



Planning Commission Report

Planning Commission Meeting: June 12, 2013

Agenda Item: 5-A

To: Planning Commission
From: Francie Stefan, Strategic and Transportation Planning Manager
Subject: Review and Recommendations to City Council on the Final Bergamot Area Plan

Recommended Action

Staff recommends that the Planning Commission review the Final Bergamot Area Plan and prepare recommendations to the City Council, including a recommendation for City Council to adopt the plan.

Executive Summary

The Bergamot Area Plan (Plan) is a community-based planning document that provides standards on transitioning the former industrial lands into an arts-focused mixed-use pedestrian-oriented neighborhood. The Plan is both a visionary document describing the desired uses and activities of this new Santa Monica neighborhood called for in the Land Use and Circulation Element (LUCE), and a regulatory tool governing development by establishing a distinct set of standards and guidelines that will apply to projects wishing to develop, remodel, or adaptively reuse existing buildings. As one of several areas identified in the LUCE for managed growth over the next 20 years, the Bergamot Plan area offers a distinct set of opportunities for building a new neighborhood based on its existing character, unique place in the city and the region, and prominence as a hub of culture and innovation. The Bergamot Plan area's future role as a crossroads of new uses, streets, and activities is addressed in the Plan through a comprehensive framework that guides gradual integration of area-wide improvements and activities into the city fabric.

Since the release of the Draft Bergamot Area Plan in February 2013, the plan has been presented and staff has listened to feedback, comments and questions from neighborhood groups and individuals, business organizations, trade professionals and eight of the City's Boards and Commissions. The Final Bergamot Plan reflects much of this input, with the key refinements summarized in this report and in a more detailed attached list. The extensive community involvement over the past three years has been supported by a Sustainable Communities *Community Challenge Grant* awarded in 2010 by the United States Department of Housing and Urban Development (HUD).

The Plan provides policies and strategies to both conserve and shape the cultural, economic and urban design characteristics of this emerging area. The Plan also looks to the near future when the Expo light rail will open up new opportunities and will inevitably lead to new demands. The transit-oriented focus of the Plan envisions a mix

of uses, including housing at all affordability levels and new businesses that are open in both the daytime and evenings that will also provide amenities to residents outside the plan boundaries. Key Components of the Plan include:

Key Components of the Bergamot Area Plan

- 10 new streets and 15 new pedestrian and bicycle pathways that break down large blocks, promote circulation, and connect existing neighborhoods to new services and amenities.
- Comprehensive development standards and design guidelines that promote sustainable, human-scaled buildings that respect adjacent residential neighborhoods and the area's existing character.
- Incentives to develop affordable housing and workforce housing to create a diverse community and offer area workers an opportunity to live locally.
- An implementation and monitoring plan that outlines phases for the area's incremental transition, and metrics for measuring success.
- Over 30 Transportation Demand Management (TDM) measures and requirements to mitigate traffic and congestion citywide, and the establishment of the City's first Transportation Management Association (TMA) that serves as the area's watchdog for parking and trips.
- Land uses that support a new residential community and enhance existing ones, such as housing, retail, community facilities, personal services and more.
- Open spaces strategies to enliven streets and public spaces, including adding a new community park at a later phase in the project's implementation.
- Enhanced public art and cultural services and facilities, including a Bergamot Art Center that integrates the Expo, a museum and additional art-friendly uses.
- The introduction of the urban forest in the former industrial lands featuring a diverse array of species that provide canopy, shade, and wildlife habitat.
- Expanded job opportunities for local residents through a business community that shares resources and the local talent pool.
- New housing choices that connect employees to homes in the area, reducing vehicle trips and creating a 17/7 environment.
- Policies to strengthen and support the Plan area as an attractive location for creative business from start-up and beyond.
- A coordinated approach to financing infrastructure that utilizes public and private investment.

The Plan is composed of eight chapters that identify the vision and provide the blueprint in terms of policies, standards and design guidelines for the area to shape both the public and private investment realms over the next 20 years. The Plan also includes a methodology for assessing success in the many areas that require monitoring.

