

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





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

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.

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.”

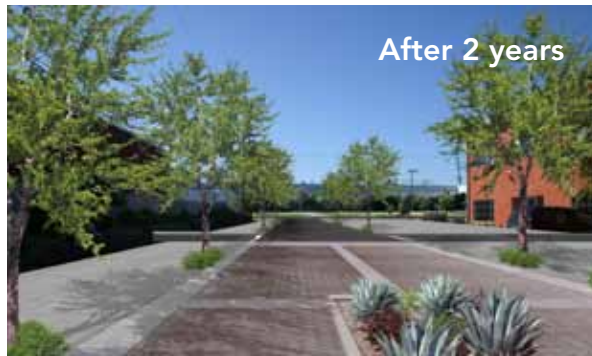
To achieve these sustainability goals the LUCE integrates land use and transportation for the first time and at the highest policy level. It requires new development to be connected to transit, creates a multi-modal transportation system, incentivizes walking, biking and transit, and encourages local-serving 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.



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.

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.

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 ministerial base height at 32 feet 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 2009 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 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



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

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 LUCE DIRECTS POTENTIAL CHANGE TO AREAS SERVED BY TRANSIT



BERGAMOT STATION

1



MEMORIAL PARK

2



DOWNTOWN SANTA MONICA

3



WILSHIRE AT 14TH

4



LINCOLN/OCEAN PARK BOULEVARDS

7



BROADWAY AND COLORADO

6



WILSHIRE AT CENTINELA

5



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 ministerial tier 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.** 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.

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.

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.

GOAL LU8: Reduction of Vehicle Trips/ Management of Congestion – Establish a complete transportation network that supports integrated land use. Ensure that transportation supports human activity and access to land uses through a diverse multi-modal transportation system that incentivizes walking, biking and transit and reduces the need for vehicle trips.

POLICIES:

LU8.1  **Transportation Demand Management.** Require participation in TDM programs for projects above the base



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.*

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 ministerial maximum allowable building height and density for each commercial land use designation as a baseline.

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.

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.

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 similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and 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.

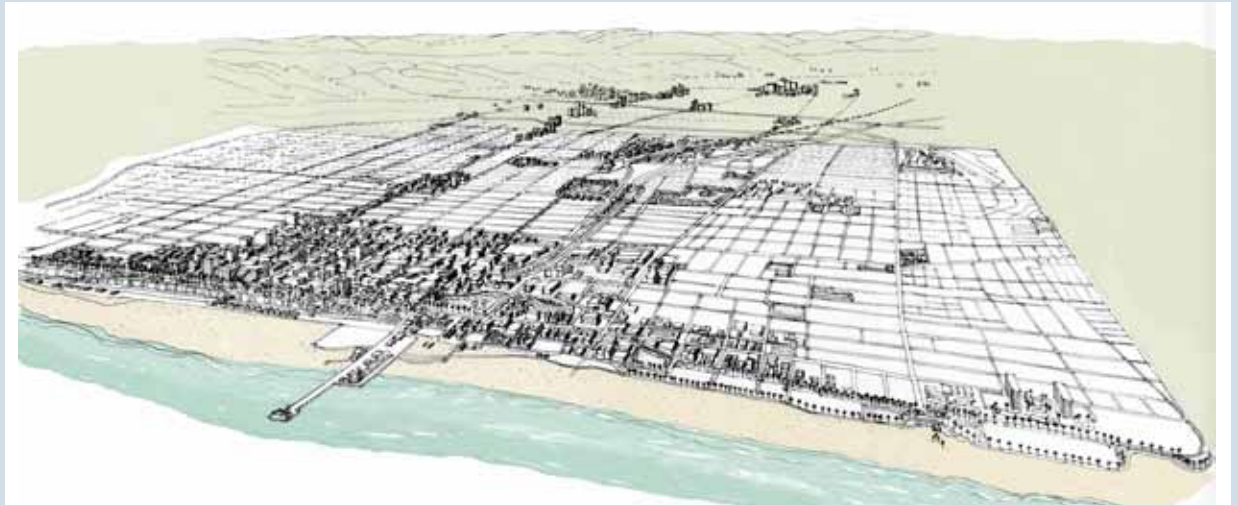
LU15.12 Ground Floor Gathering Spaces.

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.

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.

GOAL LU18: Enhance the Beach and Oceanfront – Celebrate the beach and oceanfront as the City’s most valuable natural, recreational and public asset.

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.



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.


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.

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.

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.

