



Information Item

Date: February 13, 2015

To: Mayor and City Council
From: David Martin, Director of Planning and Community Development
Subject: Land Use and Circulation Element Monitoring Report

Introduction

The 2010 Land Use and Circulation (LUCE) Element of the General Plan describes the monitoring and measuring process the City will undertake in order to evaluate the impacts of the policies contained in the LUCE. The LUCE identified five potential categories to be used for Measuring and Monitoring, including

1. A Complete Community: sustainable, accessible and complete neighborhoods where residents can shop, play and socialize locally.
2. Neighborhood Conservation: a strong sense of community and connectedness that protects housing in existing residential areas.
3. Transportation Choices: a land use pattern that is integrated with transportation choice, proactively manages congestion, reduces the number of vehicle trips, and increases the number of trips made by transit, walking and biking.
4. A Fiscally Healthy City: a healthy and sustainable economy based on a diversity of sectors to allow the City to provide high service levels and to implement innovative actions and programs.
5. Public Engagement: engaging stakeholders in civic life and community process, allowing for meaningful input, sharing of information, and a clear understanding of why decisions are made.

It also stated that the LUCE indicators “could be reviewed at least every four years or in accordance with a monitoring framework approved by City Council.” This information

item provides a summary of what has occurred since 2010, as viewed through the five monitoring categories identified in the LUCE using a variety of data sources (Attachment A).

In addition, the LUCE identified a series of detailed work efforts and public projects that were to be undertaken to lay the foundation for future land use planning and implementation. This Information Item provides a summary of the planning efforts and infrastructure improvements that have occurred since 2010 (Attachment B).

This Information Item also provides the results of the most recent traffic studies, a ten year look back at building permit activity, comparisons of development activity, and an update on the number and status of pending development applications, including Administrative Approvals, Discretionary Projects and Development Agreements.

Discussion

The LUCE described a four year cycle for monitoring and outlined a potential process. While continued monitoring over the 20 year life of the LUCE will provide valuable information to the City Council and will assist in determining whether LUCE policies require adjustment, measurement of LUCE impact on core community indicators during the first four years of implementation is challenging. This is because much of the recent development activity experienced over the past several years was approved prior to LUCE adoption and cannot be attributed to LUCE policy. For example, the Village mixed-use project across the street from City Hall was approved in 2008 under the regulations of the 1984 General Plan, but the residential units and retail spaces have only recently begun to be occupied. Similarly, the 122 unit mixed-use project on the northwest corner of 6th and Broadway was approved in 2007, with extensions of the entitlement granted in 2011, but the project has yet to complete construction.

There are also projects approved since LUCE adoption that have not yet started construction. These include the hotel at 710 Wilshire, the creative office project on the southeast corner of Stewart Street and Colorado Avenue and the 375 unit mixed-use

project near Stanford Street and Colorado Avenue. The actual impacts of these projects will be captured in future monitoring reports.

Because some pre-LUCE adoption projects are not yet completed, and the construction of some post-LUCE adoption projects has not yet begun, it is difficult to attribute overall changes in the City to LUCE policy. However, it is important at this time to examine conditions based on changes that have occurred since LUCE adoption (regardless of which General Plan was utilized to guide public and private projects) in the five measuring categories in order to establish a reference point from which to examine future changes.

PART 1 MEASURING BASED ON THE FIVE LUCE CATEGORIES

A Complete Community

A key tenet of the LUCE is the integration of land use with transportation resources through the thoughtful placement of new land uses, transportation improvements and creative building design. In addition to street and access improvements, this includes locating mixed-use development with affordable and market rate housing units in areas that are accessible to transit. This LUCE strategy seeks to focus services within walking distance of existing neighborhoods and build progress towards the community vision of sustainable, accessible and complete neighborhoods where residents can meet their daily needs.

Since adoption of the LUCE, the City has conducted a variety of long-range planning efforts to establish a foundation for a complete community, particularly in areas that will be served by the future Expo Light Rail. These projects include adopted and ongoing work on the Bergamot Area Plan (adopted September, 2013), the draft Downtown Specific Plan, and the draft Memorial Park Neighborhood Plan. These area and specific plans will provide a roadmap for public and private projects to follow, and will govern the location, intensity and type of land uses permitted in these emerging transit districts.

In addition, the City has realized several major capital projects in the last four years that expand the diversity and volume of community facilities. In 2014, the City completed Tongva Park + Ken Genser Square, 7-acres that features an array of landscaped and play areas. Also in 2014, the Universally Accessible Playground opened on Barnard Way, and the Pico Branch Library opened its doors as the City's fifth branch in the library network.

The following section summarizes the key Complete Community indicators, including residential development activity that has been permitted since LUCE adoption, as well as enhancements to the open space and circulation networks.

A. **Housing Opportunities**¹. Since LUCE adoption, 1064 residential units in 41 projects have been completed (received Certificates of Occupancy), and have been added to the citywide housing inventory. As illustrated below, many of these units were approved prior to LUCE adoption.

- 984 completed units in 36 projects were regulated by the 1984 General Plan.
- 80 completed units in 5 projects were regulated by the LUCE
 - 33 units are located in residential neighborhoods, and 47 units in are located in the Downtown and Civic Center.
- There are 346 LUCE regulated units in 11 projects currently under construction.
- There are an additional 435 LUCE regulated units in 11 projects that have been approved but have not yet obtained building permits. These projects are primarily located in the Downtown and Bergamot area.

¹ City of Santa Monica Building Permit Records

B. **Housing Affordability**². According to the City's Proposition R report, 1231 gross units have received Certificates of Occupancy since 2010, of which 49.7% (612) units are deed-restricted to the following levels.

- 227 units deed-restricted to Very Low Income (37% of total affordable).
- 190 units deed-restricted to Low Income (31% of total affordable).
- 195 units deed restricted to Moderate income (32% of total affordable).

C. **Nonresidential Opportunities**. Nonresidential (commercial office) production has demonstrated a decline in recent years.

- Over a 12-year time frame, nonresidential construction has averaged approximately 67,000 SF per year. Recently approved LUCE regulated nonresidential office projects are limited to a handful of sites predominantly located in the Bergamot area and Downtown.
- Nonresidential development activity has trended downwards since as early as 2003, as development trends have favored the construction of mixed-use and multifamily housing projects.

D. **Open Space Access and Availability**. The per capita acres rose 5% from 1.13 in 2010 to 1.19 in 2014.

- Tongva Park and Ken Genser Square added over seven acres of open space and recreation facilities.
- Future projects, such as the Expo Buffer Park (2.35 acres), will add open space square footage in the City.
- In addition, new developer fees that went into effect in December 2014 will support park expansion and improvements.

² Fiscal Years 10/11-13/14 Affordable Housing Production Program Annual Reports. Does not account for number of demolished units that were not replaced.

E. Resident Access to Community Facilities. Recently constructed public projects are increasing resident access to community facilities.

- The recently completed Pico Branch Library provides a new community gathering place and includes a state of the art library, an annex with additional meeting space and an outdoor amphitheater.
- The Universally Accessible Playground in the South Beach area provides the City's first universally accessible playground.

F. Resident and Employee Access to Goods and Services. A majority of Santa Monica residents and employees continue to be located within a 5-minute walk (1/4 mile) of goods and services.

- 66% of Santa Monica residents live within a 5-minute walk of daily services.
- 65% of employees work within a 5-minute walk of commercial businesses. A noticeable gap exists for employees in the Bergamot Area.
- 70% of commercial uses in the City are located within a 5-minute walk of areas with the highest population density, such as Wilmont, Mid-City East, Pico; and employment density, such as the hospitals, Downtown and Santa Monica College.

Neighborhood Conservation

The LUCE sought to preserve and protect neighborhoods by discouraging development that is inconsistent with the existing community character. Since LUCE adoption, the topic of Neighborhood Conservation has been discussed within the context of several long-range planning efforts, as well as the City's Zoning Ordinance Update.

This monitoring category reports on key indicators for the conservation of residential areas, such as the location and number of units constructed in residential neighborhoods, the status of rent control units, historic preservation efforts and the establishment of Conservation Districts.

A. **Residential Development Pressure**³. The LUCE sought to preserve neighborhood character by limiting development incentives in the residential neighborhoods, and directing new multifamily or mixed-use housing projects to locate in transit areas and along boulevards.

- Since LUCE adoption, 30 purely residential multifamily housing projects, have received building permits.
 - 63% (19 projects) were regulated by the 1984 General Plan.
 - 37% (11 projects) were regulated by the LUCE. Of the 11 LUCE regulated projects, 3 are 100% affordable housing projects, 2 are rental apartment buildings, and 6 are for-sale condominiums.
- Since LUCE adoption, 12 mixed-use residential projects in commercial districts have received building permits.
 - 7 mixed-use projects were regulated by the 1984 General Plan.
 - 5 mixed-use projects were regulated by the LUCE. All of the mixed-use projects approved and permitted since LUCE adoption are rental apartment buildings with a portion deed-restricted to affordable income levels.

³ City of Santa Monica Building Permit Records

B. Historic Preservation⁴. The LUCE identified Historic Preservation as a key to helping the community achieve its sustainability goals and preserving the existing character and fabric of its neighborhoods.

- Since LUCE adoption the City has landmarked 20 buildings or historical features, including 8 residential properties.
- Since LUCE adoption the City has entered into 14 Mills Act contracts.

C. Rent Control⁵. The number of rent control units has remained relatively consistent since 2010, with minor fluctuations in overall inventory.

- Over 2008 levels, rent controlled units show a 3% increase in the overall number of units. This is a result of previously withdrawn units being returned to rent-control status.
- During the five year time period since LUCE adoption, 152 residential units have been withdrawn from rent control through the Ellis Act process. In comparison, during the five year time period between 2003-2007, 497 residential units were withdrawn from rent control through the Ellis Act process.
- In 2014 two projects were approved that will include price regulated units. These include the Millennium East Project (109 units - which replace 99 controlled rental spaces) and 1112 Pico Boulevard (11 units).

D. Conservation Districts. Area and Specific Plans have identified new Conservation Districts as part of their regulatory framework.

- The Bergamot Area plan defined two Conservation Districts in order to preserve the area's industrial heritage as well as the cultural resources of the Bergamot Art Center.
- Adaptive reuse and conservation districts are concepts that are further promulgated in the draft Memorial Park Neighborhood Plan and the draft Downtown Specific Plan.

⁴ City of Santa Monica Designated City Landmarks

⁵ City of Santa Monica Rent Control Board

Transportation Choice

The LUCE promotes the active management of the circulation network and encourages the expansion of opportunities for people to take transit, walk and bike, and to move cars more efficiently throughout the City. Since 2010, the City has made strides towards a balanced, multi-modal transportation system through dedicated planning efforts and public infrastructure projects aimed at aligning the circulation network with the vision described by the community in the General Plan.

These efforts have been extensive, and have involved a large cross-section of residents, businesses and other stakeholders concerned with:

1. *Complete Streets*: Several City efforts have sought to transform key gateways and neighborhood streets into multi-modal connections that encourage active transportation, social interaction and urban sustainability. These include:
 - a. Ocean Park Boulevard Complete Green Street,
 - b. 20th and Cloverfield Streetscapes,
 - c. Colorado Esplanade,
 - d. Longfellow Shared Streets,
 - e. Michigan Avenue Neighborhood Greenway,
 - f. Olympic Drive Extension, and
 - g. The Lincoln Neighborhood Corridor Plan.

2. *Expo Light Rail Integration*: Ongoing planning and public infrastructure work to prepare for the addition of the Expo Light Rail to the circulation network has included:
 - a. Station Area Planning and Access,
 - b. Light Rail Integration Criteria,
 - c. Council-funded Station Betterments, and
 - d. First/Last Mile Access Improvements.

3. *Bicycle and Pedestrian Planning:* The LUCE emphasized the importance of a balanced transportation network and supporting infrastructure. Since LUCE adoption, the City has taken efforts with the community to develop:
 - a. The Bicycle Action Plan, and
 - b. The Pedestrian Action Plan.

4. *Traffic Management:* Traffic and congestion are cited as chief concerns among the community. In addition to developing policy and public infrastructure to support non-vehicular modes of transportation, new programs and systems have been developed to enhance vehicle flow and improve roadway conditions, such as:
 - a. Advanced Traffic Management System, and
 - b. Transportation Demand Management programs.

5. *Public Infrastructure:* As the City evolves, it is necessary to provide sufficient infrastructure to sustain residential and economic interests. Parking Structure #6 reopened in 2013 with a net increase of over 300 additional parking spaces, as well as over 90 bicycle parking spaces and ground floor retail space.

Many of the above efforts are on-going and will be heavily influenced by the arrival of Expo in 2016 and the continued efforts of the City to address congestion issues.

- A. **Transit.** Arrival of the Expo Light Rail will increase Santa Monica's access to convenient and affordable transit.
 - Over 25% of existing residents will be within a 5 minute walk (1/4 mile) of an Expo station.
 - 49% of the City's population will be within a 10 minute walk (1/2 mile) of an Expo station or high frequency bus service.
 - The City has contributed \$18 million dollars toward the development of the three Expo stations to include station betterments for additional entrances, platforms and enhanced access.

- Detailed designs have been negotiated with the Expo Construction Authority to preserve parking on the north side of Colorado Avenue, create replacement parking for parking lost as a result of the Expo construction project and maintain future pedestrian crossings along the Colorado right of way, to the extent possible.
- Big Blue Bus is completing the final stages of a comprehensive system routing study that will optimize service in the area and incorporate new service to Expo stations.

B. Vehicles. Based on the City's Travel Demand Forecast Model, which includes trips beginning or ending in Santa Monica but excludes trips that pass through the City, the estimated PM Peak Period trips generated within the City have remained relatively stable.