- The Executive Summary outlines the key features of the Plan, and includes “infographics” that visually describe the Plan’s comprehensive nature.
- Chapters 1-3 include a summary and overview, the vision, including the Guiding Principles, and assessment of the history and existing conditions.
- Chapter 4 contains the Plan’s “Core Components:”
 - a) Urban Form,
 - b) Land Uses,
 - c) Circulation and Mobility,
 - d) Art and Culture,
 - e) Economic Sustainability, and
 - f) Utility Infrastructure
- Chapter 5 contains the land use regulations and development standards. Its standards will supersede and constitute the Zoning Ordinance for the plan area, where specified.
- Chapter 6 provides the Design Guidelines that are part of the regulatory structure and are intended to create some architectural flexibility to encourage innovation and visual interest while respecting the human scale and adjacent residential neighborhoods.
- Chapter 7 guides the City and developers with specifications for all the street types, including a robust palette of carefully selected tree species that will introduce the urban forest into the area.
- Chapter 8 outlines a phased implementation approach that includes specific actions to be taken by the City and/or private development during three project phases. Strategies are identified for achieving the objectives of each phase.

California Environmental Quality Act (CEQA) analysis has been performed on the Bergamot Area Plan through a Consistency Checklist, which has concluded that the environmental impacts associated with the Bergamot Area Plan would be within the envelope of impacts analyzed in the LUCE EIR and will not cause a new or greater significant impact. The traffic study included in the Consistency Checklist determined that the improved street network and the decreased development densities set forth in the Bergamot Area Plan would result in fewer significantly impacted intersections, and would eliminate significant traffic impacts at 3 of the 5 intersections that were previously identified to be significantly impacted in the LUCE EIR. Additionally, the number of Citywide PM Peak Hour trips, per capital vehicle miles traveled and vehicular (GHG) emissions would be reduced as compared to the LUCE EIR. A copy of the Bergamot Area Plan Environmental Review/Consistency Checklist and Traffic Analysis is included in Attachment C.