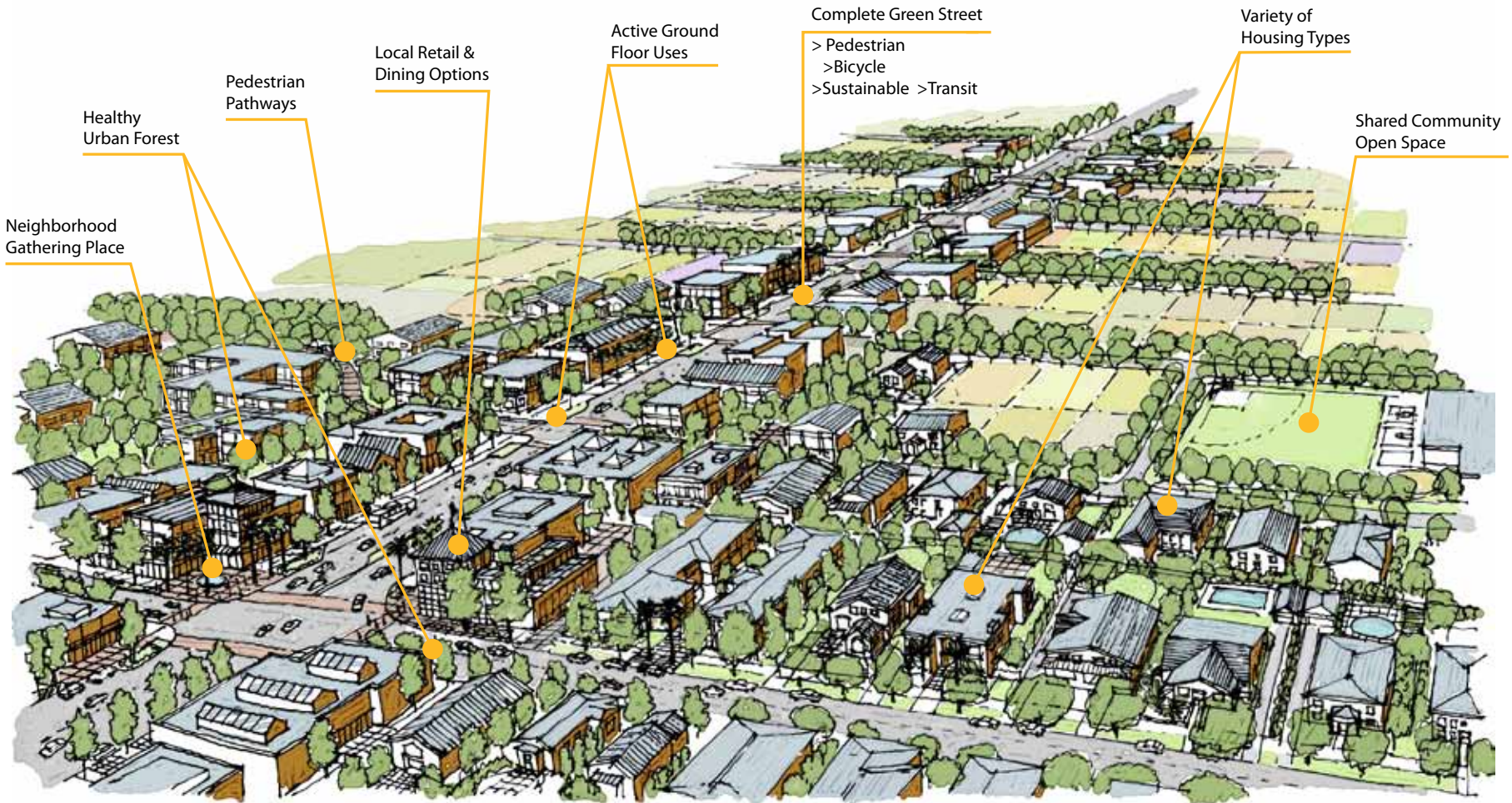
Activity Center Plans

- 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

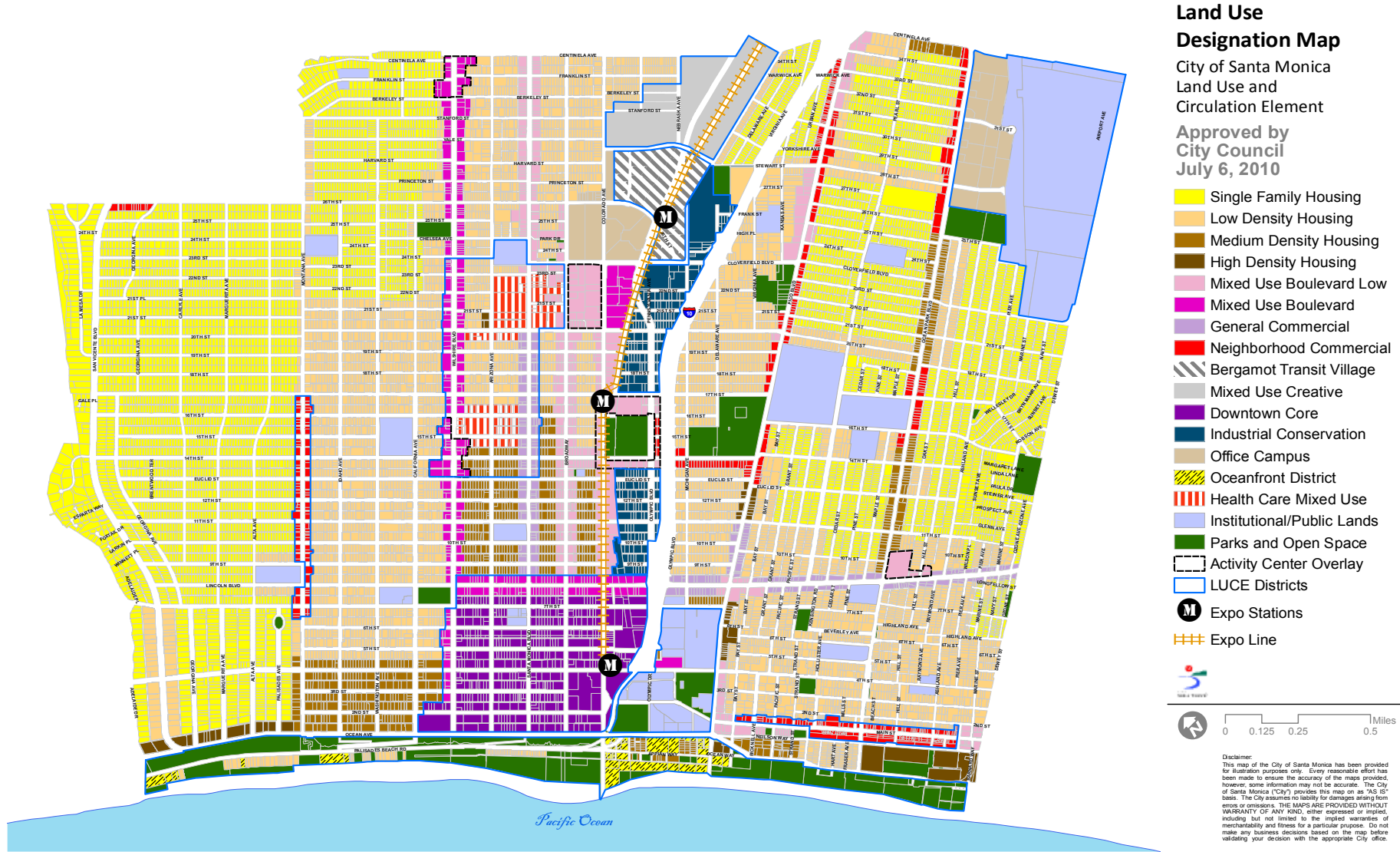
The Neighborhood designations are for the areas of Santa Monica where the majority of residents live. The LUCE vision is to protect the residential neighborhoods from encroaching commercial uses and incompatible development that would compromise the quality of life and character of these areas. The Plan 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. 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 and open space. There is a hierarchy of mixed-use centers that range in character and intensity. Some are small-scale, draw from the