- Daily citywide Vehicle Miles Traveled (VMT) are down 6% from 2008, demonstrating a decrease from 10.8 daily miles to 10.2 daily miles per capita.⁶
- Citywide Vehicle Greenhouse Gas Emissions (CO₂) are down 12% since 2008.⁶
- Total Citywide PM peak hour vehicle counts for 2013 have decreased 1.89% from 2011, and 18.52% from 2007.⁷
- Employee mode share numbers indicate the volume of employees choosing to drive alone is down 7% from 2010 through 2013⁸.
- Resident mode share numbers indicate that the volume of residents choosing to drive-alone is up 2% from 2010 through 2013⁹.
- 90% of the City's \$20 million dollar 5-phase signal synchronization project has been completed.
- A Centralized Traffic Management Center has been created that enables the City's traffic engineers to monitor and modify signal performance in

⁶ City of Santa Monica Travel Demand Forecast Model 2013

⁷ City of Santa Monica Biannual Traffic Counts, 2007, 2011, 2013

⁸ City of Santa Monica Annual Employer Trip Reduction Plan Survey 2010, 2013

⁹ American Communities Survey (Census) 2010, 2013

real time, thereby addressing congestion and emergency situations manually, if necessary.

- Active Traffic Management and Special Event Protocols have been created to address traffic during holidays, special events such as Glow, the LA Marathon, and peak summer weekends.

C. **Bicycling.** There was a 67% increase in bicycles counted during the PM Peak hour commute in the two years between 2011 and 2013¹⁰, rising from 4,656 to 7,806 bicycles counted at signalized intersections.

- Residents commuting by bike rose from 2.3% to 3.7% between 2010 and 2013.
- 45 lane miles of sharrows and bike lanes have been added throughout the City since the adoption of the Bicycle Action Plan in 2011¹¹.
- Since 2010, 1930 bicycle parking spaces have been added throughout the City at racks and corrals.
- In 2014, Broadway, Main and 2nd Streets' bicycle corridors were improved with high-visibility green treatment coupled with additional striping to provide door-zones and other buffers.
- The full service Bike Center at Colorado Avenue and 2nd Street has 316 members who made approximately 14,000 round-trip commutes by bicycle in 2013.
- A buffered bike path will be incorporated into the Colorado Esplanade.
- The Expo Bike and Pedestrian Path will provide a separated bike path to the 17th Street/SMC Station.
- The "Breeze" bikeshare program will open in Santa Monica in 2015 with 500 bikes distributed to hubs through the City.

¹⁰ City of Santa Monica, 2013 Bicycle Count

¹¹ City of Santa Monica, GIS map data

D. **Walking.** There was a 20% increase in the total number of pedestrians counted during the PM Peak hour commute in the two years between 2011 and 2013¹² rising from 36,257 to 43,497 pedestrians counted at signalized intersections.

- A comprehensive crosswalk inventory led to the improvement of 405 individual crosswalks at 130 intersection locations.
- New pedestrian signals were tested and eight high-visibility flashing lights were installed at select pedestrian crossings.
- A Pedestrian Action Plan has been initiated that would prioritize pedestrian issues and solutions.
- School-based walking and education programs piloted a walking school bus, education classes, and car-free encouragement campaigns in 2012-2013.

E. **Complete Streets.** The LUCE describes streets as public facilities that are for more than moving cars, as they also can provide networks for moving pedestrians, bicycles, transit and goods.

- Several street reconstruction projects have been completed including Ocean Park Boulevard, 20th Street and Cloverfield, and Longfellow Street. These improvements include enhanced lighting, pedestrian crossings, bike facilities, landscaping, storm water infiltration and public art.
- The Colorado Esplanade design implements the LUCE vision by providing improved vehicle intersections, protected bike paths and wide pedestrian sidewalks.
- The Michigan Avenue Neighborhood Greenway design provides improvements for traffic circulation, neighborhood gathering, walking and biking.
- Construction of the new Olympic Drive has been completed, providing wide sidewalks and a vehicular connection from Ocean Avenue to the I-10 eastbound freeway onramp.

¹² City of Santa Monica Biannual Traffic Counts

- The Bergamot Area Plan calls for additional shared streets and Olympic Boulevard crossings.

F. Transportation Demand Management (TDM). The LUCE emphasizes the use of TDM as a tool for managing the overall transportation system for optimal efficiency. It includes tools for reducing the number of vehicle trips generated by new and existing buildings, predominantly occupied by nonresidential tenants (commercial employers).

- The percentage of employees ridesharing (carpool, vanpool, transit) has increased since 2010 from 22% to 25%.
- The percentage of employees using active transportation since 2010 (biking and walking) has increased from 5% to 10%.
- The pending update to the Zoning Ordinance would increase the number of employers subject to TDM regulations by 171 to 359 with a total of over 37,000 employees, incorporate residential developments with 16 or more units and increase AVR targets for developers and employers based on proximity to an Expo station.
- TDM measures such as such as transportation allowances and parking cashout requirements have been incorporated into Development Agreements.

G. Parking Management. The LUCE strives to ensure that all motorists can find a parking space when and where they need one. At the same time, it recommends managing the parking system to help achieve the City’s congestion management, housing affordability, GHG emission reduction, storm water management and urban design goals.

- Parking Structure 6 has been rebuilt to include 30 electric vehicle charging stations, 90 bike stalls, 744 vehicle stalls and 7,000 square feet of retail.
- The Bergamot Area Plan includes a private-development-led shared parking strategy that will create a “right sized” supply and promote a parking once environment.

- City staff has facilitated shared private parking agreements to access unused parking spaces in the Downtown.
- 93 blocks were designated as Preferential Parking Zones at residents' request since 2010.
- Real time information displays have been installed to show the number of available spaces at entrances to beach parking lots. Overhead changeable message boards were recently located at City gateways for parking and detour guidance during special events and high-demand days.
- City staff is analyzing the utilization of existing parking resources, and adjusting rate and duration to better match demand.
- All parking equipment in municipal garages have been upgraded to increase reliability and revenue control.
- Technology enhancements have been completed to allow residents to reserve and print one-day guest passes online. Future enhancements will include credit cards payment options at all beach parking lots,

A Fiscally Healthy City

The ability of the City to continue to provide high service levels and to implement many innovative actions and programs relies on a healthy and sustainable economy based in a diversity of sectors, including visitor and local-serving uses, hospitality, traditional and creative office, creative and cultural arts, small businesses, auto-related businesses, hospitals and medical facilities, industrial uses, schools and retail.

This category monitors the fiscal health of the City to ensure revenues that support continued high levels of services and quality of life. It addresses the diversity and economic health of the City's commercial districts for commercial, cultural/arts, healthcare, and educational activities. This section provides a current snap shot that can be used for future measurement and monitoring.

A. **Fiscal Stability.** The City of Santa Monica is on sound financial footing.

- Santa Monica's prudent financial management has earned the City a AAA bond rating since 1995, and clean audits for over 30 years.
- Santa Monica's geographic location and its strong and diversified tax revenue base allows the local economy to weather national economic fluctuations with minimal impact, protecting the City from downturns that impact one or a limited number of sectors of the economy.
- The City's major tax revenues are anticipated to show moderate to strong growth over the next few years. Combined property values in Santa Monica remain the third highest in Los Angeles County only behind the larger cities of Los Angeles and Long Beach.

B. A Balanced Budget. The City continues its long history of adopting balanced budgets and has worked to increase reserves over the past five years to protect itself from future shock losses.

- These include a rainy day reserves equal to 15% of its annual budget, and a \$9.7 million economic uncertainty reserve.
- Overall, the City's fund balances continue to benefit from a number of cost saving measures, including increased employee cost sharing of retirement and health care costs and reduced retirement benefits for new employees.
- The City is also in the forefront of cities taking steps to reduce long-term liabilities by paying down or prefunding pension and other post-employment benefit liabilities.

C. Ongoing Challenges. The State's decision to dissolve all redevelopment agencies as of February 1, 2012 caused the City to lose a significant source of funds for its affordable housing and infrastructure programs, to close the Civic Auditorium (which had relied on redevelopment funds for a seismic retrofit project), and to either suspend projects or reallocate General Fund budgets to complete the highest priority projects.

- In the future, without this major source of revenue, it will be necessary for the City to seek financing for critical projects, such as Fire Station I and the Corporation Yards, and to secure new funding streams to support the continuation of the affordable housing production program.

The financial condition of the City is good, yet a number of challenges, such as continued increases in retirement, healthcare and workers' compensation costs, and unfunded priorities, such as affordable housing and critical infrastructure needs, will be competing for limited resources in the future and will rely on continued prudent budgeting and potential new revenue streams.

Public Engagement

The development of the LUCE included extensive public engagement, pulling together thousands of Santa Monica residents, business members and local advocacy groups to debate a variety of issues critical to the future of the city. Using workshops, focus groups, stakeholder interviews, online surveys, festivals and several other formats, City staff and the community met dozens of times during the development of the General Plan to evaluate concepts and trade-offs to form a roadmap for public and private interests until the year 2030.

Since LUCE adoption, outreach efforts have continued to address a host of issues including land use and circulation, public transit, business support and the local economy, parks and community facilities, as well as emergency management and civic transparency. These events, which are typically held during nights and weekends, are complemented with a public hearing process in which individual projects, programs, and City resources are carefully considered in full view of the community, either in person or via City TV or the City's website.

This monitoring category measures success in engaging stakeholders in civic life and community process, allowing for meaningful input, sharing of information, and a clear understanding of why decisions are made. Specifically, trends and measures evaluate the number of community meetings held for proposed development projects; diversity of

opportunities for public input, and public understanding of the civic decision-making process.

A. **Outreach Techniques.** Since LUCE adoption, staff has utilized traditional and cutting-edge techniques to solicit input and participation. While workshops and in-person meetings are the cornerstone of the outreach platform, in recent years more frequent use of social media outlets has attempted to reach a more mobile demographic, while public participation platforms have been incorporated into some project budgets to provide the community with continuous 24-hour opportunities to provide feedback on a variety of subjects.

- Workshops: City departments frequently host workshops and open houses to provide residents and businesses with the opportunity to weigh in on important issues.
- Technology and Social Media: Over the past several years, many projects and community programs have employed social media platforms such as Facebook, Twitter, and Instagram to communicate information or to solicit input. Several projects have gone a step further to integrate public participation software, like MindMixer, Reddit and MetroQuest, into core project scopes. The ability to submit a chat electronically to speak on a specific Council agenda item will be available in 2015.
- Festivals and Events: Outreach efforts have been successful in reaching large numbers of residents at events like the yearly Santa Monica Festival, weekly farmers markets, and neighborhood gatherings.
- Public Hearings: With a City Council, and over a dozen Boards and Commissions, as well as advisory committees and special working groups and Taskforces, the community has a great deal of opportunity to respond to emerging plans, programs, and fiduciary matters.
- Citizen Participation Programs: The People's Academy (Academy) was launched in spring 2014 and presented a behind-the-scenes look at local government operations, partnerships, and innovation. Classes were

designed to encourage group deliberation, similar to the collective problem-solving elected officials undertake in the democratic process. Focus was placed on active learning guided by asking effective questions to seek information.

B. Planning Outreach. Since LUCE adoption, staff has conducted many public engagement events around a variety of important community topics, reaching thousands of individuals across the city. Several notable examples include

- Area and Specific Plans. The Bergamot Area Plan, Downtown Specific Plan and Memorial Park Neighborhood Plan have involved dozens of public meetings with neighborhood groups, local businesses and employee groups, artist and art organizations, as well as with the City Council and Boards and Commissions. The Bergamot Area Plan alone involved over 45 public meetings.
- The Zoning Ordinance Update, which thus far has included 29 public hearings at the Planning Commission level.
- Development Project Meetings, which allows the community the opportunity to provide direct feedback to project applicants. 28 of these meetings have been held since LUCE adoption.
- Bicycle and Pedestrian Plans, including the Bicycle Action Plan and the Pedestrian Action Plan, involved significant outreach.
- Big Blue Bus Rerouting Plans. The feedback process for this project has been focused exclusively on public opinion content using surveys, stakeholder meetings, and community outreach. Over 12,000 individual written and verbal comments have been collected.
- Be Excited Be Prepared. “Be Excited! Be Prepared” is a communication and community outreach campaign designed to provide the public with as much information as possible about capital improvement projects in the City of Santa Monica.

C. **Community Facilities Outreach.** The Community and Cultural Services (CCS) and Public Works Departments, like the Planning and Community Development, utilize a variety of engaging and informative techniques to develop content and long-range planning initiatives. In recent years, CCS and Public Works has spearheaded several large capital improvement projects, notably:

- Tongva Park/Ken Genser Square Design: This award-winning project involved 5 community workshops (attended by over 100 individuals each time), and approximately 25 meetings with community and neighborhood groups, boards, commissions and Council.
- Universally Accessible Playground: Development of the concept design for this popular new playground involved 3 workshops and ongoing meetings with South Beach neighbors.
- Beach Restrooms: The renovation of the beach restrooms was preceded by outreach to the community at 2 workshops, as well as updates and meetings with the Ocean Park Association.
- Civic Visioning: This project, which contemplates the future of the City's 10-acre site at 1885 Main Street, has included several well attended workshops, as well as monthly public meetings since December 2013.

D. **Business and Economic Development Outreach.** Outreach efforts to businesses has been conducted through a variety of methods, including the Buy Local campaign, which invites the participation of over 720 local businesses throughout the year via emails, website, social media and events. Under the Buy Local umbrella, several noteworthy activities include:

- Most-Loved Santa Monica Businesses. Recognizing Santa Monica's most-loved businesses, with over 1,000 people participating in the month-long voting process via SurveyMonkey. The winners are recognized by City Council and via a month-long exhibit at City Hall.

