Façade
- 3 32' Maximum Building Height



**Figure 45**  
Rear Yard Step Backs at Residential Properties

- 1 10' Rear Yard Setback
- 2 25' Height Above Property Line
- 3 45 Degree Angle
- 4 45' Maximum Building Height

- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance. (see Figure 43)
- Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site. (see Figure 45)

## 15. Healthcare Mixed-Use

### Vision

The Healthcare Mixed-Use designation addresses the changing healthcare needs of the community and supports the continued viability of the two hospitals in the City. New medical and ancillary facilities, open spaces and additional community benefits are envisioned to emerge over time. A shared parking program (including the sharing of

existing surplus parking with neighboring uses), along with a Transportation Demand Management program are detailed in the updated Hospital Area Specific Plan to ensure substantial reduction in automobile trips.

#### Land Use Parameters

The Healthcare Mixed-Use designation allows for a variety of uses that support the City's two hospitals and ensures that these uses are allowed to expand, while being sensitive to the surrounding residential neighborhoods in ways that meet the healthcare needs of the City and the subregion.

Allowed uses include hospital and medical office uses, pharmacies, residential care, rehabilitation and outpatient clinics, affordable, workforce and market-rate housing targeted at hospital employees, extended stay lodging for patient families, and supporting retail uses.

#### Development Parameters

Development standards within the Healthcare Mixed-Use District are as established within the *Hospital Area Specific Plan (HASP)*. The HASP will be updated to adapt to changing conditions within the district.

## E. COMMUNITY AND PUBLIC USES

### 16. Institutional/Public Lands/Civic Center

#### Vision

The Civic Center is envisioned to be the cultural and institutional core of Santa Monica, with a new world-class park, residential village and revitalized cultural facilities connected to the Downtown Light Rail Station and the waterfront. An updated Specific Plan creates a unique area of high-intensity mixed-uses with significant gathering spaces and parks combined with civic buildings and connections to the Oceanfront and Downtown areas.

Areas designated as Institutional/Public Lands retain their strong variety of government, educational, cultural, and other facilities that meet the needs of the community.

#### Land Use Parameters

This designation is intended for high-intensity government uses as well as expanding park and open space opportunities as provided in the Civic Center Specific Plan. Commercial, retail, office, affordable, workforce and market-rate housing, and community facilities such as early childhood centers are also allowed in this mixed-use area. The Civic Center Specific Plan prescribes the allowable uses within this district.

## Development Parameters

The Civic Center Specific Plan establishes allowable building heights and intensity.

This designation is intended for any public or quasi-public facility, including schools, colleges, municipal offices, museums or performance spaces, corporation yards, utility stations, and similar uses. This designation does not apply to areas where the intended future use is other than as an institution.

## 17. Parks and Open Space

### Vision

Areas designated as Parks and Open Space preserve, enhance, and, where possible, expand Santa Monica's existing parks and open space, providing residents with easy access to a relaxing, visually appealing amenity that provides opportunities for healthy recreation.

### Land Use Parameters

This designation applies to areas that will remain as parks or green open space, or be developed as such. Other allowed uses in this designation include supporting structures such as recreation centers, gymnasiums, and community meeting facilities. Also allowed are small-scale retail uses that support outdoor recreation, such as restaurants, refreshment stands, or sporting equipment and rental vendors. Park and green open space areas have high pedestrian connectivity with



**Parks and open spaces give residents and visitors respite from the rigors of daily life.** Santa Monica is fortunate to have a diverse variety of open spaces ranging from small intimate settings, such as neighborhood pocket parks, to large community facilities like Memorial Park, Airport Park and Palisades Park.

surrounding neighborhoods, and parking provided for parks or open space does not inhibit pedestrian access.

The Parks and Open Space land use designation and the accompanying policies are coordinated with the existing Open Space Element of the General Plan.

# neighborhood conservation

Santa Monica is a city of neighborhoods.

Santa Monica's dynamic commercial districts, distinctive boulevards, stunning natural surroundings and beach orientation have made the City an international tourist destination. However, locals know that the heart of Santa Monica is its vibrant neighborhoods, from which the City draws its strength, vitality and diversity.

While each of the City's eight neighborhoods has its own personality and appeal, taken together they exemplify Santa Monica's inimitable charm. As an eclectic and cultured city of only 8.3 square miles, Santa Monica is a renowned destination for individuals and their families who seek a Southern California experience unlike any other on the Pacific coastline.

Santa Monica is one of the most densely populated urban areas in California. While the City's single family neighborhoods occupy a substantial share of the overall land area, the multi-family neighborhoods comprise the majority of homes in the community, with renters comprising roughly 64 percent of the City's