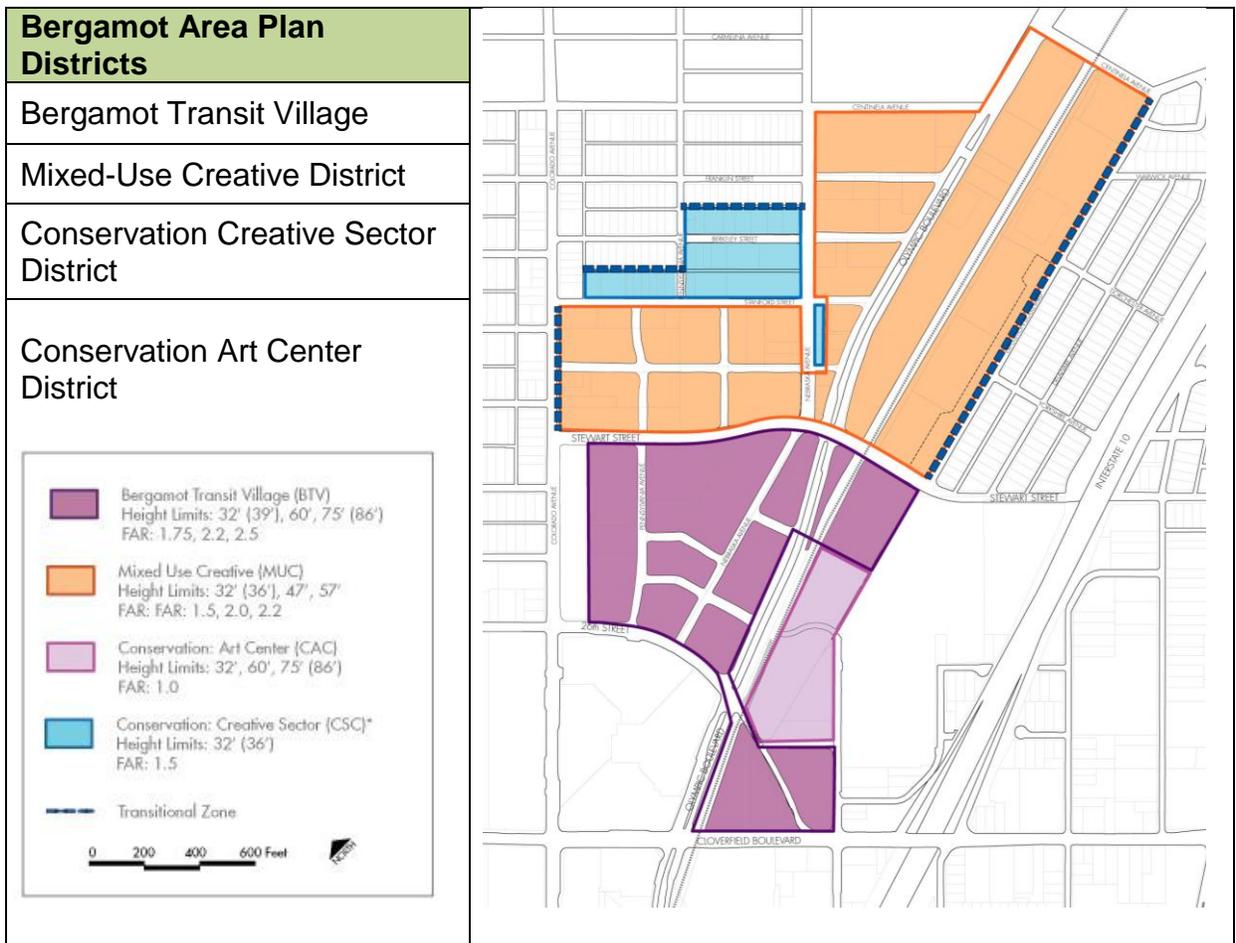
Background

The Bergamot Area Plan was initiated to help transition 142.5 acres of former industrial land into a walkable, sustainable and innovative mixed-use neighborhood. At the heart of the district are the Expo 26th Street/Bergamot Light Rail station and the Bergamot Art Center, which are the transportation and cultural catalysts for the district. By 2016, the Exposition Light Rail station and companion regional bike and pedestrian path will open at Bergamot Station, serving over 3,400 transit riders and hundreds of cyclists daily. Recognizing the critical need for well-designed and accessible transit in this area, the City has invested \$6.7 million in Bergamot Station access betterments ([December 13, 2011](#)) to provide an eastern entrance to the station and ensure integrated connectivity to the area.

The planning effort has been guided by community participation during a three-year period and has included stakeholder interviews, focus groups, online surveys, community workshops, neighborhood meetings, and public hearings before the City Council, Planning Commission and the City's Boards and Commissions. Throughout the workshops and discussions, the residents, business owners, artists, employees, cyclists, pedestrian advocates, non-profits, schools, developers, and other stakeholders have advocated for an incremental and context-based approach that recognizes the ability for density, design, mobility strategies and desired land uses to come together in a sustainable and replicable model that reduces car trips, stimulates walking and biking, provides affordable options for housing, and creates new jobs.

The City Council ([June 14, 2011](#), [June 12, 2012](#), and [March 12, 2013](#)) and Planning Commission ([May 16, 2012](#), [December 12, 2012](#), [February 13, 2013](#), and [February 20, 2013](#)) have held public hearings and provided significant input into the planning process, shaping the concepts and strategies over the last three years. Additional refinements to the draft Plan have been informed through a three-month outreach effort that has included presentations of the Draft Plan to Santa Monica's neighborhood groups, local businesses and employee groups, as well in public meetings with the Architectural Review Board, the Landmarks Commission, the Taskforce on the Environment, the Commission on the Senior Community, the Housing Commission, the Urban Forest Task Force, and the Recreation and Parks Commission. Throughout the planning period, the project's website www.bergamotplan.net has provided a consistent opportunity for public information sharing. Overall, it is estimated that 700 members of the community, in addition to numerous Boards and Commissions have contributed to the ideas found in the Plan.

The Bergamot Area Plan was selected by the United States Department of Housing and Urban Development (HUD) to receive a Sustainable Communities *Community Challenge Grant* in 2010, which has largely funded this planning effort. This grant program advances the urban sustainability goals achieved by integrating land use and transportation planning to reduce vehicle trips and greenhouse gas emissions. HUD's "Partnership for Sustainable Communities" showcases visionary and leading planning efforts around the country that provide replicable models for sustainable neighborhoods.



Discussion

The Bergamot Area Plan envisions the creation of a new sustainable neighborhood – one that conserves the industrial character that has attracted a regionally significant creative community, including the Bergamot Art Center, and infuses new, transit-oriented pedestrian-friendly buildings with a mix of local-serving uses that can take full advantage of the opportunities coming with the Exposition Light Rail. The Bergamot Plan vision describes a future that presents new ideas and old ones together, aiming for a vibrant, interesting future for the four land use districts, shown above, that comprise the Bergamot Area Plan.