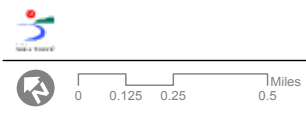


Land Use Designation Map

City of Santa Monica
Land Use and
Circulation Element

Approved by
City Council
July 6, 2010

- Single Family Housing
- Low Density Housing
- Medium Density Housing
- High Density Housing
- Mixed Use Boulevard Low
- Mixed Use Boulevard
- General Commercial
- Neighborhood Commercial
- Bergamot Transit Village
- Mixed Use Creative
- Downtown Core
- Industrial Conservation
- Office Campus
- Oceanfront District
- Health Care Mixed Use
- Institutional/Public Lands
- Parks and Open Space
- Activity Center Overlay
- LUCE Districts
- M Expo Stations
- Expo 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, some information may not be accurate. 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. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed 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 the 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.

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.

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.

B. BOULEVARDS

5. Mixed-Use Boulevard Low

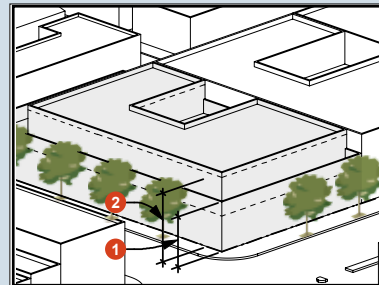
Vision

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

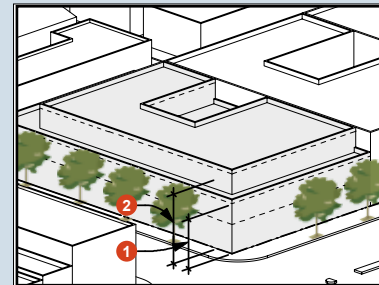
The Mixed-Use Boulevard Low designation is generally applied to areas of boulevards that are envisioned to transition from general into mixed-use areas. The Mixed-Use Boulevard Low designation is intended for sections of boulevards adjacent to low-density residential neighborhoods, where it is important 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 Standards – Mixed-Use Boulevard Low



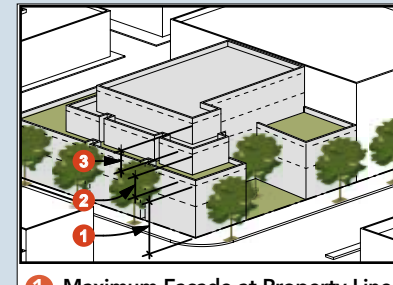
- ① Maximum Façade at Property Line
- ② 32' Maximum Building Height with Step Back

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)

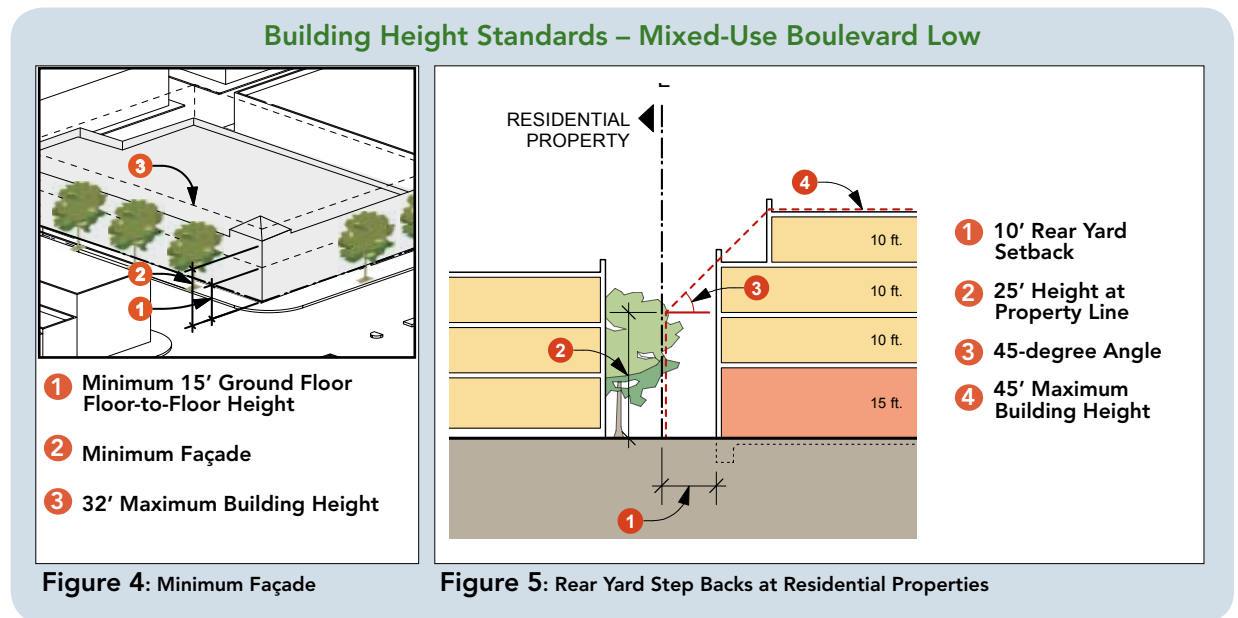
TIER 2 - ABOVE BASE - WITH COMMUNITY BENEFITS

■ 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. (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)

