RECREATION & PARKS COMMISSION 6/18/2020 Special Meeting – Public Comment

RE: Agenda Item 2.A.b, Staff presentation of Belmar History + Art project including naming recommendations for the Civic Center Multipurpose Sports Field for Commission discussion and possible action

From: Jaleh MIRHASHEMI
Sent: Thursday, June 18, 2020 1:26 PM
Subject: June 18, 2020 Recreation and Parks Commission Meeting - Item 2.A.b. - Naming of Civic Center Multipurpose Sports Field

Dear Rec & Park Commissioners, Ms. Shannon Dault,

As a person who participated in the past 7 years in 25 years efforts to make 'the Civic Center Multipurpose Sports Field' for Samohi students and 1000s of City of Santa Monica children as an extra field to play, I recommend the following names:

1.Keep the 'Civic Center Multipurpose Sport Field' or 'Civic Center Field' according to the Civic Center Specific Plan (CCSP) and Known to Santa Monica community who were involved in the past 25 years efforts for the Sport Field for the children.
2. With respect to the Belmar history, name 'Civic Center Belmar Park' for the park area in Civic Center.
3.To educate community about the history of Belmar, the Auditorium and ECLS/childcare center located in our public Civic Center, should be participated in presenting the Belmar history. Given their spacious and more appropriate locations, Belmar history and art projects can be presented as art exhibitions, music and dance performances, and museums.

Let's keep two names: the sport filed for kids as 'Civic Center (Sport) Field' and 'Civic Center and Belmar Park' for the Belmar history and art projects, both will serve their own purposes.

Thank you in advance for all your efforts for our community and children.

Jaleh Mirhashemi
Santa Monica resident, 19 years
Co-Chair, Civic Center Field Task Force, 7 years

From: Ann Hoover
Sent: Thursday, June 18, 2020 12:09 PM
Subject: June 18, 2020 Recreation and Parks Commission Meeting - Item 2.A.b. - Naming of Civic Center Multipurpose Sports Field

Dear Chair Brown, Vice Chair LaGuardia, and Esteemed Recreation & Parks Commissioners -

I write with a recommendation for naming the sports field -- **"The Historic Belmar Multipurpose Sports Field in Civic Auditorium Park".**

Since 2002 (when Council approved the field) and in writing since 2005, when the Civic Center Specific Plan ("CCSP") was approved by our City Council, the area has been designated "Civic Auditorium Park". In 2018, Council approved amending the CCSP to refer to this public land as **"Civic Auditorium Park and Multipurpose Sports Field".**

As this area is public land and will continue to function as part of our City's 60+ year old Civic Center, open to all, it is appropriate to continue to refer to the area as a whole as "Civic Auditorium Park".

In addition to naming the field the **"Historic Belmar Multipurpose Sports Field"**, I believe many in town would like to see commemoration of
the Belmar history (together with history of the area that pre-dates Belmar, which would be anything before the turn of the 20th Century or so) in --

- (A) the **Early Childhood Lab School** - perhaps a special permanent display + more art? Even though this is a ***private*** lab school on our ***public*** land, perhaps that exclusive, non-public use can be mitigated by educating all who enter there about Belmar & other area history; and

- (B) the **Civic Auditorium** itself - perhaps a historical alcove to house a permanent exhibit + art? - whenever the Auditorium is at last revitalized & repurposed.

In these ways, the Belmar & prior histories can be woven throughout the public spaces & buildings in Civic Auditorium Park and also in the exclusive, private ECLS space too.

For reference, please see the attached visual from page 6 of the 2005 CCSP - as you'll see, the ECLS was intended to only be a very small structure in the middle of **Civic Auditorium Park**. Also attached is a full copy of the CCSP (the 2015 version, I believe), showing the ECLS increasing in size, though not nearly the size that it is now.