Refining the LUCE Vision

The 2010 LUCE designated the land in the former industrial area as “Bergamot Transit Village” and “Mixed Use Creative,” and identified the need for an Area Plan to refine the vision as well as standards, guidelines and implementation measures. While implementing LUCE targets for land use mix and vehicle trip reduction, the Final Bergamot Area Plan has reduced the Tier 3 maximum floor area ratios to 2.2 and 2.5 in the Mixed Use Creative and Bergamot Transit Village Districts, respectively. Conservation Areas have also been created for the Art Center and Creative Sector

subareas to conserve their roles as cultural and small business incubators. The following sections of this report describe the general framework of the attached Bergamot Area Plan (Attachment A).

Land Uses and Housing (Chapter 4b, and Chapter 4e)

The Plan designs a new piece of Santa Monica's diverse cityscape, and in doing so significantly raises the bar for the design and distribution of land uses to create a sustainable neighborhood pattern that interweaves retail, housing, creative office, cultural institutions, arts, and open spaces. The plan outlines a diversity of permitted and conditionally permitted uses that removes prior barriers to housing, daily needs retail and services, and aims for the LUCE targets for new land uses to include 40 percent housing and 50 percent housing in the Bergamot Transit Village and Mixed-Use Creative districts, respectively. Through a coordinated balance of land uses, the mixed-use neighborhood will begin to offer new lifestyle choices, like the opportunity to live in walking/biking distance to jobs, schools and gathering places for everyone: young singles in their first job; families at any economic level with a parent that works in Santa Monica; couples that want to spend less time in the car driving to and from work; and older adults who downsize from single-family homes to a comfortable but compact lifestyle with more public social spaces and walking.

The Plan encourages and creates opportunities to develop housing for all members of the community, including a target of 30 percent of all new housing affordable to households making 30 to 180 percent of area median income. Incentives are provided for Tier 1 and Tier 2 projects to include more than the minimum required Affordable Housing Production Program units. All uses are expected to provide expressive and high quality contemporary architecture that is human-scaled, designed to meet stringent environmental performance standards, and which artfully merges the private and public realms into a network of open spaces. An emphasis on linking employees to new housing developed in the Plan area is highlighted as a goal for future projects, and as a method for further reducing congestion caused by commuting and running errands.

Equally important is that the Plan area will be developed with viable services that reach beyond the Plan area to surrounding residential communities. Neighbors in the Pico and Mid-City neighborhoods will benefit from availability of additional nearby amenities such as restaurants, childcare facilities, services and retail that will be within easy walking and biking distance.

Circulation and Mobility (Chapter 4c, Chapter 7)

The Plan seeks to improve the circulation infrastructure through a range of different streets that serve pedestrians, cars, bicycles and buses, conveying all users safely and comfortably to their end destinations. This vision is a sharp contrast to the current industrial roadway network, which is greatly lacking in streets, pathways and the signalized crossings that will be needed to transition into a more fine-grained, walkable grid environment. The LUCE's vision for breaking down the large industrial-era parcels into a block pattern that is consistent with the Santa Monica street grid has resulted in the identification of 10 new streets and 15 pedestrian and bicycle pathways that match

the desired purpose of the particular area – complete streets for the major thoroughways at the Plan area’s perimeters that cater to both car and non-motorized movers alike, flexible streets to accommodate Nebraska Avenue as the Plan area’s new “main street,” and shared streets for narrower, less travelled blocks that can give more priority and comfort for pedestrians and bicyclists.

Bicycle-riding is encouraged in the Plan through a host of facilities that help the cyclist navigate the way and safely store the bike upon arrival, like bike sharing, long-term bicycle parking, and a Bike Center to serve the needs of the targeted 35% mode share.

Traffic analysis has been performed on the street network to align the Plan with the LUCE goal of no new net PM peak hour trips, reductions in per capital GHG emissions, and well as vehicle miles travelled. In all cases, the Bergamot Area Plan’s circulation network outperforms the General Plan, and eliminates 3 of the 5 previously identified significant traffic impacts. A detailed traffic analysis is included as an attachment to the LUCE Environmental Consistency Checklist.