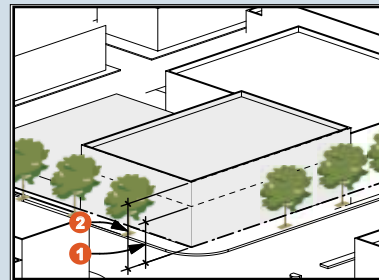
■ Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance. (see Figures 1, 2 and 3)

■ 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 similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and 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)

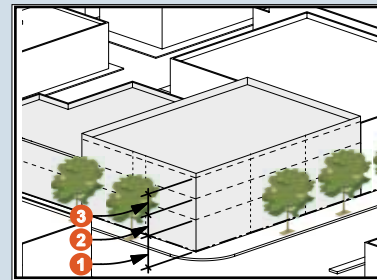
■ For any existing auto dealers that expand without using the urban auto dealership format, a discretionary process will be required.

Building Height Standards – Mixed-Use Boulevard



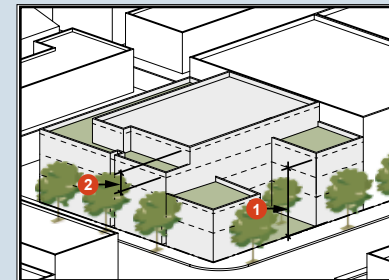
- 1 Minimum 15' Ground Floor Floor-to-Floor Height
- 2 32' Maximum Building Height

Figure 6
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 7
39' Height Limit



- 1 Maximum Façade at Property Line
- 2 Step Back

Figure 8
47' Height Limit

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 Centinela Avenue and Stanford Street and within the Healthcare Mixed-Use District, where



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.*

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)

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. (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)

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

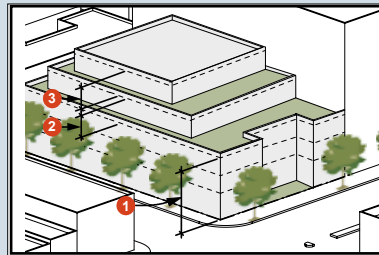
■ Subject to a discretionary review process, projects that provide additional community benefits, may request a height of 55 feet and 2.75 FAR. (see Figure 9).

■ 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

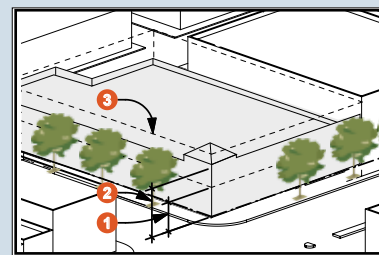
■ One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in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

Building Height Standards – Mixed-Use Boulevard



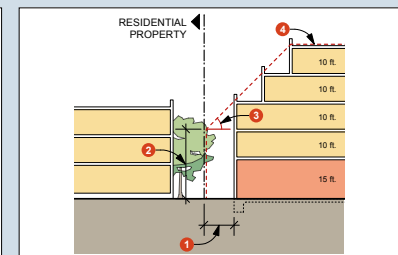
- 1 35' Base Height at Property Line
- 2 Step Back
- 3 Increased Step Back

Figure 9
60' Height Limit



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

Figure 10
Minimum Façade



- 1 10' Rear Yard Setback
- 2 25' Height at Property Line
- 3 45-degree Angle
- 4 55' Maximum Building Height

Figure 11
Rear Yard Step Backs at Residential Properties

■ 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 similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and 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)

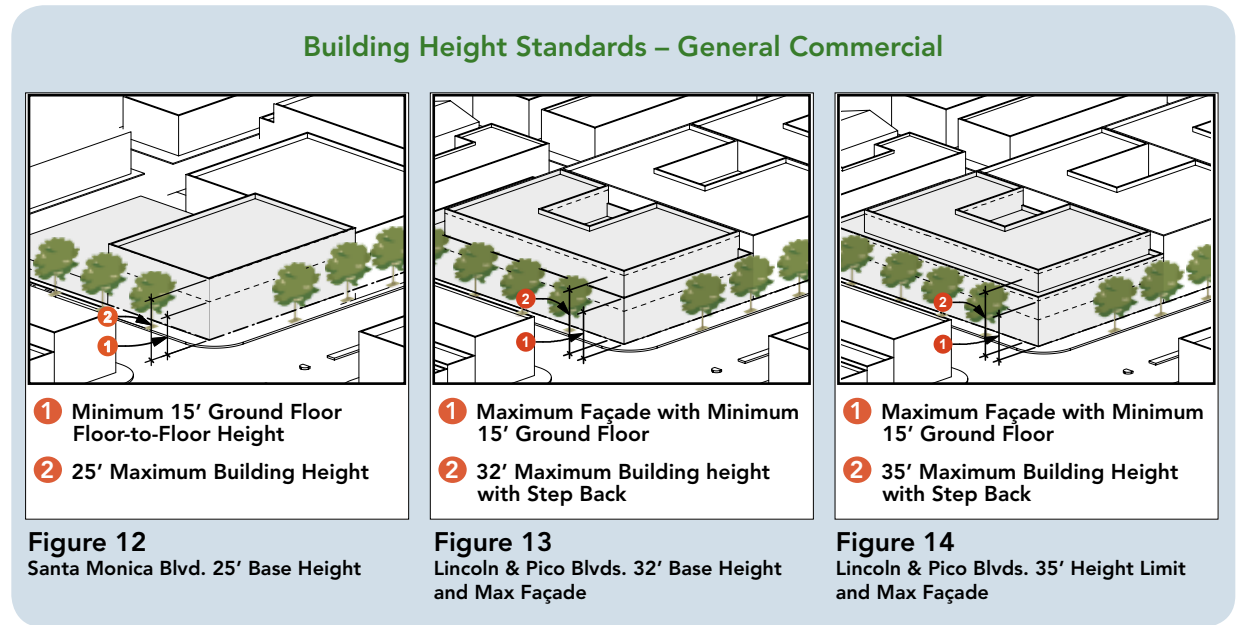
■ For any existing auto dealers that expand without using the urban auto dealership format, a discretionary process will be required.