- Buy Local for Our Schools. Partnering local businesses with the schools to make a positive impact in the community. Purchases made at Santa Monica businesses last year generated \$3.6 Million in direct funding for Santa Monica Malibu Unified School District.
- The Santa Monica Alliance. The Alliance’s focus is to retain and enhance Santa Monica’s larger businesses. Over 30 Alliance outreach events are conducted each year, including one-on-one Alliance Ambassador delegation meetings, workshops and business mixers
- Events. Similarly, the City is increasing its partnership activity with leading industry sectors by hosting and participating in Silicon Beach Fest, Tech Week LA and other significant regional and national events.

PART 2 TRAFFIC AND DEVELOPMENT TRENDS

Traffic

Automobile traffic and congestion in Santa Monica continues to be a serious concern for residents and visitors to the City. Indeed, congestion on the Westside of Los Angeles is often cited as the worst in the nation¹³.

Surrounded by regional forces over which it has little direct control, Santa Monica has taken aggressive measures to provide alternatives and effectively manage the amount of traffic on city streets. But as continued residential and commercial demand grows outside of Santa Monica’s borders in neighboring Los Angeles, local controls and traffic reducing measures have a limited impact. As stated in the LUCE, “Even if the City were to prevent all new development over the next 20 years, the local transportation system would continue to deteriorate at a steady pace, due to continued regional growth....” The fact that city traffic patterns are so heavily influenced by residential and commercial development in the region emphasizes the need to continually manage the transportation infrastructure and enhance access to alternative modes of mobility.

While many residents and visitors perceive the traffic in the City to be worse than it was prior to 2010, traffic studies demonstrate that the amount of PM Peak Hour traffic has

¹³ <http://www.latimes.com/local/california/la-me-0210-california-commute-20150210-story.html>

actually decreased. The 2013 traffic counts were 18.56% lower than counts recorded in 2007 and 1.89% lower than counts recorded in 2011. While this statistic is supported by the results of various traffic counts and studies, the reality experienced by a large segment of the community is far different. This might be explained by the fact that traffic counts and studies focus on the AM and PM peak commuting periods (weekdays from 7:30-9:30 AM, and 5:00-7:00 PM), which historically have been the heaviest congestion periods during the day. If traffic has increased during the non-peak hours, this statistic would not be captured in the City's traffic counts and studies.

Other temporary factors that influence a drivers experience on the roadways of the City include recent construction projects and infrastructure improvements such as Expo Light Rail construction, the Ocean Park Boulevard Complete Green Street project, and the repaving of Lincoln Boulevard. The soon to be underway Colorado Esplanade and California Incline replacement will contribute to increased vehicular restrictions and rerouting during the construction period. Additionally, during the last several years the City has experienced major construction at the two area hospitals, several SMMUSD campuses and Santa Monica College facilities including the main campus on Pico Boulevard, the SMC Art and Entertainment Technology campus in the Bergamot area and the music school campus on Santa Monica Boulevard. All of these projects impact the ability of residents and visitors to travel around the City.

Development

A. Housing Production Trends¹⁴

Since LUCE adoption in 2010, housing production has remained a focus of private development applications. 92% of all housing projects that have received their certificates of occupancy in recent years were approved under the aegis of the 1984 General Plan, while 55% of projects currently under construction were approved under the regulations and requirements of the LUCE.

VOLUME OF RESIDENTIAL HOUSING UNITS	Entitled by 1984 General Plan (net new units)	Entitled by 2010 LUCE (net new units)	Total Net New Units
Completed Units (received Certificate of Occupancy)	984 units	80 units <ul style="list-style-type: none"> • 47 units in mixed-use projects • 33 units in multifamily residential projects 	1064 units
Approved and Under Construction	83 units	346 units <ul style="list-style-type: none"> • 281 units in mixed-use projects • 65 units in multifamily residential projects 	429 units
Approved but have not obtained building permits	0 units	435 units <ul style="list-style-type: none"> • 408 units in mixed-use projects • 27 units in multifamily residential projects 	435 units
Totals (net new units)	1067	861 units	1928 units

80 net new LUCE regulated units were completed citywide since LUCE adoption. 47 LUCE regulated units completed are located in the Downtown, and 33 LUCE regulated units are in the residential neighborhoods.

¹⁴ City of Santa Monica Building Permit Records

B. Nonresidential (Commercial) Production Trends¹⁵

Nonresidential development has diminished substantially over the years, even prior to LUCE adoption, as private property owners have shifted to the production of residential and mixed-use buildings. Averaging approximately 67,000 net new square feet per year since 2003, the production of nonresidential commercial space has been limited to several key sites around the City, and pending applications have shifted toward mixed-use, hotel and creative office and away from general commercial office. Additional commercial spaces have included retail in mixed-use buildings at the ground floor, which provide neighborhood-serving uses. The below table reflects nonresidential development applications that have been completed since LUCE adoption, including projects that were approved under the 1984 General Plan.

VOLUME OF NONRESIDENTIAL SQUARE FEET	NET NEW SQUARE FEET (BY LAND USE) SINCE LUCE ADOPTION	
Completed Projects (received Certificate of Occupancy) 403,232 square feet	Office: 1,557 Creative Office: 123,921 Medical Office: 57,455 Hospital: 0 Retail: (16,107)	Hotel: 199,732 Institutional: 11,887 Educational: 23,787 Industrial: 1,000
Approved and Under Construction 110,827 square feet	Office: (42,407) Creative Office: 0 Medical Office: 0 Hospital: 0 Retail: 19,464	Hotel: 113,320 Institutional: 0 Educational: 20,450 Industrial: 0
Approved but have not obtained building permits 360,356 square feet	Office: (20,738) Creative Office: 133,000 Medical Office: 1,200 Hospital: 0*	Hotel: 150,000 Institutional: 0 Educational: 0 Industrial: 0
Total: 874,415 square feet	*Does not include up to 799,000 square feet vested by 1998 St. John's Health Center Development Agreement for Phase II development.	

¹⁵ City of Santa Monica Building Permit Records

PART 4 DEVELOPMENT AGREEMENT ACTIVITY

Since the adoption of the LUCE the City has approved 14 Development Agreements. Of these, the majority (9) are in the Downtown, 3 are in the Bergamot Plan area, 1 is in the Pico neighborhood on 20th Street, and 1 is in the Mid-City neighborhood on Santa Monica Boulevard. These projects include a mix of project types such as mixed-use housing projects, a movie theater, educational facilities, an auto dealership, creative office uses and hotels.

There are currently 29 Development Agreement applications pending, which will be processed in accordance with the priority processing standards established by City Council.

A list of Development Agreement applications approved since LUCE adoption and the status of all pending Development Agreement applications is contained in Attachment C.

Prepared By: David Martin, Director of Planning and Community Development

Attachments

- A. List of Data Sources and Tools for Measurement
- B. Work efforts completed and underway
- C. Approved and Pending Applications
- D. Summary of LUCE FEIR Land Use Changes
- E. Complete Community Graphics
- F. Neighborhood Conservation Graphics
- G. Transportation Choice Graphics

ATTACHMENT A

Data Sources and Tools for Measurement

American Community Survey

The American Community Survey (ACS) is part of the decennial census program and is essentially what used to be the long form. ACS data are collected continuously throughout the year and throughout the decade from a relatively small sample of the population (3 million addresses annually). The ACS collects detailed information on the characteristics of population and housing on an ongoing basis. These data were previously collected only in census years in conjunction with the decennial census. However, since the ACS is conducted every year, rather than once every 10 years, it provides more current data throughout the decade.

Census

The U.S. Census counts every resident in the United States and takes place every 10 years. The most recent Census was conducted in 2010 and consisted of the short form census, and asked 10 basic questions from every resident regarding household, age, race, and sex. The Census data is used to calculate the City's population, household size, and number of housing units.

Employer Trip Reduction Plan

The employer trip reduction plan includes an annual employee survey that is required by the City's Trip Reduction Ordinance, and describes the commuting habits of the regulated employee workforce during a typical work week.

Proposition R Affordable Housing Report

These are the annual reports concerning the implementation of the City's Affordable Housing Production Program, Santa Monica Municipal Code Section 9.56 et seq., and the production of affordable housing in the City during a given fiscal year reporting period.

Public Records and Entitlements Database

Official actions (approval, denial or continuance) taken by City Council or by the Planning Commission are recorded in the City's permit database. Similarly, building permits and certificates of occupancy issued for individual projects are recorded in the permit database. The permit database is updated daily.

Rent Control Annual Reports.

The Consolidated Annual Report combines the substance of three reports issued independently in previous years (through 2011): Rent Control Board Annual Reports, Impact of the Ellis Act, and Impact of Market Rate Vacancies. When considered

together, these reports present yearly information regarding the status of controlled rental housing as well as a summary of the Board’s and Agency’s activities during the year.

Traffic Counts

The City conducts transportation counts, which counts the numbers of vehicles, pedestrians, and bicycles moving through an intersection. Counts are typically conducted every 2 years during the weekday and weekend peak hours. The peak hours represents the time period where traffic counts are the highest due to worker commute. Weekday counts are conducted at all City signalized intersections during the AM Peak Hours (7:00 A -9:00 AM) and PM peak hours (5:30 PM – 7:30 PM) either on a Tuesday, Wednesday, or Thursday in the Fall (when school is in session). Weekend counts are conducted during the midday peak hour (1:00-5:00 PM) either on Saturday or Sunday in the Summer at signalized intersections in the Downtown and Main Street areas, as these areas tend to experience greater traffic as a result of the tourist/visitor population on the weekends. The table below provides the number of intersections that were counted in 2007 – 2013.

Number of Intersections Counted during 2007, 2011, 2013			
	2007	2011	2013
AM	192	204	213
PM	192	204	213

Transportation counts are used to measure the volumes of vehicles, pedestrians, and bicycle trips on the City’s streets. However, the counts do not provide information as to the travel patterns of such trips, including where trips begin or end.

Travel Demand Forecast Model

During development of the LUCE, a Santa Monica-specific Travel Demand Forecast Model was created to simulate existing and future transportation conditions, including traffic levels and travel patterns. The TDFM is a sophisticated model that was calibrated based on a land use survey of the City and the existing transportation counts described above. The TDFM encompasses the City of Santa Monica and neighboring areas of the City of Los Angeles. The TDFM is used to forecast the number of PM Peak Hour Trips generated within the City of Santa Monica (which relates to the City’s LUCE goal of No Net New PM Peak Hour Trips). The number of PM Peak Hour Trips

generated within the City includes trips beginning or ending in Santa Monica, and excludes trips that pass through the City.

ATTACHMENT B
Work Efforts Completed and Underway

In the four years since the adoption of the LUCE, the City has pursued long-range transportation and transit infrastructure projects that implement LUCE goals. Beginning with Expo Light Rail planning and access improvements, this work expanded to Expo neighborhood integration, bicycle and pedestrian improvements, signal synchronization, TDM, Zoning Ordinance Update, and capital projects. The major push during the first four years of LUCE implementation includes seeking and obtaining over \$3.5 million in grants that leverage City resources for projects such as the Bergamot Area Plan, the Memorial Park Neighborhood Plan, Bikeshare, the Downtown Specific Plan, MANGO, and numerous other LUCE and transportation-related projects.

The Zoning Ordinance, specific and area plans, bike and pedestrians plans, complete streetscape plans and the City's Capital Improvement Program are the traditional tools for implementing a General Plan. These implementing documents and programs provide a framework for detailed design and development regulations – based on the General Plan vision – that are applied to specific development proposals.

Expo Light Rail Planning, Integration and Access Improvements

Station Area Planning and Access (Completed 2010-12)

Extensive station access planning, regional bicycle path design, and negotiation with Expo Construction Authority to maximize incorporation of community needs into construction of the Expo Light Rail project.



Light Rail Integration Criteria (Completed 2011)

An interdepartmental effort to develop criteria for integrating Expo Light Rail on Colorado Avenue, preserving or replacing parking, identifying fire access, pedestrian crossings, landscaping and minimally invasive urban design.



Station Betterments

Identification of critical station access needs leading to Council authorization to fund \$18,850,000 for engineering and construction of betterments at the Downtown/4th Street Station, Bergamot/26th Street Station, and the Memorial Park/17th Street Station. Downtown station alignment redesigned and coordinated with the Colorado Esplanade.



First/Last Mile Access Improvements

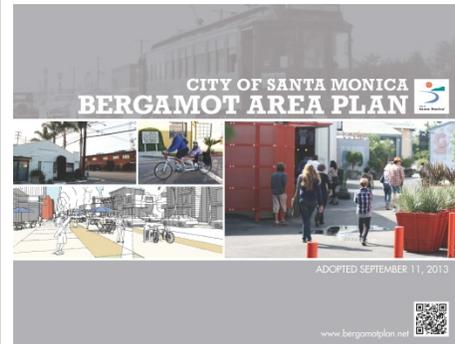
Identification of bus and shuttle access points for each Expo station, and priority corridors for bicycle and pedestrian access consistent with Metro's first/last mile criteria that can support future city capital projects and grant investments.



Area and Specific Plans

The Bergamot Area Plan (Adopted September 11, 2013)

A comprehensive plan governing the transition of 142.5 acres of formerly industrial land into the City's newest mixed-use neighborhood, made more walkable with sidewalks, lighting, pedestrian-scale blocks, and trip reduction strategies such as TDM incentives, shared parking and bicycle improvements. The development of the Bergamot Area Plan included the participation of over 1,000 Santa Monicans.



The Downtown Specific Plan (Draft released in 2014)

A specific plan required by the LUCE to define regulations for an expanded Downtown area with an emphasis on sustainability, circulation enhancements, and placemaking. The Downtown Specific Plan plays a key role in the integration of the Downtown, Civic Center and Beach districts, and comprehensive strategies for implementation.