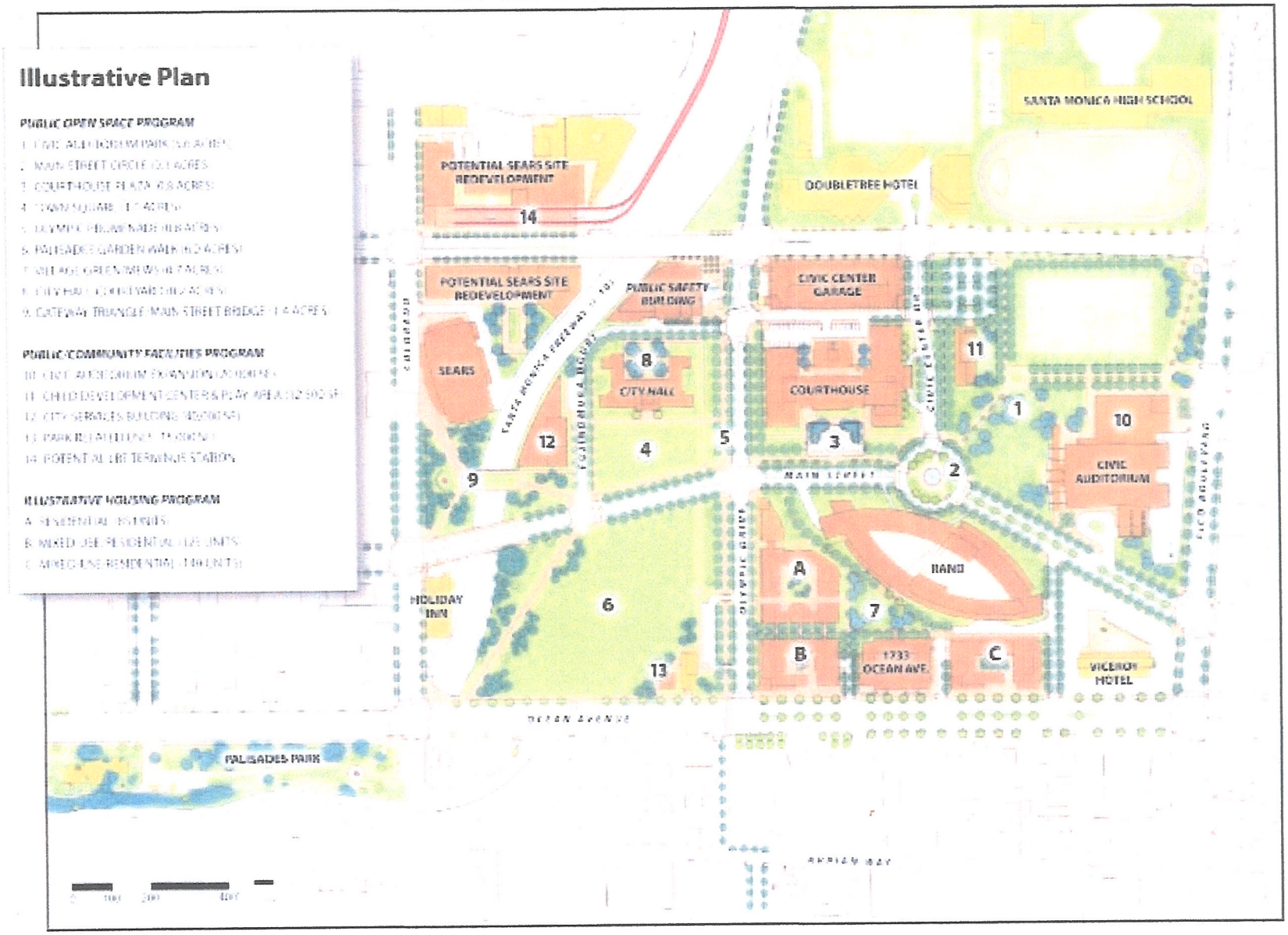
Given that this entire area since at least 2002 has been envisioned as & designated park space, the Recreation and Parks Commission clearly has jurisdiction to recommend Belmar & other historical commemoration in both the ECLS and the Auditorium, in addition to the history and art that will surround the field.

In conclusion, **"The Historic Belmar Multipurpose Sports Field in Civic Auditorium Park"** commemorates both our City's Belmar community and continues to reflect our community's long-held intention for open public / civic space here in the heart of our Civic Center.

Thank you for your time in reading this & for your consideration--
Best, Ann Hoover
Santa Monica resident, 24 years
Co-Chair, SAMOHI PTSA Civic Center Task Force

(ATTACHMENTS)