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%. (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. (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 Standards – General Commercial



Figure 15
Santa Monica Blvd.
35' Height Limit and Max Façade

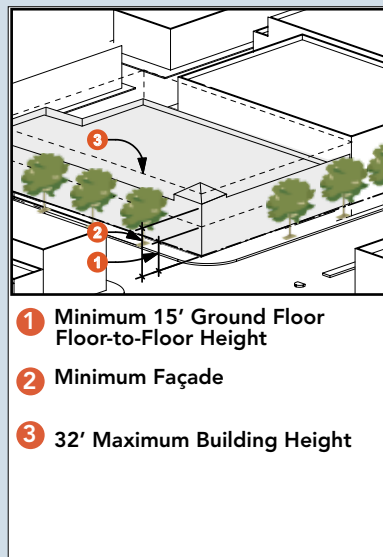


Figure 16
Minimum Façade

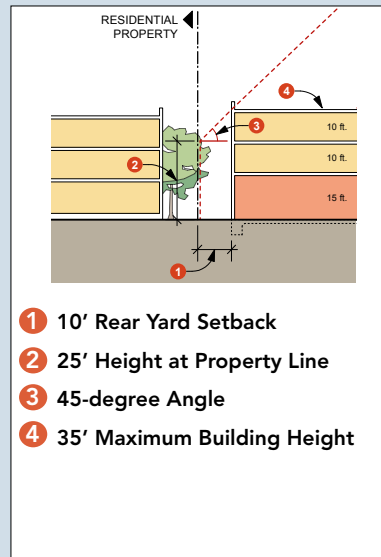


Figure 17
Rear Yard Step Backs at Residential Properties

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 similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and 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)

- 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

C. MIXED-USE CENTERS

8. Neighborhood Commercial

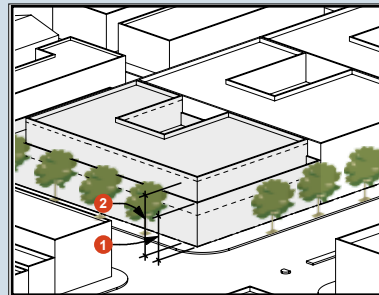
Vision

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

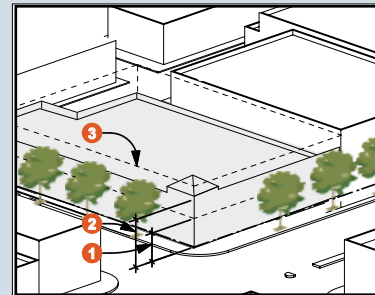
The Neighborhood Commercial designation is applied to distinct, local-serving commercial areas such as Main Street, Montana Avenue and sections of Ocean Park Boulevard and Pico Boulevard. The designation is intended to maintain existing commercial districts and allow for the creation of small neighborhood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

Building Height Standards – Neighborhood Commercial



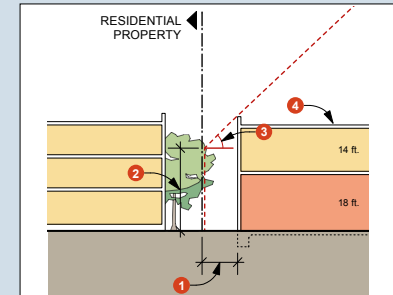
- 1 Max Façade with Min 15' Ground Floor Floor-to-Floor
- 2 32' Maximum Building Height with Step Back

Figure 18
32' Base Height



- 1 Minimum Façade
- 2 32' Maximum Building Height
- 3 45-degree Angle

Figure 19
Minimum Façade



- 1 10' Rear Yard Setback
- 2 25' Height at Property Line
- 3 45-degree Angle
- 4 32' Maximum Building Height

Figure 20
Rear Yard Step Backs at Residential

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. (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 similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and 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)



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

- 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 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.

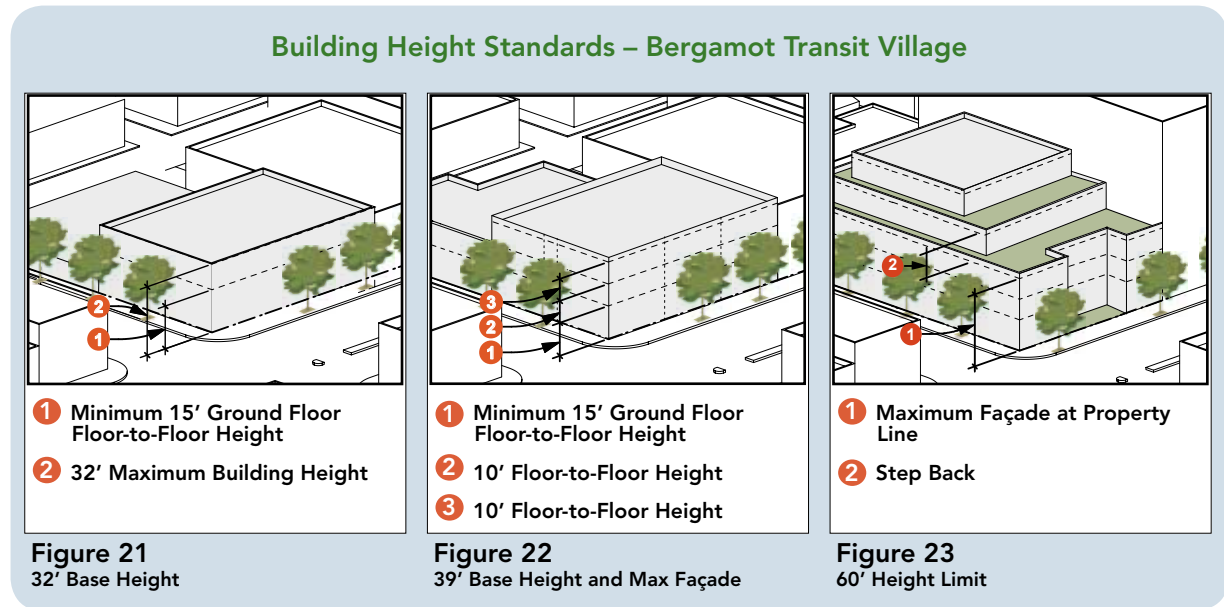
9. Bergamot Transit Village

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.