The Memorial Park Neighborhood Plan (Anticipated adoption 2015)

An area plan that will provide a roadmap for sustainable and people-oriented changes around Memorial Park and 17th/Colorado Avenue station, including additional diverse housing, transit, bicycle and pedestrian access, park access, and Santa Monica College connections. The Memorial Park Neighborhood Plan's lower scale and local focus refines the LUCE vision into a clear and concise blueprint for the addition of neighborhood services that will coexist with existing industrial, creative and institutional uses.



Zoning Ordinance Update (spring 2015):

Zoning Ordinance Update (Anticipated adoption 2015)

The zoning ordinance translates the City of Santa Monica's General Plan into specific regulations. This effort identifies strategies for implementing community benefits, neighborhood compatible design standards, TDM regulations, shared parking, and bike parking, for example. The Zoning Ordinance Update will be presented to Council in Spring 2015.



Bicycle and Pedestrian Plans:

The Bicycle Action Plan (Adopted 2011)

A detailed implementation strategy for improving bicycle infrastructure and programs, with a focus on corridors connecting to schools, parks and transit and lanes for immediate implementation without loss of vehicle lanes or parking. Identifies a target of 14-35% of trips on bicycle by 2013 to support citywide traffic management and peak period trip reduction goals.



The Pedestrian Action Plan (Anticipated adoption 2015)

The Plan will identify areas for investment, and will sharpen the City's understanding of how to promote active, healthy transportation through educational programs, land use and transportation decisions and public infrastructure improvements. Highlights of the Pedestrian Action Plan were debuted at a September 2014 community workshop



3 Years of Focused Bike Plan Implementation

Facility improvements and educational efforts have included the opening of the City's new Bike Center, the addition of 45 new miles of bike lanes and sharrows, as well as several ongoing events to encourage cycling as a means of recreation and transportation for people of all ages.



Capital Improvement Projects.

Complete Streetscapes

Ocean Park Boulevard Complete Green Street (Completed February 2012)

The redesign of Ocean Park Boulevard between Neilson Way and Lincoln Boulevard transformed a large auto-oriented street into the City's premier model for green streets. Featuring a host of sustainability measures and connectivity enhancements, the project now unifies the Ocean Park neighborhood and is a source of resident pride.



The Michigan Avenue Neighborhood Greenway (Adopted 2013)

Visioning for a neighborhood greenway comfortable for walking, biking and resident gathering, and creation of a phased implementation program that will ultimately enhance Michigan Avenue. Resulting from 2 years of outreach that involved hundreds of residents, the MANGo project won both the Los Angeles American Planning Association (APA) and California APA 2014 Outreach award.



The Colorado Esplanade (Estimated completion February 2016)

Comprehensive redesign for connections between the Expo station, Downtown, and world-famous Pier that creates wide pedestrian sidewalks, protected bike lanes to the beach, and streamlines vehicle movement within an iconic design that celebrates the unique place.



**Olympic Avenue Extension
(Opened Fall 2014)**

Links the Civic Center to the Beach and Oceanfront District, and breaks down the traditional superblock structure of the Civic Center to invite more walking and biking into the district.



20th & Cloverfield Projects (Completed 2013)

Improves two key street segments with high-visibility pedestrian crossings, landscaping, pedestrian-scaled lighting, stormwater infiltration and streetscape improvements.



**Borderline Neighborhood Shared Streets Project
Longfellow Street (Completed 2012)**

Transforms the formerly narrow and unappealing Longfellow Street into a landscaped shared space for pedestrians, bicyclists and motorists, creating people-oriented community space.



The Lincoln Neighborhood Corridor Plan (Initiated Fall 2014)

Will improve vehicle flow and bus access to enhance this important regional corridor, while transforming Lincoln Boulevard south of the I-10 Freeway into a more walkable and neighborhood-oriented commercial corridor that benefits from streetscape enhancements and business improvement strategies.



Transportation Flow & Management Enhancements

Parking Structure #6 (Completed Winter 2013)

A new and improved Parking Structure 6 reopened in December 2013. The new structure consists of three subterranean and eight above-ground parking levels, with space for up to 90 bicycles in racks and 19 motorcycles, and approximately 7,000 square feet of retail space fronting on 2nd Street. The overall design of this structure is unique in that the pedestrian experience does not stop at the ground floor, but continues up along the entire building face, via the dramatic west-facing element.



Advanced Traffic Management System (ATMS)

Completes an over \$20 million investment in citywide signal synchronization, culminating in a centralized remote management system of all of the City's 180 intersections. The ATMS allows the City's traffic engineer to monitor and modify signal performance in real time, thereby addressing congestion and emergency situations manually, if necessary. Scheduled for completion in 2015.



Roadway Striping and Markings Maintenance

Proactive maintenance of roadway striping and markings throughout the City, with a primary emphasis on pedestrian and bicycle facilities (crosswalks, bike lanes, etc). Includes pilot programs for pedestrian crossing treatments (flashing lights), and striping technologies that could improve visibility while reducing long-term maintenance costs.



Transportation Flow & Management Enhancements (continued)

Specialized and Event Traffic Management

Active management and deployment of staff for special event traffic and peak days such as GLOW, LA Marathon and the “Go with the Flow” campaign for summer 2014 traffic management to reduce bottlenecks.



Lincoln Boulevard Repaving and Restriping

The Lincoln Boulevard Resurfacing project provided much needed pavement maintenance for this vital transportation corridor. The project included rehabilitating the roadway with new asphalt for a smoother and quieter Lincoln Boulevard; repairs to concrete sidewalks; enhanced striping including better crosswalk markings and left-turn lanes and/or pockets, and installation of traffic signal cameras at five signalized intersections that can be programmed to detect & serve both vehicles and bicycles.



Transportation Demand Management and Community Programs

Transportation Demand Management

Employer TDM and Zoning Ordinance regulations strengthened and expanded to further incentivize employees, residents, and visitors/customers to change their travel behavior. The City incorporated aggressive TDM into Development Agreements and Discretionary approvals, and increased the variety of transportation services available to support mobility.



Safe Routes to School

Grant-funded encouragement and education programs for parents and children that raised awareness of safe practices and the health benefits for student who walk and bike to school. Grant focused on four pilot schools with car-free campaign, bike education, and Kidical Mass rides.



Santa Monica High School Safe Routes to School

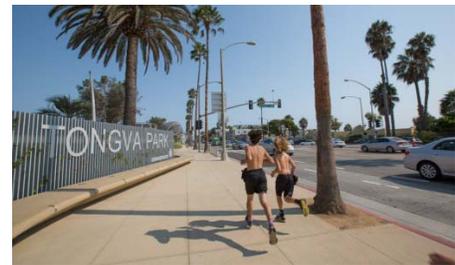
Redesign of main entrance to organize vehicle drop-off, bicycle and walking access to improve student access and organize high-demand activities during the peak periods.



Parks and Facilities

Tongva Park + Ken Genser Square (Spring 2014)

The recently completed 7.2 acre Tongva Park and Ken Genser Square connect seamlessly with the recently opened Olympic Drive extension, linking Ocean Avenue and the I-10 Freeway. Tongva Park is located on the former Rand Corporation headquarters site.



Universally Accessible Playground (Spring 2014)

After years of advocacy by Santa Monica's Disabilities Commission and Recreation & Parks Commission, a universally accessible playground opened in 2014 on the beach near the 2900-block of Barnard Way. The City's first UAP hosts special features that can be enjoyed by children of all abilities. Play features incorporate unique design elements that integrate children of all abilities socially, physically and emotionally.



Expo Buffer Park (Winter 2016)

A 2.35 acre neighborhood park located within a buffer zone between the EXPO Maintenance Facility and the neighboring residential area. The park is the product of several years of public outreach to the local Pico Neighborhood, and is in the last phases of design and plan check. It is anticipated that construction will begin on the Buffer park in mid/late summer 2015, with completion scheduled for mid-2016.



Pico Branch Library (Opened Summer 2014)

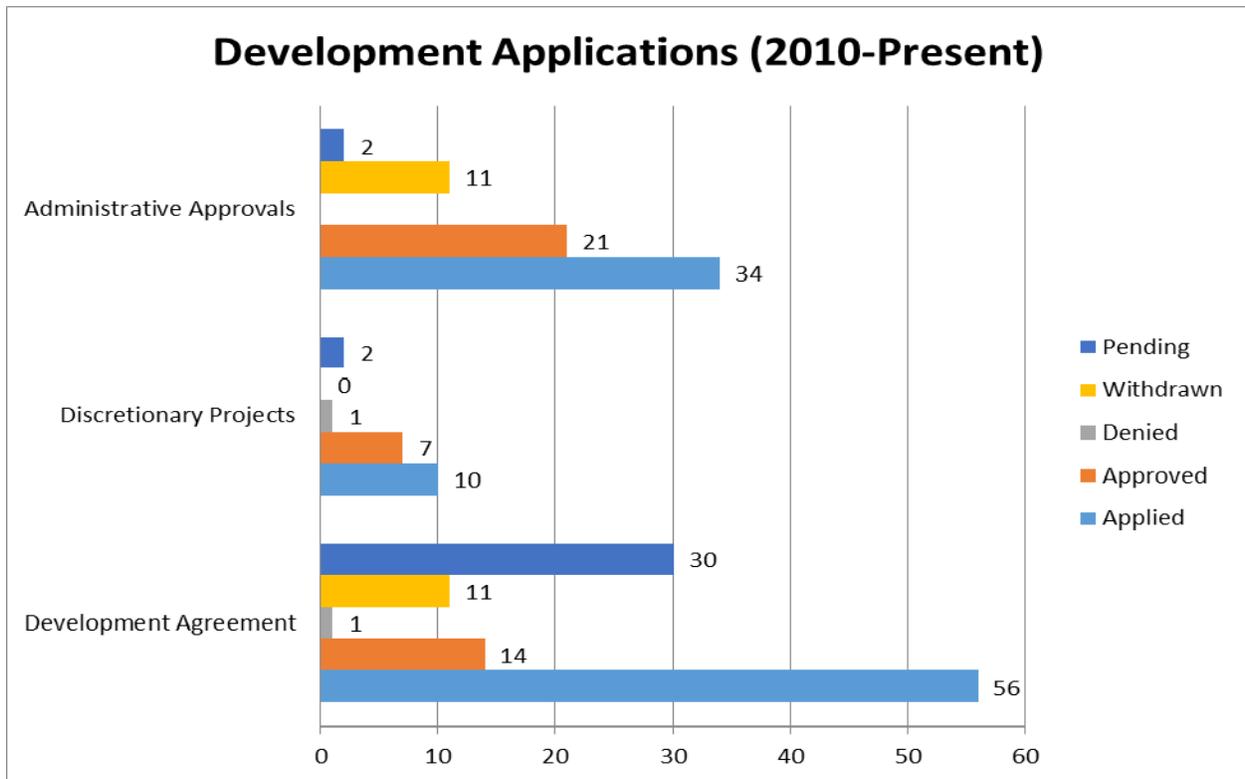
The construction of the Pico Branch Library was completed in Summer 2014. This new library branch adjacent to the Thelma Terry Building in Virginia Avenue Park consists of two buildings totaling approximately 8,690 square feet. The main facility consists of children's, teen, adult and popular collections, a children's area, reading areas, public computers, study rooms, and customer support services. The Annex building is used for story times and other programs. An exterior amphitheater with terraced steps on the annex's south side enhances the building's relationship to the Park and Teen Centers.

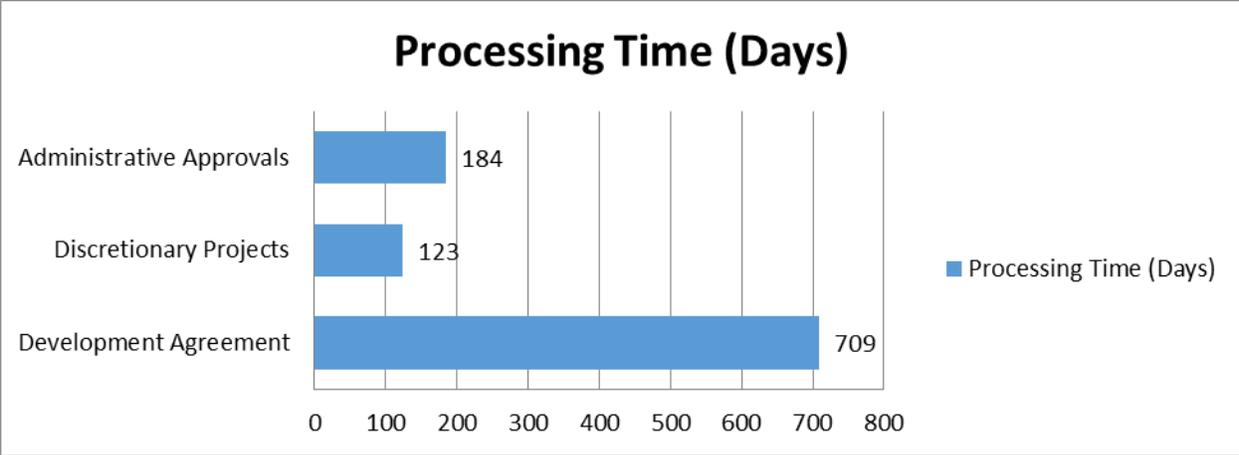


ATTACHMENT C

Approved and Pending Development Applications

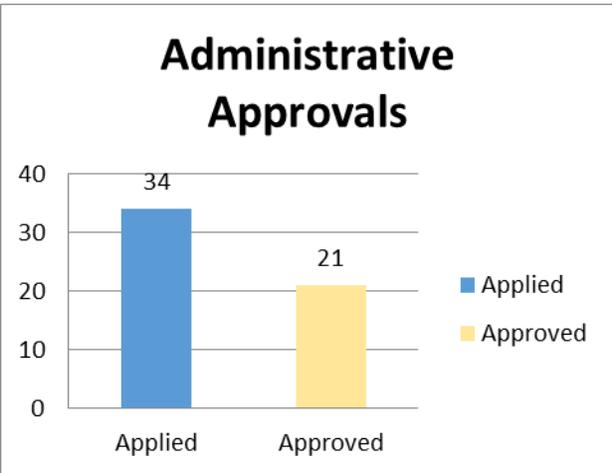
One of the functions of the Planning and Community Development Department is to process applications for private development. While it is the legal right of a property owner/applicant to submit an application for a variety of permits and entitlements, applications must conform to the adopted General Plan and adhere to the standards and regulations of the Municipal Code and Zoning Ordinance. Not all applications that are submitted result in a project, and many proposed projects transform considerably throughout the review process in order to meet community goals and priorities. In some cases, an applicant may seek to deviate from certain aspects of the Zoning Ordinance through a variance or Development Agreement process. Since LUCE adoption, the City has continually updated its records to track development activity across the following three most typical project types. More detailed descriptions of individual projects can be found on the City's website at: www.smgov.net/Departments/PCD/Plans-Projects/





- Administrative Approvals.** Administrative Approvals are projects that conform to the standards established for the Zoning District and do not require discretionary review or approval by the Planning Commission or City Council. Administrative Approval provides for an administrative review and assessment of the proposed development project in light of objective standards to ensure that the completed project will be in harmony with existing or potential development in the surrounding area, consistent with the goals, objectives and policies of the General Plan.