Parking (Chapter 4c, Chapter 5 and Chapter 6)

A key goal of the Bergamot Area Plan is to manage parking resources so there are enough parking spaces to ensure the healthy functioning of the area while not providing more than necessary, and ensuring they are used efficiently through sharing and real-time availability information. Sufficient parking is necessary for the success of the Plan area as a mixed-use business and residential district, which has been calculated to be reached at 2.0 spaces per 1,000SF of Commercial uses, and no more than 1.0 space per residential unit. The Plan creates the conditions for successful parking management through a combined approach that includes a shared parking district, unbundling parking from commercial and residential spaces, parking pricing, design guidelines, and communication strategies to optimize the use and value of existing and future parking.

Local case studies in areas served by transit, such as downtown Santa Monica, have helped to shape vehicle parking requirements. Specifications for bicycle parking and related facilities, such as showers and long-term bike parking facilities, are geared to serve the expected mode shift away from the personal automobile.

Transportation Demand Management & Transportation Management Association (Chapter 4c)

As a new neighborhood, the City’s mandate for sustainability and trip reduction is at the highest priority level in the Bergamot Plan area. Over 30 Transportation Demand Management (TDM) strategies are included in the Plan, comprising physical amenities, programs, incentives and project requirements to make this area contribute substantially to the goal of No Net New PM Peak Hour trips. Additionally, the Plan calls for immediate establishment of a Transportation Management Association (TMA), to support, facilitate and provide leadership in reducing vehicle trips, particularly for smaller businesses. The TMA responsibilities could be expanded to monitor and adjust parking pricing, market available spaces on behalf of its members, and encourage existing surface parking lot owners to join the area-wide shared parking district through economic incentives.

Conservation and Character (Chapter 4a, Chapter 4b, Chapter 5 and Chapter 6)

In recognition of the area's unique character-defining assets, the Plan establishes two districts to conserve culturally significant areas or areas for incubation of small creative businesses. The Conservation – Creative Sector District establishes a reduced scale and building form to preserve smaller, more affordable spaces, and creates a package of incentives that remove obstacles to moderate business expansion and success. The Conservation – Creative Sector District also doubles as a buffer between the established residential areas on Berkeley, Franklin and Pennsylvania Streets, and the more intense activities of the Mixed-Use Creative District centered on Nebraska Avenue.

The Conservation – Art Center District, which over the past 20 years has thrived as a center of high quality galleries and other arts-related uses, includes 5.6 acres of property owned by the City, and 1.8 privately-owned acres, adjacent to the future Bergamot Expo Station. Seeking to maintain the essence of the district while allowing for attractive public open spaces, increased opportunities to enjoy the arts and new uses and amenities that serve art lovers, families and visitors, the Plan limits the intensity of development without compromising the ability for creative architecture and height in strategic locations. This vision has led to a process currently underway for the City to find the right partner to develop this vision in a sustainable way – economically, environmentally and creatively.

Sustainability (Chapter 4e and Chapter 4f)

Sustainability, as a community objective, underlies the entire Plan. Integrated land use and transportation planning is a critical implementation measure to achieve the goals of the Sustainable City Plan, Climate Action Plan, and Strategy for a Sustainable Local Economy. The LUCE has moved the City forward on this path by focusing on reducing greenhouse gas emissions through addressing congestion, limiting future automobile trips and building the infrastructure for active transportation. The Bergamot Area Plan applies the most current thinking on creating a built environment that is “green,” and which meets the highest environmental performance standards. An urban forest is reintroduced into the former industrial lands through parkland and open space requirements, and new landscaped streets and streetscapes that will transform acres of impermeable asphalt into a verdant collage of high quality public spaces for all to enjoy. And while projects are required to treat storm water and urban run-off on-site, the Plan identifies locations for more significant, sub-regional infiltration and bio-retention facilities should the opportunity arise.

Economic Sustainability (Chapter 4e) shifts the lens towards the social and economic factors that will contribute to the Plan area's self-sufficiency from the standpoint of job and housing diversity. Simultaneously giving a boost to the community of the “creative cluster” through a variety of policies intended to encourage knowledge-transfer and new partnerships, this section also highlights the benefits of new housing that aligns with local worker salaries, lifestyles and family sizes as a way to reduce trips, increase discretionary income, and create a neighborhood environment.