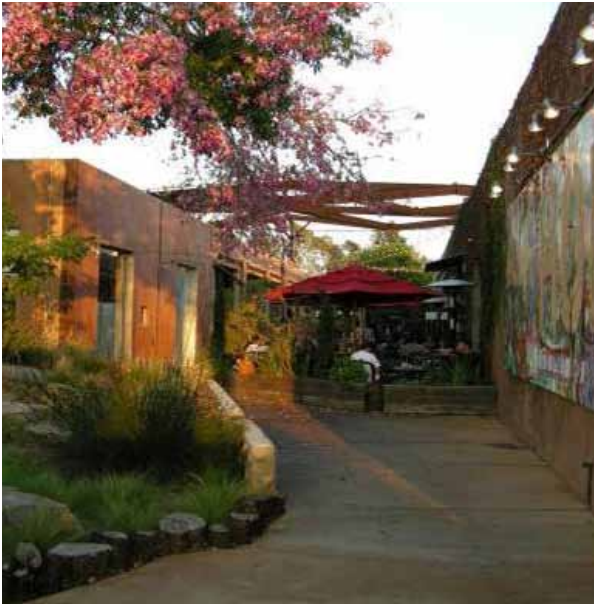


New development incorporates human-scale elements, enhances the pedestrian environment, and is built to the sidewalk with minimal or zero setback. New development provides convenient pedestrian and bicycle access to the future Expo Light Rail station. Incentives are provided to create a significant number 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. (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.

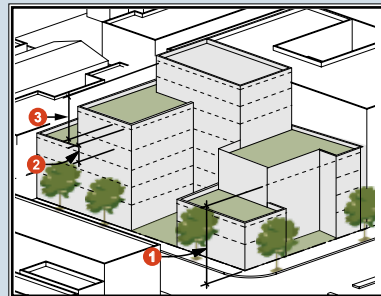
ALL TIERS

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)

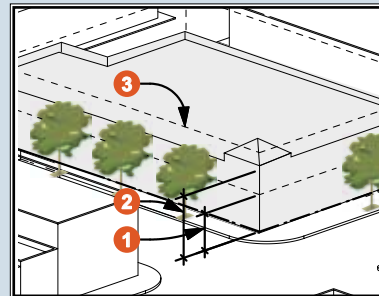
Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall be defined in the zoning ordinance. (see Figures 23 and 24)

Building Height Standards – Bergamot Transit Village



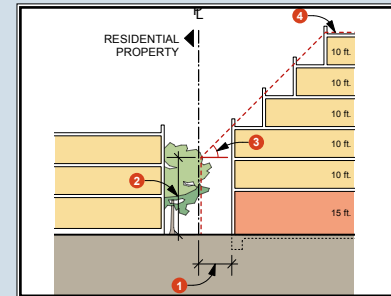
- 1 Maximum Façade at Property Line
- 2 Step Back
- 3 Increased Step Back

Figure 24
81' Height Limit (71' Average Height)



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

Figure 25
Minimum Façade



- 1 10' Rear Yard Setback
- 2 25' Height at Property Line
- 3 45-degree Angle
- 4 Average 65' Maximum Building Height

Figure 26
Rear Yard Step Backs at Residential Properties

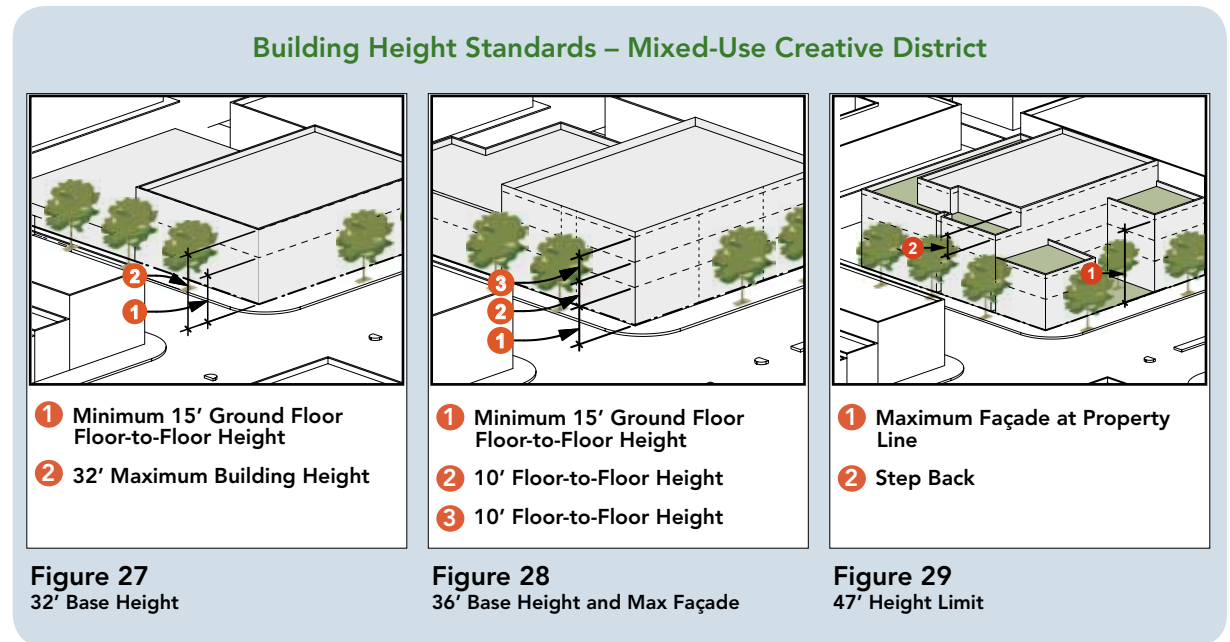
Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and as viewed from the public sidewalks and roadway 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.