- Overall applied: 34
- # processed: 21 approved. 11 withdrawn, 2 pending
- Average timeline: 184 days
- # in Downtown: 17
- # in Bergamot: 2
- # in rest of City: 15



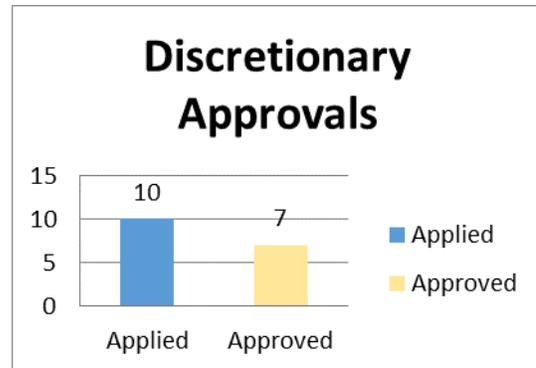
ADMINISTRATIVE APPROVALS PROJECT TRACKING

Number	Street Name	Date Applied	Location	Status	Date Action
1427	7th St	07/15/10	Downtown	Approved	01/20/11
1410	5th St	12/14/10	Downtown	Approved	07/12/11
1514	7th St	03/24/11	Downtown	Approved	08/17/11
711	Colorado Ave	03/24/11	Downtown	Approved	08/18/11
1523	14th St	10/25/11	Rest of City	Approved	12/29/11
207	Hollister Ave	12/01/11	Rest of City	Approved	02/06/12
2321	Main St	12/01/11	Rest of City	Approved	02/06/12
520	Colorado Ave	02/09/12	Downtown	Approved	05/22/12
3204	Lincoln Blvd	10/11/11	Rest of City	Approved	06/08/12
2901	Santa Monica Blvd	01/20/12	Rest of City	Approved	10/10/12
1311	3rd Street Promenade	09/25/12	Downtown	Approved	11/09/12
829	Broadway	08/27/12	Downtown	Approved	06/12/13
3401	Exposition Blvd	06/18/13	Bergamot	Approved	01/07/14
919	Broadway	10/10/13	Rest of City	Approved	02/08/14
1347	19th St	01/10/14	Rest of City	Approved	03/18/14
1666	Euclid St	08/08/13	Rest of City	Approved	04/21/14
1427	4th St	12/17/13	Downtown	Approved	05/20/14
1666	11th St	09/03/13	Rest of City	Approved	06/06/14
3204	Lincoln Blvd	04/16/14	Rest of City	Approved	07/31/14
2121	Cloverfield Blvd	02/27/14	Rest of City	Approved	08/04/14
1630	Stewart St	08/21/14	Bergamot	Approved	09/26/14
1437	5th St	02/23/12	Downtown	Pending	
208	Bicknell Ave	12/17/13	Rest of City	Pending	
1317	7th St	01/06/11	Downtown	Withdrawn	01/03/12
702	Arizona Ave	01/27/11	Downtown	Withdrawn	01/03/12

Number	Street Name	Date Applied	Location	Status	Date Action
1650	Lincoln Blvd	08/17/10	Downtown	Withdrawn	05/17/12
1810	Berkeley St	04/26/12	Rest of City	Withdrawn	07/19/12
1438	Lincoln Blvd	07/20/12	Downtown	Withdrawn	03/01/13
1430	Lincoln Blvd	07/26/12	Downtown	Withdrawn	03/01/13
1238	7th St	12/13/12	Downtown	Withdrawn	03/01/13
2929	Pico Blvd	12/04/12	Rest of City	Withdrawn	03/01/13
1318	Lincoln Blvd	11/06/12	Downtown	Withdrawn	03/04/13
1543	7th St	12/04/12	Downtown	Withdrawn	07/23/13
2919	Lincoln Blvd	10/24/13	Rest of City	Withdrawn	08/19/14

- Discretionary Development Entitlements. A Discretionary permit for development entitlements may be sought through a Development Review Permit or Design Compatibility Permit. Discretionary development projects typically involve proposals that exceed certain floor area thresholds but remain Tier 1 projects, as defined by the LUCE, and which require review and approval by the Planning Commission with decisions appealable to the City Council.

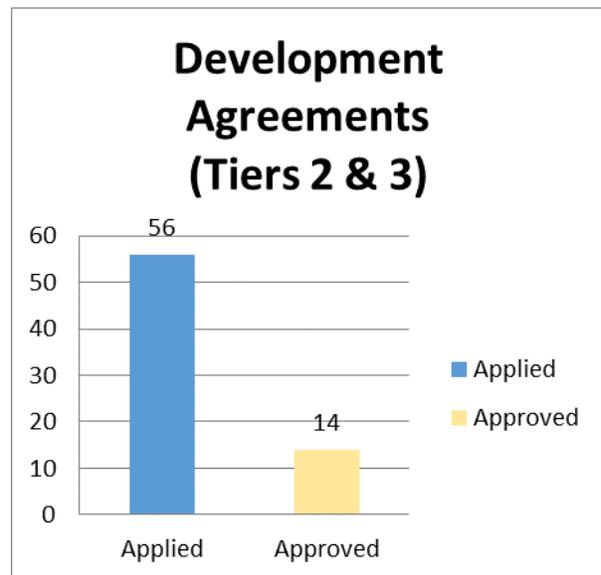
- Overall applied: 10
- # processed: 7 approved, 1 denied, 2 pending
- Average timeline: 229 days
- # in Downtown: 2
- # in Bergamot: 0
- # in rest of City: 8



DISCRETIONARY PROJECT TRACKING					
Number	Street Name	Date Applied	Location	Status	Date Action
1314	7th St	02/08/11	Downtown	Approved	07/06/11
1415	3rd Street Promenade	04/28/11	Downtown	Approved	08/27/11
2200	Virginia Ave	06/23/11	Rest of City	Approved	10/11/11
1703	Ocean Front Walk	03/01/12	Rest of City	Approved	06/20/12
1433	14th St	06/19/12	Rest of City	Approved	10/17/12
2316	3rd St	11/29/12	Rest of City	Approved	03/20/13
301	Ocean Ave	04/04/13	Rest of City	Approved	08/22/13
2919	Lincoln Blvd	02/28/14	Rest of City	Denied	
1211	12th St	06/28/12	Rest of City	Pending	
1919	Santa Monica Blvd	02/27/14	Rest of City	Pending	

- Development Agreements. A Development Agreement is the highest level discretionary application which seeks entitlements above and beyond the parameters set by the Zoning Ordinance. Typically, a Development Agreement application will seek height and floor area that is established by the General Plan, which cannot be exceeded in any case. While an applicant may submit an application for a Development Agreement, the process is lengthy, costly and typically reshapes projects to meet community expectations for needed community benefits. Since the adoption of the LUCE, the Interim Zoning Ordinance has required that Tier 2 and Tier 3 projects, as defined by the LUCE, be processed through a development agreement. Upon adoption of the updated Zoning Ordinance, it is anticipated that Tier 2 projects will not require development agreements.

- # overall applied: 56 (28 Tier 2, 28 Tier 3)
- # processed: 14 approved (6 Tier 3, 8 Tier 2); 1 denied (Papermate); 11 withdrawn, 30 pending
- Average timeline: 709 days
- # in Downtown: 6 Tier 2, 3 Tier 3
- # in Bergamot: 0 Tier 2, 4 Tier 3
- # in rest of City of Santa Monica: 2 Tier 2, 0 Tier 3



DEVELOPMENT AGREEMENT PROJECT TRACKING

Number	Street Name	Date Applied	Location	Status	Date Action
1800	Stewart St	05/13/10	Bergamot	Approved	09/28/10
2834	Colorado Ave	05/20/08	Bergamot	Approved	07/26/11
1317	7th St	07/07/11	Downtown	Approved	11/08/11
702	Arizona Ave	07/07/11	Downtown	Approved	11/08/11
401	Broadway	07/19/11	Downtown	Approved	12/13/11
710	Wilshire Blvd	07/24/07	Downtown	Approved	04/10/12
1548	6th St	07/26/11	Downtown	Approved	09/11/12
2930	Colorado Ave	06/25/07	Bergamot	Approved	04/09/13
1318	2nd St	01/13/12	Downtown	Approved	05/14/13
1731	20th St	10/18/12	Rest of City	Approved	07/09/13
1554	5th St	07/14/11	Downtown	Approved	11/12/13
501	Colorado Ave	07/14/11	Downtown	Approved	11/12/13
315	Colorado Ave	10/15/13	Downtown	Approved	04/23/14
1402	Santa Monica Blvd	12/06/12	Rest of City	Approved	07/17/14
1681	26th St	05/20/10	Bergamot	Denied	05/13/14
1301	4th St	08/12/14	Downtown	Pending	
1235	5th St	10/08/13	Downtown	Pending	
1415	5th St	04/17/12	Downtown	Pending	
1325	6th St	05/03/12	Downtown	Pending	
603	Arizona Ave	01/08/13	Downtown	Pending	
500	Broadway	08/27/13	Downtown	Pending	
501	Broadway	12/06/12	Downtown	Pending	
120	Colorado Ave	06/06/13	Downtown	Pending	
525	Colorado Ave	09/06/12	Downtown	Pending	
601	Colorado Ave	12/06/12	Downtown	Pending	
1431	Colorado Ave	01/08/13	Rest of City	Pending	
2041	Colorado Ave	02/19/13	Rest of City	Pending	
2848	Colorado Ave	11/30/11	Bergamot	Pending	
1318	Lincoln Blvd	08/06/13	Downtown	Pending	
1443	Lincoln Blvd	06/07/12	Downtown	Pending	
1560	Lincoln Blvd	12/04/12	Downtown	Pending	
1601	Lincoln Blvd	08/24/12	Downtown	Pending	
1613	Lincoln Blvd	12/11/12	Downtown	Pending	
1637	Lincoln Blvd	12/11/12	Downtown	Pending	
1641	Lincoln Blvd	12/06/12	Downtown	Pending	
1650	Lincoln Blvd	08/30/11	Downtown	Pending	
1660	Lincoln Blvd	06/06/11	Downtown	Pending	

Number	Street Name	Date Applied	Location	Status	Date Action
1133	Ocean Ave	04/28/11	Downtown	Pending	
234	Pico Blvd	12/11/12	Rest of City	Pending	
101	Santa Monica Blvd	02/28/13	Downtown	Pending	
1530	Santa Monica Blvd	11/29/12	Rest of City	Pending	
1802	Santa Monica Blvd	12/10/09	Rest of City	Pending	
3008	Santa Monica Blvd	10/27/11	Rest of City	Pending	
3032	Wilshire Blvd	11/01/12	Rest of City	Pending	
829	Broadway	07/26/11	Downtown	Withdrawn	07/19/12
1447	Lincoln Blvd	06/30/11	Downtown	Withdrawn	07/19/12
1666	11th St	05/12/11	Rest of City	Withdrawn	01/01/13
1318	4th St	01/07/11	Downtown	Withdrawn	02/25/13
3025	Olympic Blvd	06/21/12	Bergamot	Withdrawn	06/24/13
1425	5th St	04/17/12	Downtown	Withdrawn	07/23/13
2919	Wilshire Blvd	11/01/12	Rest of City	Withdrawn	08/26/13
2121	Cloverfield Blvd	07/12/12	Rest of City	Withdrawn	08/30/13
3402	Pico Blvd	12/15/11	Rest of City	Withdrawn	08/30/13
1437	Lincoln Blvd	08/06/13	Downtown	Withdrawn	09/25/13
2700	Lincoln Blvd	05/22/14	Rest of City	Withdrawn	07/15/14

ATTACHMENT D

LUCE Final Environmental Impact Report (FEIR) Summary of Land Use Changes

In California, every city and county must adopt a general plan to guide future decision making in the jurisdiction. The LUCE Final EIR examined the potential physical environmental effects of the adopted LUCE, including potential land use changes that are associated with general plan policies, standards, and requirements.