Implementation and Monitoring (Chapter 8)

Implementation is a shared responsibility between various stakeholders, the City, and future stewards of the Plan area. There is not one individual source or tool that alone holds the key to the realization of the community's vision. Some measures, like new Olympic Boulevard crossings linking redeveloped parcels to the Expo Station, will be privately initiated and guided by the Planning & Community Development Department through the permit or development agreement process. In other instances, key catalyzing projects, like the revitalization of portions of Nebraska Avenue, will depend on the City to coordinate financing from numerous parties. In either case, the Plan identifies the spectrum of available financing and funding tools, and arranges projects in a phasing program that logically connects improvements to critical milestones, such as the opening of the Expo Light Rail.

Two high priority activities are establishment of 1) a Business or Property Assessment District and 2) a Transportation Management Association, or TMA. The Assessment District will provide funding for public improvements to absorb new uses without creating additional peak hour trips. The TMA is the vehicle for organizing activities that will lead to reduced vehicle trips.

Refinements and Community Comments on the Plan

The process of revising the draft Bergamot Area Plan recently concluded after 14 meetings with neighborhood and business groups, as well as several of the City's Boards and Commissions. Input from these sessions has been incorporated into the Final Bergamot Area Plan. A summary of the changes are recorded in Attachment B. Comments from the recent outreach are described below:

- *Traffic and Congestion:* This subject was cited frequently during the Plan roll-out, particularly among area employees experiencing long commutes, and adjacent residential neighbors who expressed concern about cut-through traffic. The draft Plan included extensive measures, policies and guidelines to address traffic and congestion and aid in commuting issues. However, based on this input, several enhancements have been made in the Final Plan to Chapter 4c. (Circulation and Mobility), Chapter 7 (Street Standards and Guidelines), and Chapter 5 (Development Standards) to refine the street and parking networks, to provide clarity about future opportunities for additional transit and service enhancements, and to more clearly outline the responsibilities of the proposed TMA. Additionally, a district-wide Average Vehicle Ridership (AVR) target of 2.0, higher than the level in other parts of the city, was added.
- *Housing Affordability:* Raised by both the Planning Commission and the City Council, the issue of housing affordability for local workers and area residents is critical for the successful creation of the new neighborhood and represents a difficult challenge given expensive land and high construction costs. In response to expressed concerns over affordability, staff and the consultant team researched national case studies of programs and policies that have led to the successful implementation of "workforce" housing through a variety of techniques

including employer-based development or rental assistance programs, public/private partnerships, or policy directives that reduce the overall cost of developing housing (like unbundling parking). The Area Plan has been refined to include policies and strategies that engage employers or developers to create new resources for the creation of workforce housing. Additionally, a standard to incentivize more affordable housing in Tier I and Tier II projects has been added that allows developers to count the floor area of the incremental Affordable and Workforce housing units (deed restricted for households at 30%-180% of median income) that are provided above the AHPP requirement at 75% of the actual floor area of these units.

- *Transitions to Existing Residential:* A key focus of the Plan is to retain the Bergamot Plan area's foothold as a locus for creativity. While the draft Plan included flexible standards to encourage innovation, the transitional height standards were viewed as too rigid in the area in which the adjacent residential is across a 60-foot wide street. Staff has developed a new standard for this condition that retains the protection for the existing residential, but allows for consideration of creative solutions to be presented as part of a project application (see figure 5.05, Chapter 5 Development Standards).
- *Creative Character and Affordability:* The draft Plan established two new Conservation Districts as a means of preserving small-scale space for local creative businesses and art uses. Further benefits have been added to both of these Districts and apply only to the retention of existing buildings including: exempting mezzanines from floor area ratio (FAR) calculations and parking requirements, and application of the State of California Historic Building Code for minor additions or alterations. Additionally, in the Conservation – Creative Sector District only, additions up to 2,500 square feet may be added to existing buildings without additional parking, provided at least 50% of the structure is maintained.
- *Parking:* The Plan's goal is to park the district at no more than 2.0 spaces per 1,000SF for Commercial uses, and no more than 1.0 space per unit for Residential uses to provide sufficient parking without incentivizing additional vehicle trips leading to congestion. The City Attorney raised concerns about the draft Plan's requirement for non-Development Agreement projects to provide access to private property by users of a shared parking facility. The Final Bergamot Area Plan includes separate requirements for Tiers 1-2 and Tier 3 projects. Tiers 1-2 projects are not required to share their required parking, but if the developer chooses to build additional (non-required) parking, it is only allowed with an agreement to share the increment of additional parking. Tier 3 projects, which are typically negotiated through a Development Agreement, will be required to share a larger proportion of their parking.
- *Park and Ride:* Concern was expressed by several Boards and Commissions about the potential for shared parking facilities to be used by park and ride Expo commuters during peak periods. The Final Bergamot Area Plan includes a variable pricing strategy that charges different rates for time-of-day/day-of-week and also differentiates for employees registered within the TMA and those who

are not, such as Park and Ride commuters. Rates are to be established and maintained that will always make transit more economical. Rates can be flexible to facilitate off-peak use of park-n-ride spaces by Santa Monica residents and others.