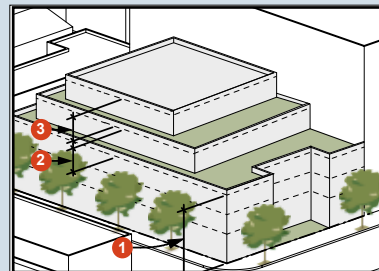
(see Figures 27 and 28)

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.

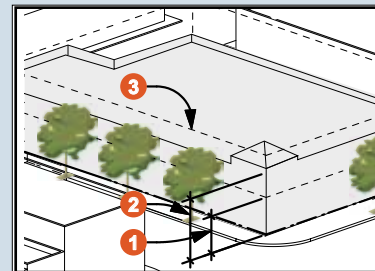
(see Figure 29)

Building Height Standards – Mixed-Use Creative



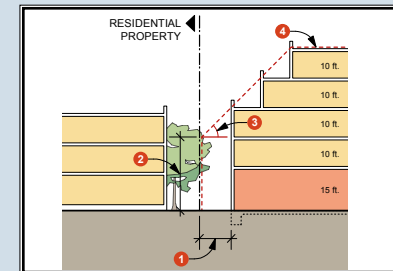
- 1 Maximum Façade at Property Line
- 2 Step Back
- 3 Increased Step Back

Figure 30
57' Height Limit



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

Figure 31
Minimum Façade



- 1 10' Rear Yard Setback
- 2 25' Height at Property Line
- 3 45-degree Angle
- 4 Average 55' Maximum Building Height

Figure 32
Rear Yard Step Backs at Residential Properties

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 similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and 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

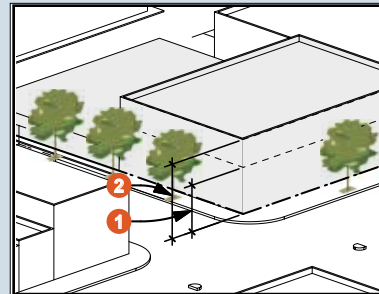
Vision

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

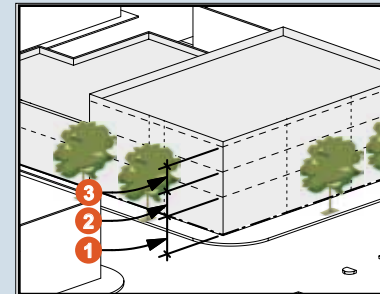
The Oceanfront District designation is intended to maintain and enhance the Oceanfront District as an important visitor-serving destination with lodging, restaurants, shopping and recreation, as well as to protect the existing residential enclaves in the area. The unique character and scale of the area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

Building Height Standards – Beach and Oceanfront District



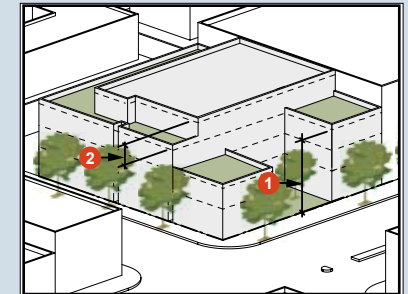
- 1 Minimum 15' Ground Floor Floor-to-Floor Height
- 2 32' Maximum Building Height

Figure 33
32' Base Height



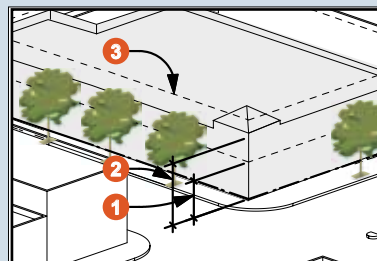
- 1 Minimum 15' Ground Floor Floor-to-Floor Height
- 2 10' Floor-to Floor-Height
- 3 10' Floor-to-Floor Height

Figure 34
39' Base Height and Max Façade



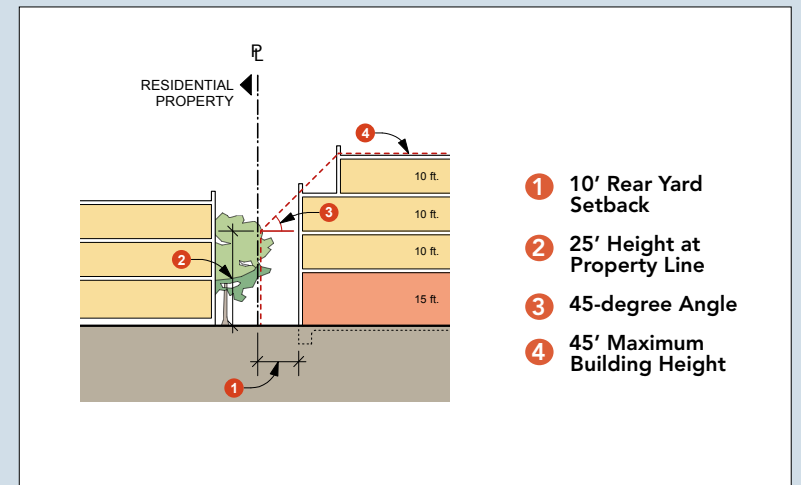
- 1 Maximum Façade at Property Line
- 2 Step Back