For the purpose of evaluating the impacts of potential land use changes during the 20 year time horizon of the LUCE, among other factors, the FEIR considered residential and nonresidential projects that were in various stages of the entitlement, permitting, or construction process based on the 1984 general plan, including:

- Projects that were under construction
- Projects that were approved but had not received a building permit
- Projects that were pending review

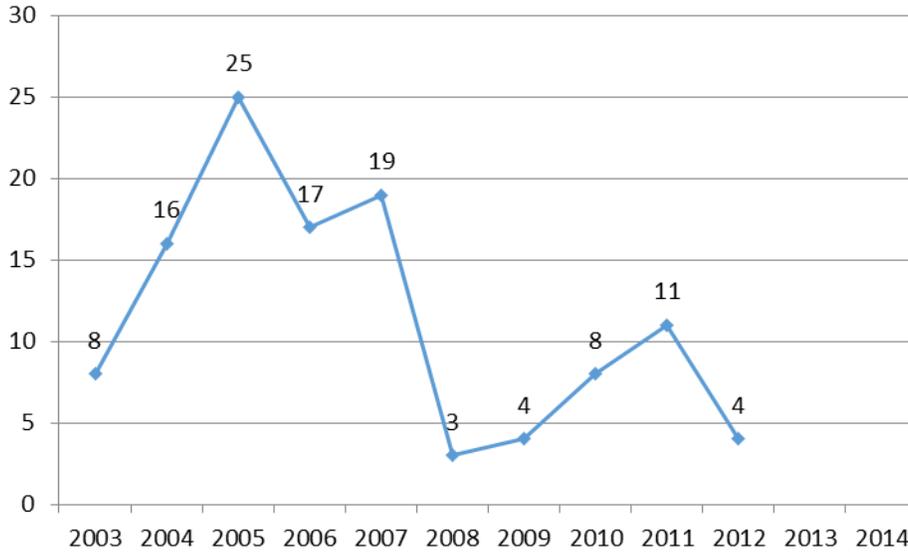
Simply stated, several projects included in the LUCE FEIR projections obtained entitlements or building permits before LUCE adoption, or both. Several projects were initiated as far back as 2003. In these cases, their entitlements could not have been influenced or controlled by the LUCE, but were considered in the overall LUCE forecasting methodology to determine the impacts of potential land use changes occurring in the City from LUCE adoption through the year 2030.

The projections of land use changes in Table 3-2 of the LUCE FEIR are not a cap on development, but rather were used to analyze the environmental impact of the General Plan.

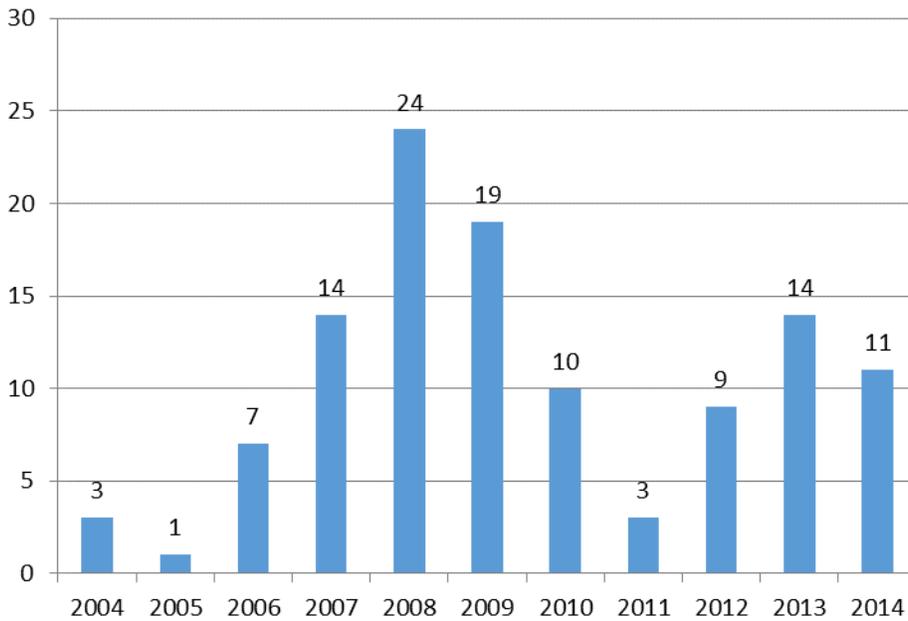
LUCE FEIR Residential Net New Unit Projection 4,955 units		
LUCE FEIR Non-Residential Net New Square Feet Projection 3,109,412 square feet	Office: 448,980 Creative Office: 699,709 Medical Office: 187,327 Hospital: 763,123 Retail: 566,803	Hotel: 626,578 Institutional: 196,029 Educational: 0 Industrial: (379,137)

ATTACHMENT E
Complete Community Graphics

Multifamily and Mixed-Use Projects
(Permits Issued by Year)



Multifamily and Mixed-Use Projects
(Completed Projects by Year)

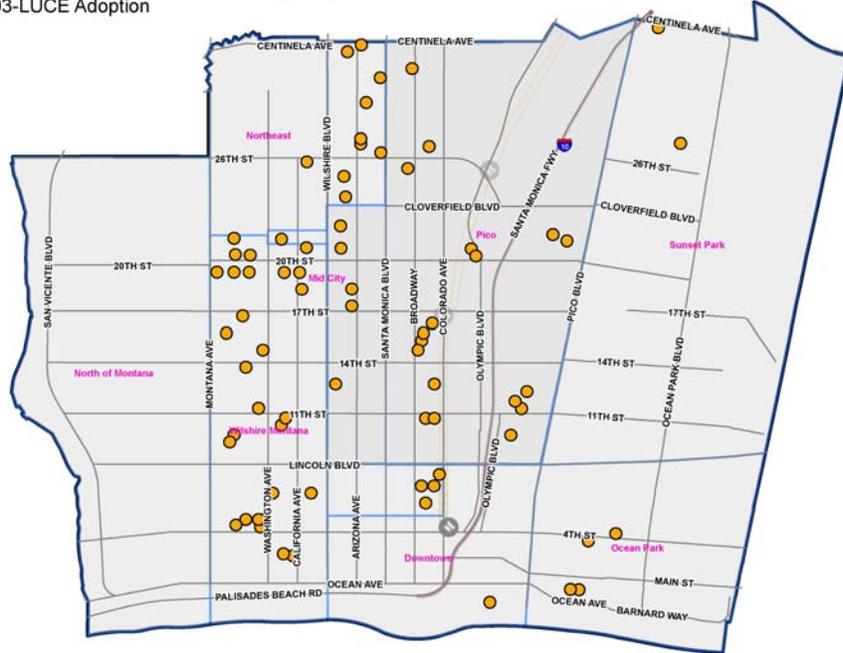


Multifamily Residential Development since LUCE adoption. 1064 total residential units have been completed since LUCE adoption, but only 113 units of that total were approved under LUCE regulations.

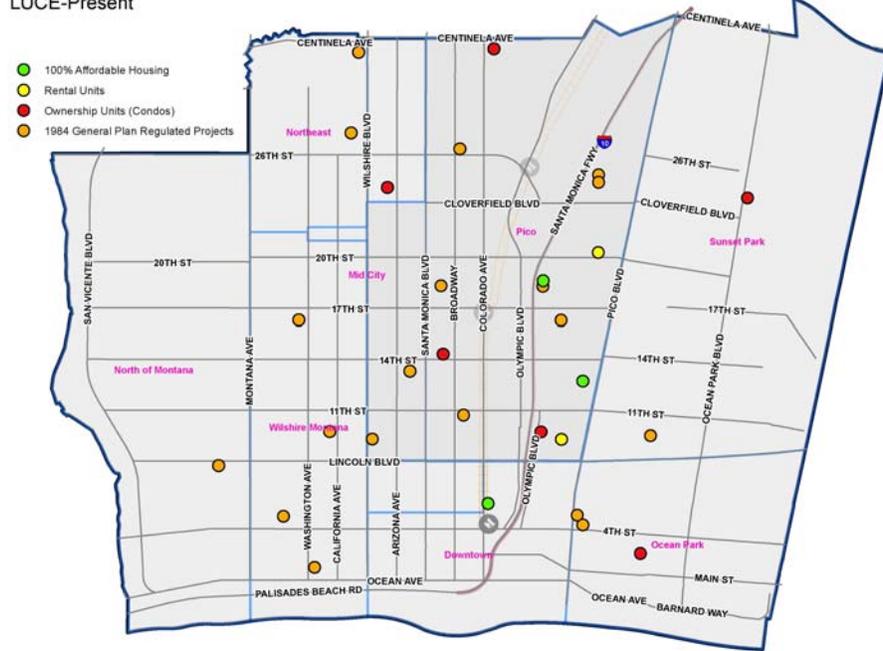
ATTACHMENT F

Neighborhood Conservation Graphics

Permitted Multifamily Residential Only Projects
2003-LUCE Adoption



Permitted Multifamily Residential Only Projects
LUCE-Present

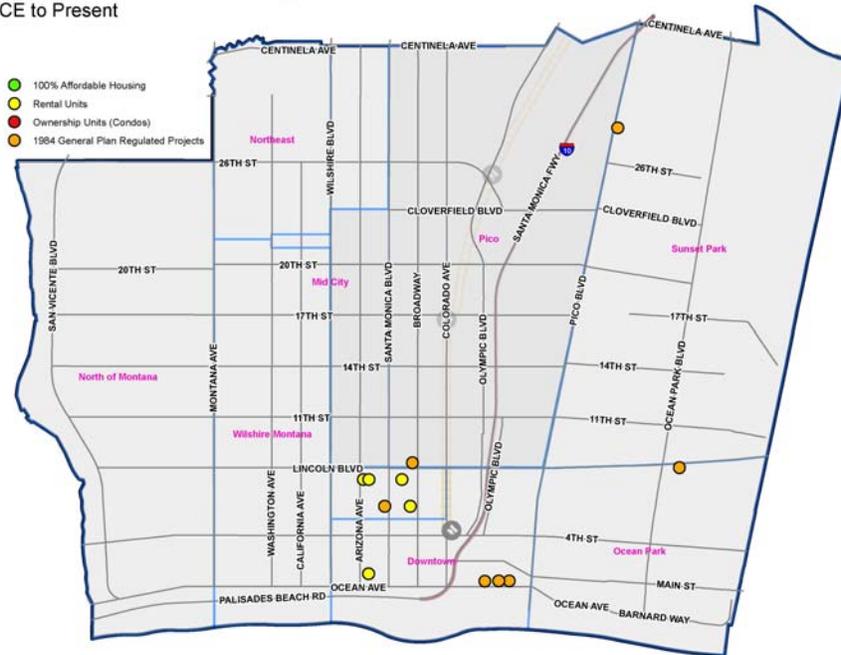


Development in the Residential Neighborhoods saw a great deal of activity in the past decade, as show in the above map. Since LUCE adoption, development in the residential neighborhoods has decreased.

Permitted Mixed Use Residential Projects
2003-LUCE

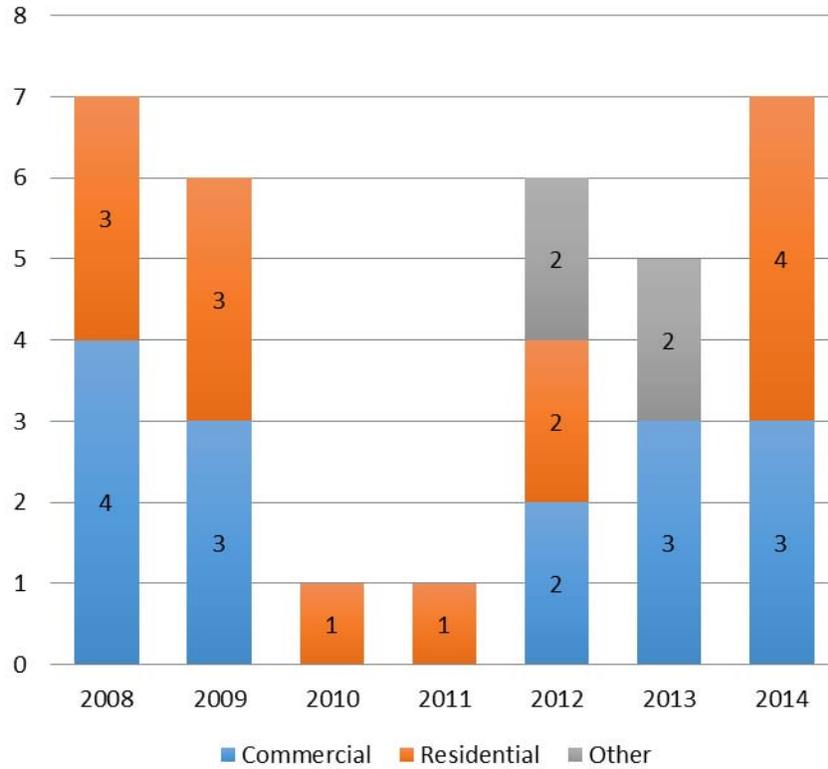


Permitted Mixed-Use Residential Project
LUCE to Present



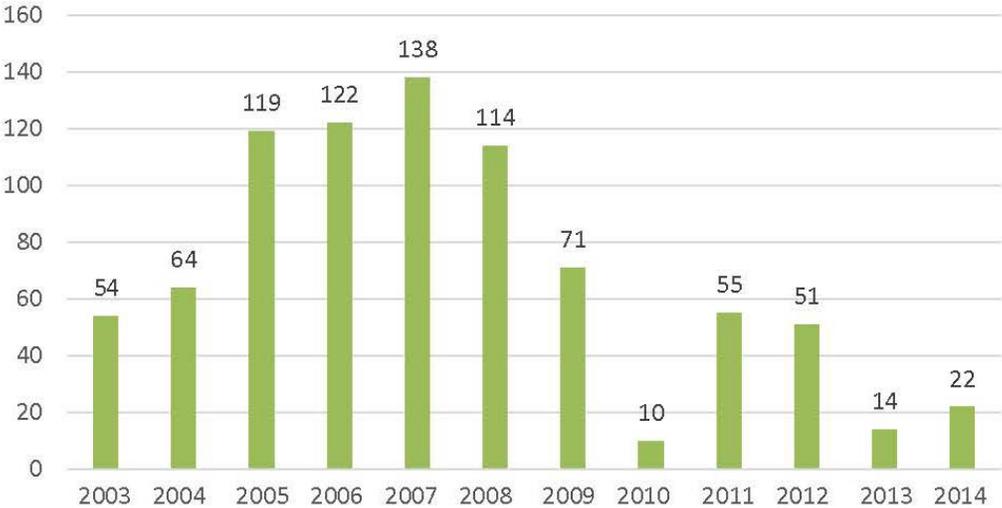
Mixed-Use Development, which is only permitted in commercial districts, has occurred primarily in the Downtown and Civic Center.