- *Park Space Acquisition:* the Plan includes multiple strategies and requirements to introduce more green space into the former industrial lands. Nevertheless, a general desire was expressed to acquire a significant open space amenity similar in size to Stewart Park, where active recreation could occur. The Final Bergamot Area Plan includes a greatly enhanced discussion on financing and funding mechanisms that can be used to realize the improvements contemplated in the Plan, including the acquisition and development of a community park. As an accompaniment, Chapter 8 (Implementation) also lays out the necessary steps for bringing existing specifically identified property into the City portfolio of parkland.
- *Loading Standards:* the draft Plan did not include vehicle loading standards. Staff has developed new loading standards that are included in Chapter 5 that dictate the location, configuration and access of loading facilities for all projects, as well as a mechanism to grant exceptions in order to ensure that loading zones do not detract from a project's pedestrian orientation.
- *Implementation:* Based on additional research, the Implementation section includes an expanded discussion on the mechanisms for financing key Plan improvements, and describes in greater detail the process for the establishment of both a short- and long-range funding strategy. The Plan now includes rough order of magnitude costs for all Phase 1 projects and for two major Phase 2 projects that will be based on City, and not project, funding.
- *Plan Readability and Structure:* Adjustments made to the Plan layout now make the document more visually accessible, and key features of the Plan are featured in "info-graphics." The Chapter 5 standards have been reordered and reformatted to create a logical sequence of concepts to aid in the design process.

CEQA Environmental Review/Consistency Analysis with LUCE

On July 6, 2010, the City Council certified the LUCE Program EIR (State Clearinghouse Number #2009041117), adopted CEQA findings and a statement of overriding considerations, and adopted the LUCE. The LUCE Program EIR analyzed the environmental impacts of future changes that would reasonably occur with implementation of the LUCE. According to Section 15168(c)(2) of the State CEQA Guidelines, a program EIR can be used in compliance with CEQA to address the effects of a subsequent activity so long as the activity is within the scope of the project covered by the program EIR and no new effects are found and no new mitigation measures would be required. In accordance with CEQA, City staff conducted environmental review of the Bergamot Area Plan to analyze whether the Plan is within the scope of the project described with the LUCE Program EIR.

As analyzed in the Consistency Checklist, the environmental impacts associated with the Bergamot Area Plan would be within the envelope of impacts analyzed in the LUCE EIR and will not cause a new or greater significant impact. The traffic study included in the Consistency Checklist determined that the Bergamot Area Plan would not result in more severe traffic impacts than analyzed in the LUCE Program EIR. The improved street network and the decreased development densities set forth in the Bergamot Area Plan result in fewer intersections significantly impacted. The Bergamot Area Plan would eliminate significant traffic impacts at 3 of the 5 intersections that were previously identified to be significantly impacted in the LUCE EIR. Additionally, the number of Citywide PM Peak Hour trips, vehicle miles traveled, and vehicular emissions would be reduced as compared to the LUCE EIR. The Consistency Checklist also determined that with the Bergamot Area Plan, environmental impacts with respect to the following issues would be consistent with those described in the LUCE EIR: Aesthetics, Agricultural and Forestry Resources, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Shadows, Utilities, and Mandatory Findings of Significance.

On the basis of substantial evidence in light of the whole record, City staff has determined that the Plan will not involve “new significant environmental effects or a substantial increase in the severity of previously identified significant effects” which was not previously identified in the LUCE Program EIR. Additionally no new mitigation measures would be required; mitigation measures that were adopted for the LUCE Program EIR continue to remain applicable. Therefore, no further CEQA documentation is required for adoption of the Plan.

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Attachments

- A. Final Bergamot Area Plan
- B. Changes from the February 13, 2013 Draft Bergamot Area Plan
- C. Environmental Review/Consistency Checklist and Traffic Analysis Memo