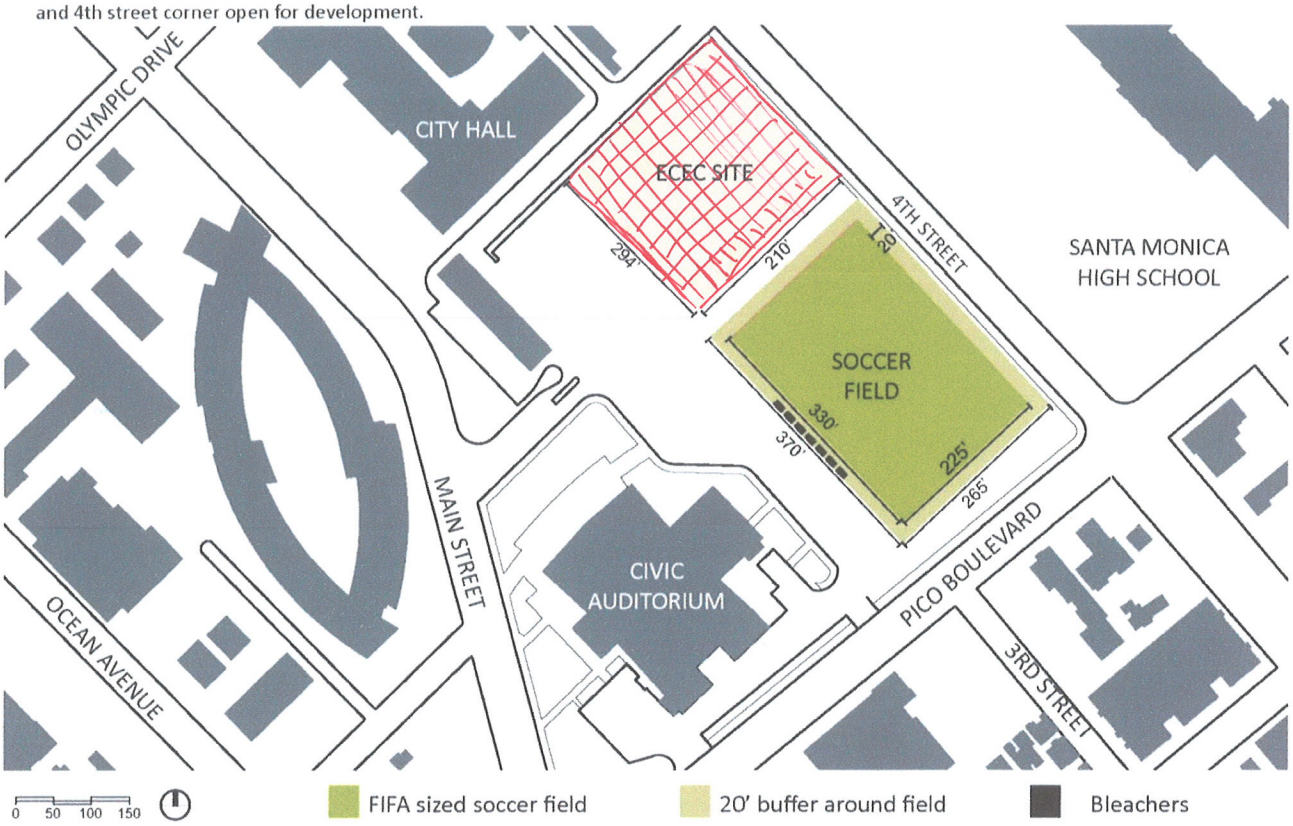
Civic Center space as envisioned per the 2005 Civic Center Specific Plan (unamended)



PREFERRED LOCATION OF SOCCER FIELD AND SPECTATOR STANDS

Assumptions

- Location choices assume that soccer will be played primarily during the fall, therefore to minimize sun interference, the length of the soccer field should be oriented along a northwest-southeast axis.
- The location on the southeastern corner of the site provides easy access for Santa Monica High School while keeping the prominent Pico Blvd and 4th street corner open for development.



Soccer field spatial analysis showing placement and dimentions of a FIFA/NHS regulation-sized field

The CWG recommends that the Civic site include open space that encourages cultural, recreational, and athletic uses consistent with a vibrant cultural campus. However, the CWG, understanding the urgency of the need just as City Council did in 2005, also recommends investigating plans that would allow for a full-size, multi-use playing field on the site, given the strong community preferences expressed during the planning process.