Landmark Activity



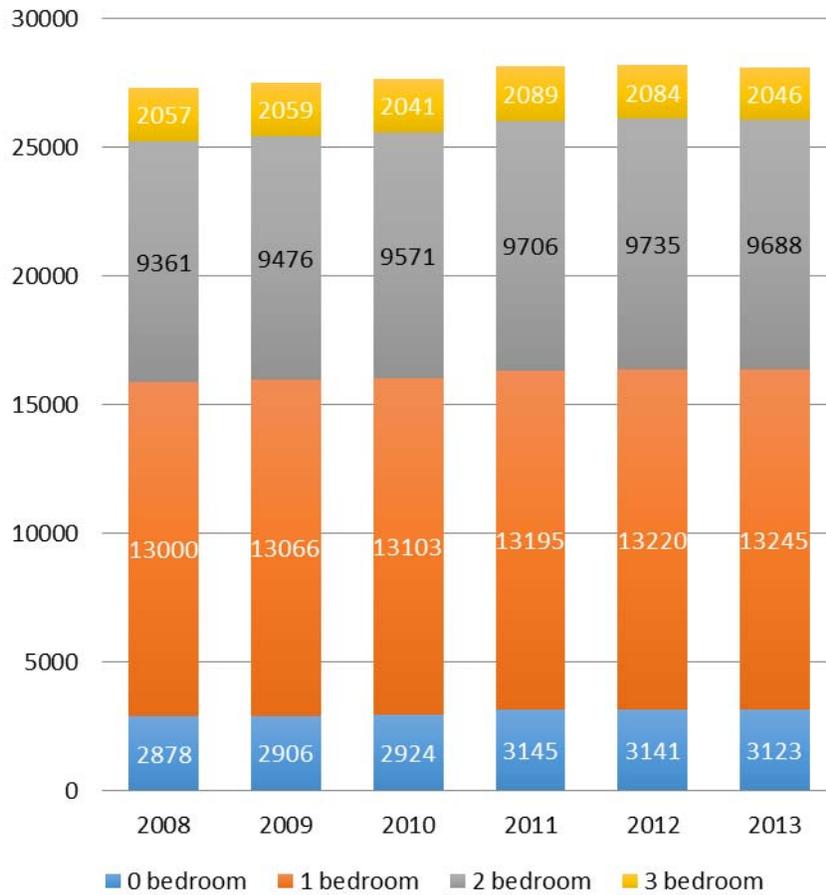
Landmark Buildings are identified through the City's historic preservation ordinance. Since LUCE adoption, over 20 new structures or historical features, including 8 residential homes, have been added to the list of landmark properties.

Ellis Activity - Withdrawn Units



Ellis Act Withdrawals allow a property owner to vacate a rent controlled building, presumably with the intention to owner-occupy or redevelop. In the past 4 years, the number of units that were withdrawn from rent control fell 71% from previous years (source: Santa Monica Rent Control Board).

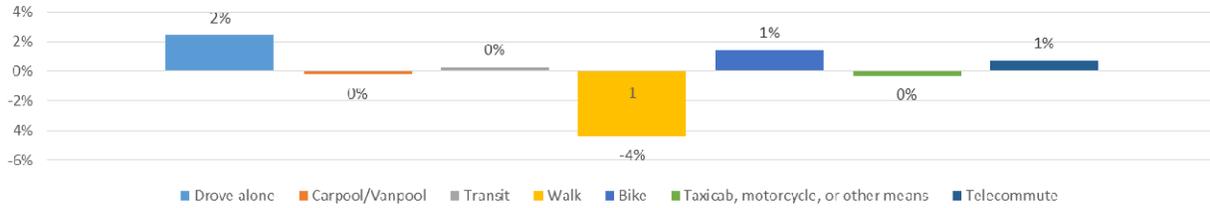
Rent Control Inventory



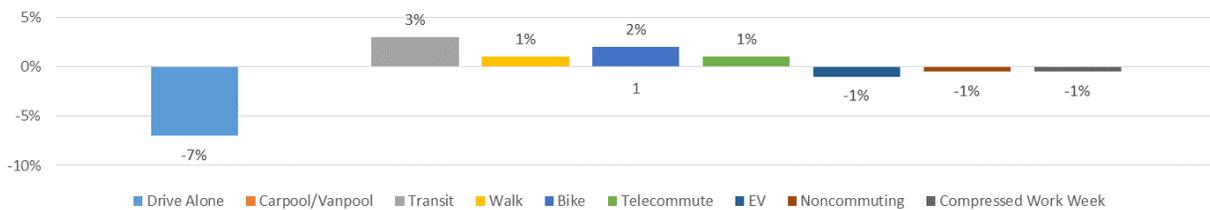
Rent Control limits maximum rental rates for thousands of units across the city. Since 2010, many previously withdrawn units were returned to rent control status, and two new projects added “price regulated” units to the citywide inventory.

ATTACHMENT G Transportation Choice Graphics

Resident Mode Share Change (2010-2013)

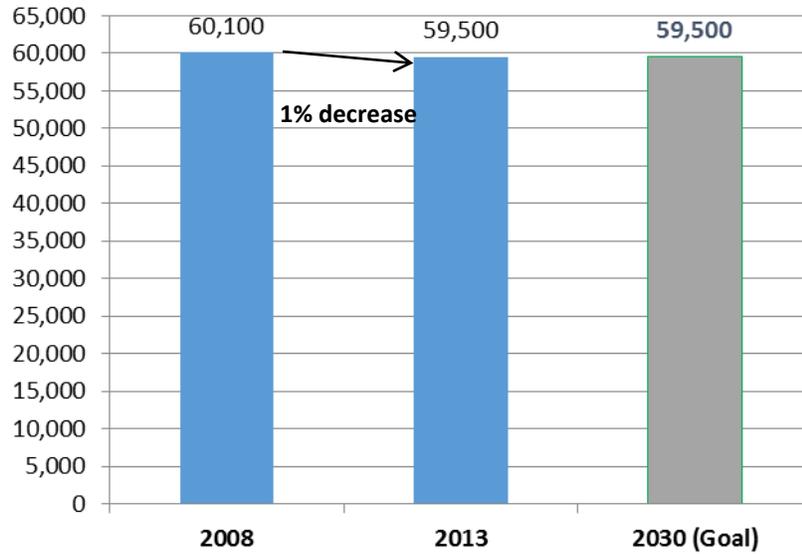


Employee Mode Share Change (2010-2013)



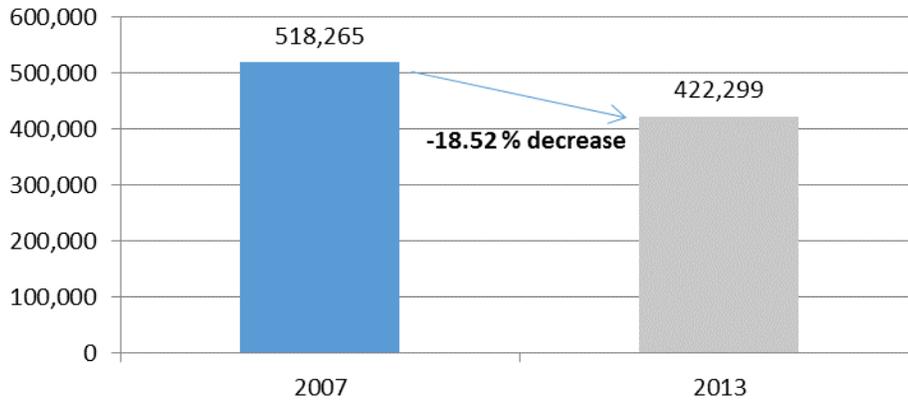
How People Move throughout the City depends on a variety of factors, including personal choice. An evaluation of available data demonstrated that driving is still the preferred method of mobility, but that employees are choosing to drive less.

PM Peak Hour Trips Generated in Santa Monica

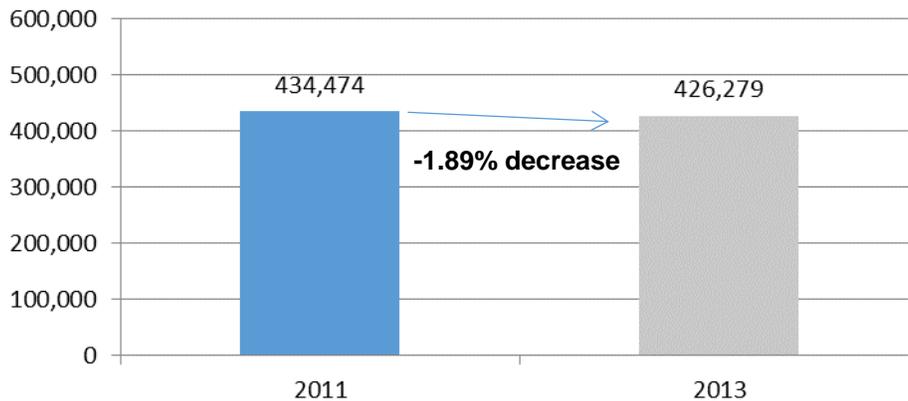


No Net New PM Peak Hour Trips is a major goal of the LUCE. Travel Demand Forecasting Model analysis indicates that the City is holding the line against new trips despite new development and jobs (source: City of Santa Monica Travel Demand Forecast Model).

Total PM Turning Movement Counts 2013 vs 2007

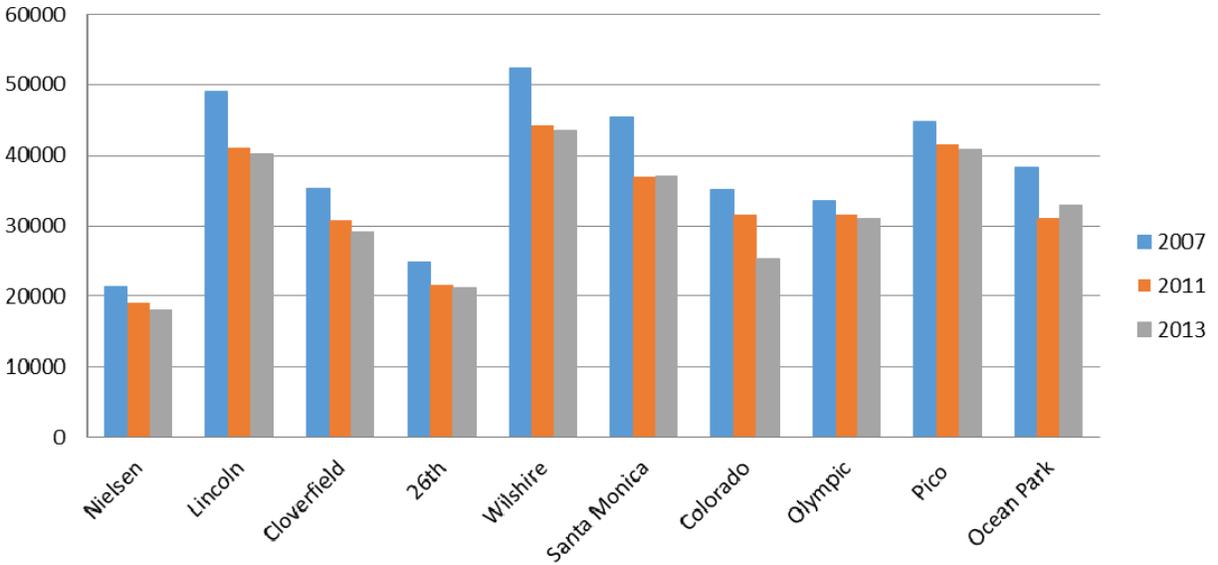


Total PM Turning Movement Counts 2013 vs 2011

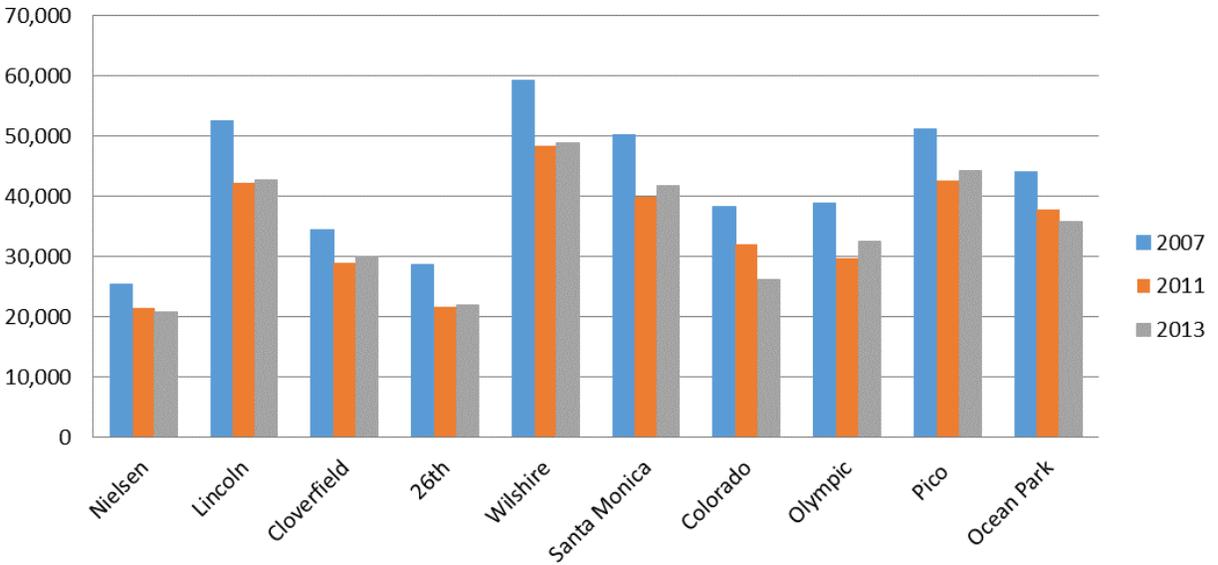


Vehicle Counts record the number of vehicles that move through the City's intersections. Counts were compared between 2007, 2011 and 2013, demonstrating an overall reduction in vehicles during the PM peak hour period (source: City of Santa Monica Biannual Traffic Counts).