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. (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

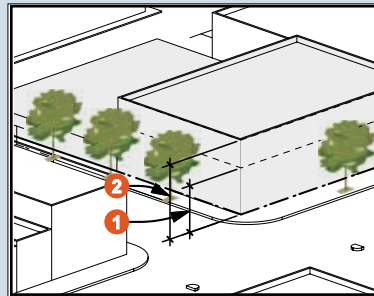
- One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in 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 similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and 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)

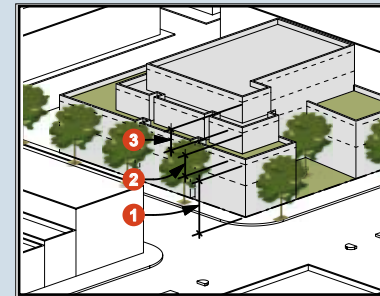
■ Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing 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)

Building Height Standards – Industrial Conservation



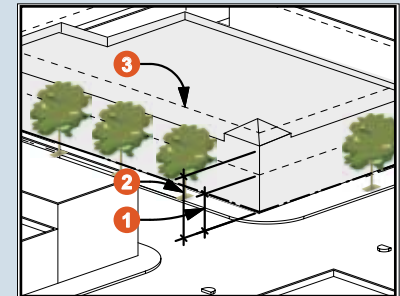
- 1 Minimum 15' Ground Floor Floor-to-Floor Height
- 2 32' Maximum Building Height

Figure 38
32' Base Height



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

Figure 39
45' Max Height and Max Façade



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

Figure 40
Minimum Façade

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. (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 similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and 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. (see Figures 41 and 42)

TIER 2 - WITH COMMUNITY BENEFITS

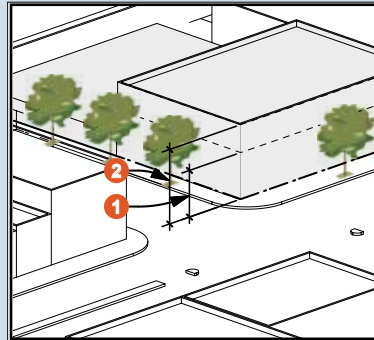
- Subject to a discretionary review process, projects that provide community benefits may request a height up to 45 feet and 1.75 FAR. (see Figure 43)

- 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)

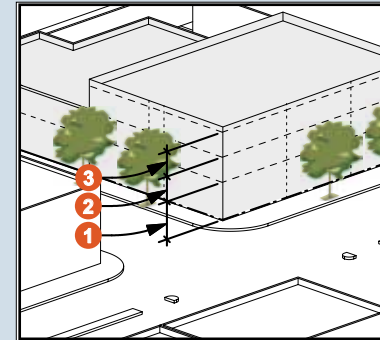
- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of

Building Height Standards – Office Campus



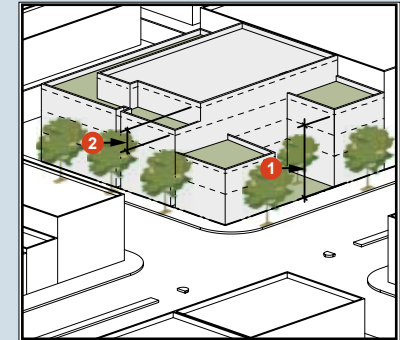
- 1 Minimum 15' Ground Floor Floor-to-Floor Height
- 2 32' Maximum Building Height
- 3 10' Floor-to-Floor Height

Figure 41
32' Base Height



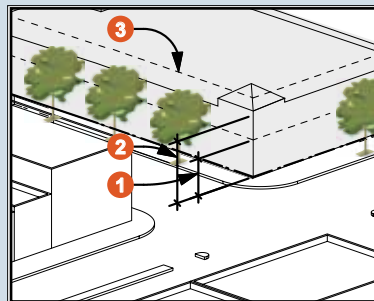
- 1 Minimum 15' Ground Floor Floor-to-Floor Height
- 2 10' Floor-to-Floor Height
- 3 10' Floor-to-Floor Height

Figure 42
Max Façade



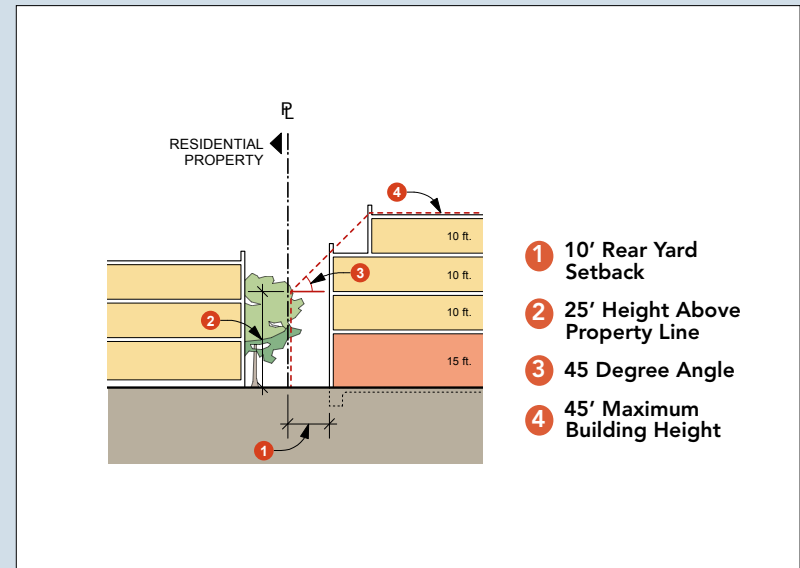
- 1 Maximum Façade at Property Line
- 2 Step Back

Figure 43
45' Height Limit



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

Figure 44
Minimum Façade



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

Figure 45
Rear Yard Step Backs at Residential Properties

the overall building similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and 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.

This Page Left Intentionally Blank