Potential Capital Costs and Operating Deficits by size of Open Space Use

Open Space	Capital Costs*	Annual Operating Deficit**
0.5 Acre Park	$2.2 M	($150 K)
1 Acre Park	$4.4 M	($260 K)
2 Acre Park	$7.8 M	($590 K)
4.5 Acre Park	$14.7 M	($1.3 M)
Sports Field	$2.4 M	($450 K)

*Costs to build and equip each open space element,

**Costs for annual maintenance, operation, and where applicable, programming.

CIVIC CENTER SPECIFIC PLAN

ADOPTED JUNE 28, 2005

UPDATED WITH AMENDMENTS THROUGH OCTOBER 2015

CITY OF SANTA MONICA

Amendments to the Civic Center Specific Plan

May 13, 2008: *Amendments to the CCSP for the Civic Center Residential Village*

June 14, 2011: *Removing the Main Street Traffic Circle*

June 14, 2011: *Modifying Certain Aspects of the Early Childhood Center*

May 14, 2013: *Eliminate the Second Street Bridge Extension and to Replace this Policy with the Colorado Esplanade Project Main Street to Second Street Alignment*

June 9, 2015: *Increase in the Maximum Height and Square Footage of the Early Childhood Education Center, Approving the Proposed Design of the Early Childhood Education Center*

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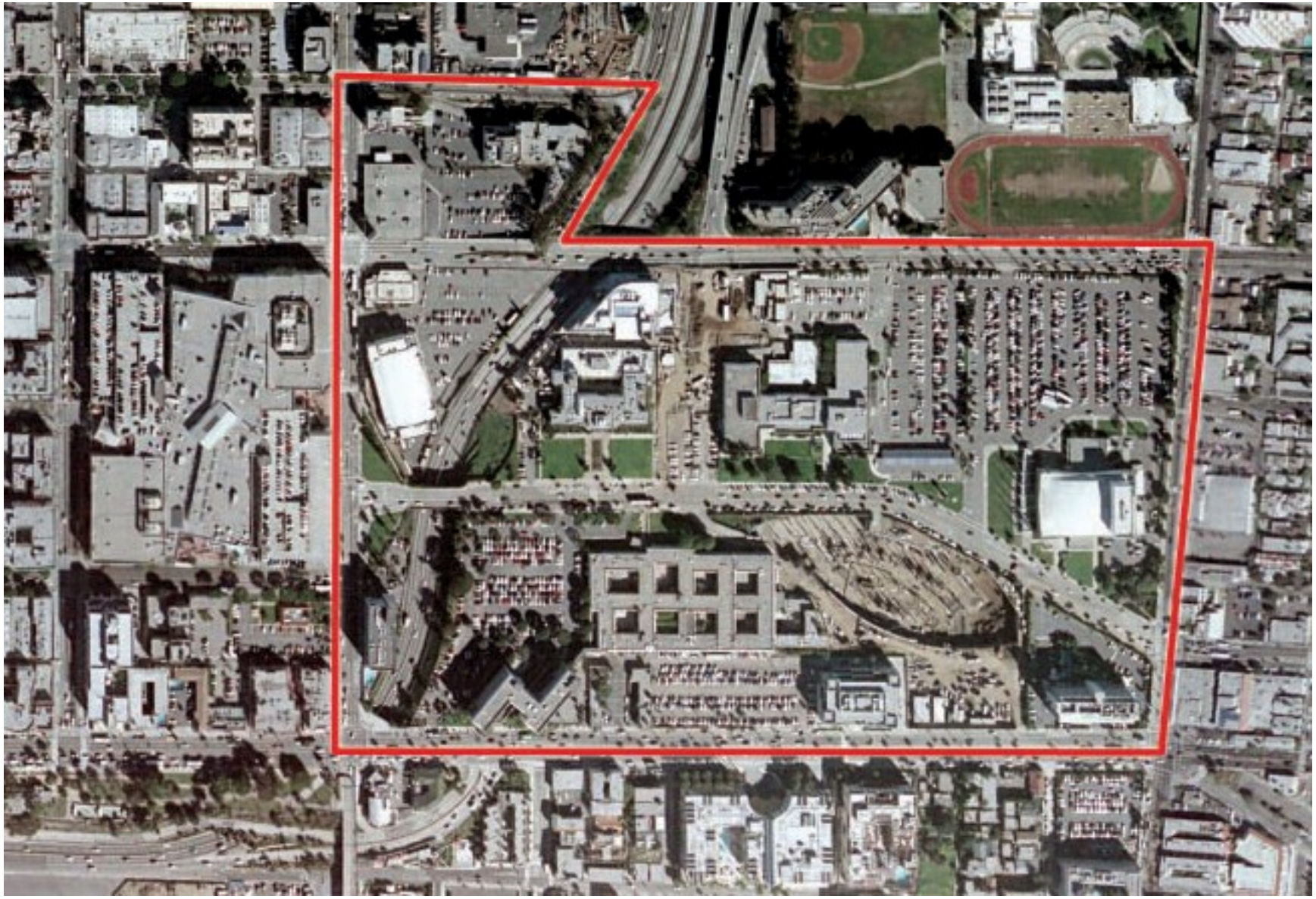


Aerial overview of the site and surrounding context.