AM Peak Hour Vehicle Counts - Major Corridors

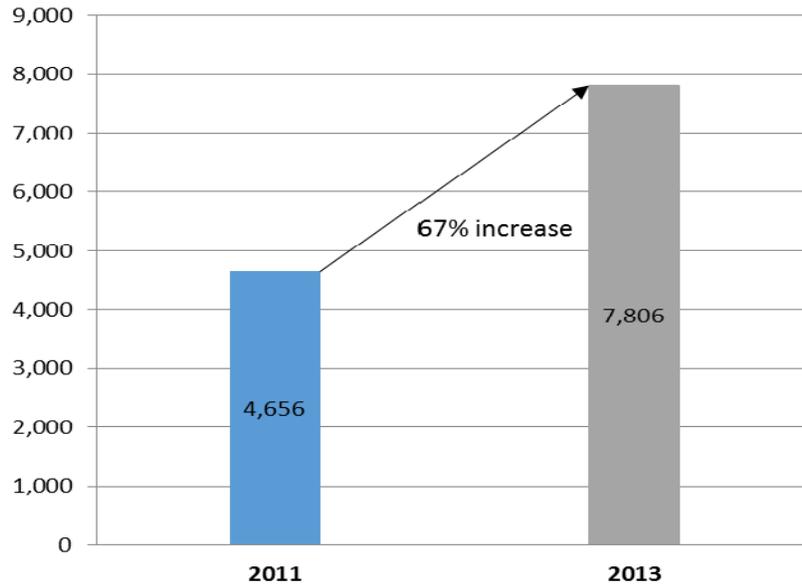


PM Peak Hour Vehicle Counts - Major Corridors

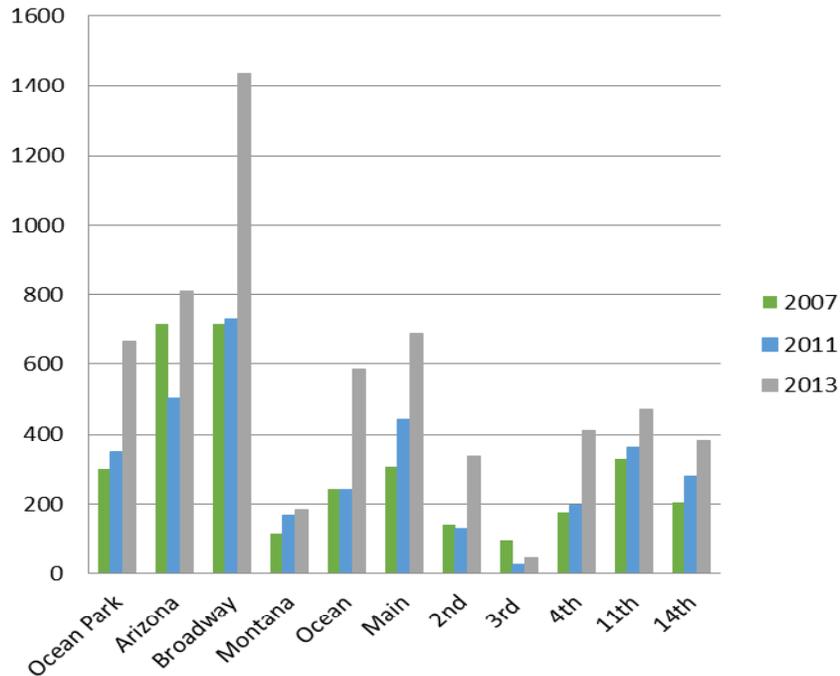


Vehicle Counts observed between 2007 and 2013 demonstrated a decrease in all major corridors from 2007 levels. A slight increase in vehicle counts during the 2011 evaluation period can be attributed to the improving economy and other external factors. The total 2013 counts show, by and large, relatively stable numbers from 2011 levels.

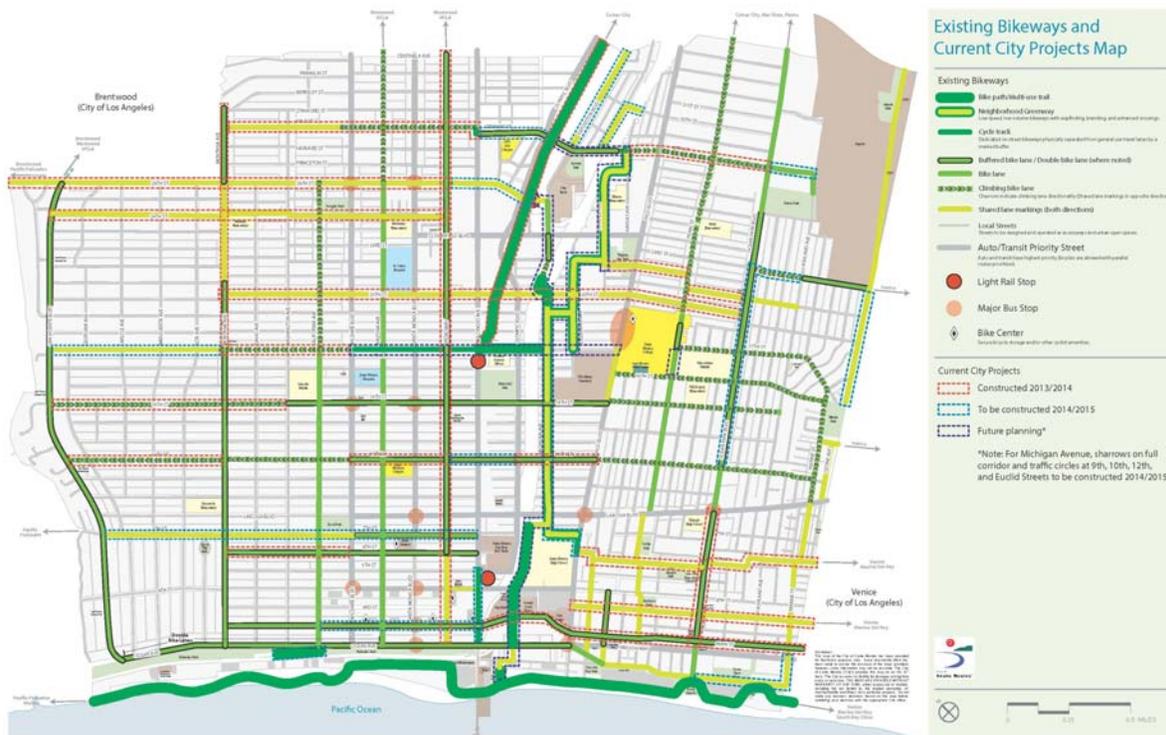
Total PM Peak Hour Bike Counts



PM Peak Hour Bike Counts

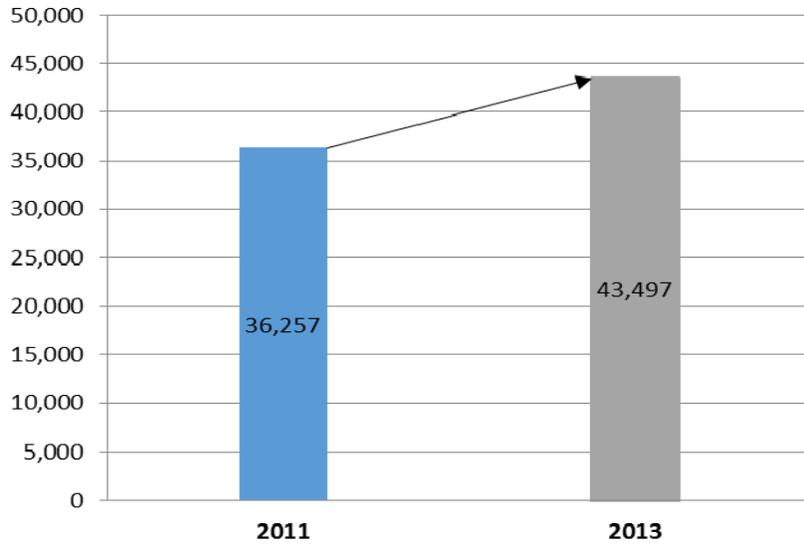


Bicycle use is up by 67% during the PM peak hour. Increases in cycling has been steadily rising over the years with a number of bicycle corridors showing increased counts from 2011 to 2013. Services and streets that cater to bikes play a role in making this form of transport more attractive (source: City of Santa Monica Biannual Traffic Counts).

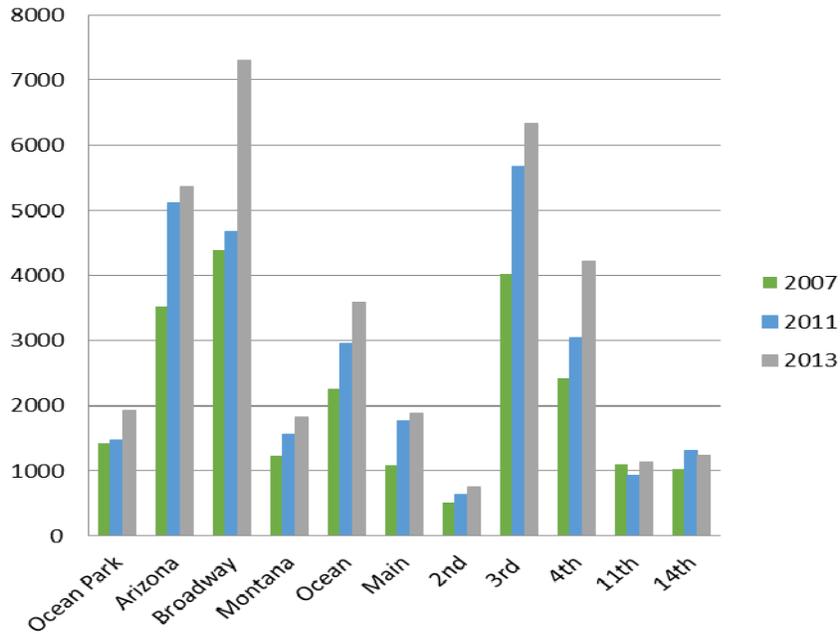


The Bicycle Network and Infrastructure expanded by 45 miles since adoption of the Bicycle Action Plan. Ongoing bicycle infrastructure planning and projects will continue to grow the network.

Total PM Peak Hour Pedestrian Counts

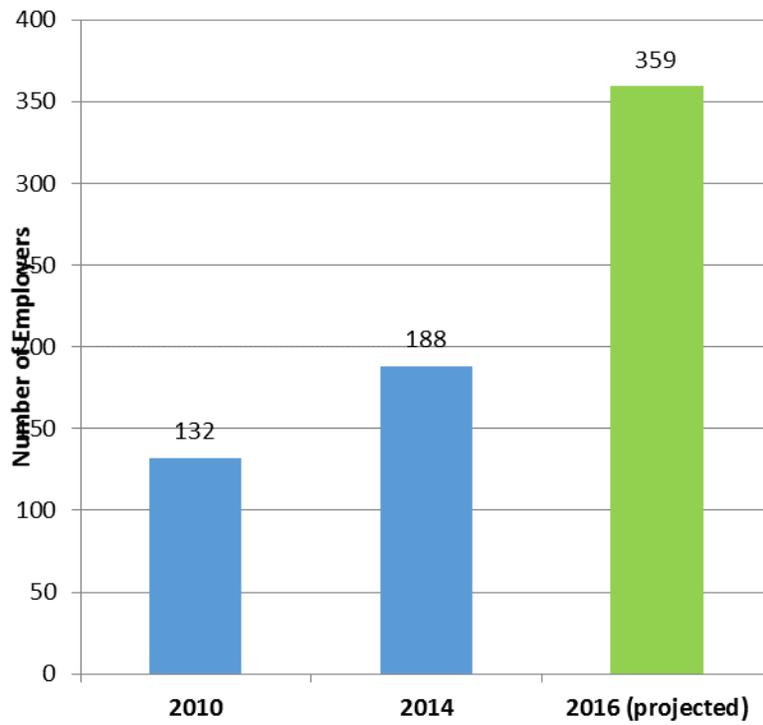


PM Peak Hour Pedestrian Counts



Pedestrian Counts record the number of people on foot who move through the City's intersections. Counts were compared between 2007, 2011 and 2013, demonstrating an overall increase in walking at almost all of the City's busiest intersections (source: City of Santa Monica Biannual Traffic Counts). A 20% increase in pedestrian counts was recorded between 2011 and 2013.

City TDM Regulated Employers



The forthcoming updates to the City's Zoning Ordinance would almost double the number of employers that will be subject to new TDM regulations.



Complete Street Network projects have been part of the ongoing enhancement of our public streets over the past 5 years. Projects like Ocean Park Boulevard, Longfellow Street, and Cloverfield and 20th Streets have exemplified how streets can better serve the community. Crosswalk improvements across the City also complement the street network and make walking a more attractive form of travel.