INTRODUCTION

The Site

Santa Monica's Civic Center Specific Plan encompasses a number of areas that provide critical opportunities for redevelopment and rejuvenation. The Specific Plan area is bounded by Pico Boulevard on the south, Fourth Street on the east, Ocean Avenue on the west and Colorado Avenue on the north. The Specific Plan area is unique in that it engages several major activity centers – the Downtown, the Beach, Palisades Park, Santa Monica High School, Ocean Park and the Main Street commercial area. The area offers enormous potential for redevelopment and open space improvements that can reknit the city fabric, realize strong linkages between key districts and neighborhoods and create a "seam" where there once was a barrier.

The area is of significant size - as large as Santa Monica's downtown core. It is equivalent to almost ten downtown blocks and comprises 67 acres of land — more than two-thirds of which are in public ownership. The barrier created by the Santa Monica Freeway, the extent of surface parking and the lack of east/west and north/south streets give the area the appearance of an isolated servicedistrict which separates and divides the city. The only north/ south connector through the site – Main Street – is awkwardly discontinuous and excessively wide. The street changes directionat the Civic Auditorium, while on the north it abruptly terminates at the Santa Monica Place parking structure. Due to the lack of circulation through the site, the perimeter streets are overburdened and intersections are congested.

Within the study area, there are a number of significant and unique uses. It is the principal location of city and county governmental functions, including City Hall, the City's new Public Safety Facility, and the County Courthouse. The Santa Monica Civic Auditorium, which has hosted many citywide and regional civic and cultural events, is also located here. Furthermore, the area has long been the location for the RAND Corporation, an institution with a uniquely distinguished history and one of the largest employers in the City. Other private land uses within the area include the recently completed office building at 1733 Ocean Avenue; and three hotels including the Viceroy Hotel, Ocean Lodge and the Holiday Inn.

The Sears Department Store, Santa Monica City Hall, and the Civic Auditorium are the most distinctive buildings within the specific plan area, reflecting the architectural merit of the periods in which they were built. The Sears Department Store and the City Hall both reflect a 1930s moderne style. The Civic Auditorium is a 1950's streamlined moderne period piece.

Although the site has been significantly modified over time and appears relatively flat, there is a twelve-foot difference in grade from

Numerous public workshops provided valuable input to the process.

Fourth Street on the east to Ocean Avenue on the west. Today, the primary physiographic features that distinguish the site are the banksof the Santa Monica Freeway that recall the historic landscape and topography of the coastal bluffs and arroyos, characteristic of the LosAngeles region before most of the natural drainages were channelized.

Background

The purpose of this document is to establish the planning policies, and land use and development regulations related to the Civic Center Specific Plan area. This document builds upon, and supersedes, the 1993 Civic Center Specific Plan, as amended in 2000. The previous Plan established policies for public and private development. At that time, approximately half of the landwithin the Civic Center area was publicly owned; the remainder was predominantly owned by a single private property owner the RAND Corporation. The Plan established the land use and development regulations for the RAND property as well as for the publicly owned land. Another privately owned parcel - 1733 Ocean Avenue – was the subject of a previously established Development Agreement.

Since the 1993 Plan was adopted, several public facility improvements set forth in the Plan have been initiated, including a new City Public Safety Facility, a major public parking structure, and the extension of Olympic Drive from Fourth to Main Street. During this period, the 1733 Ocean Avenue private office building was also constructed. In 2000, the RAND Corporation sold11.3

acres of its property to the Santa Monica Redevelopment Agency and focused its development efforts exclusively on constructing a new headquarters facility on the remainder of its site. Later that year, the City approved a development agreement and amended the Specific Plan to permit the development of a new RAND headquarters on a 3.7-acre site opposite the Civic Auditorium. This allowed RAND to remain in their existing facilities pending the completion of the new facility. With completion of the new RAND headquarters, RAND has now been cleared and turned over the remaining property and will turn it over to the Santa Monica Redevelopment Agency.

The Planning Process

With the significant changes in conditions and the need for more precise plans for the Agency's newly acquired property, the City Council decided that the Civic Center Specific Plan needed to be fully reconsidered and updated. The City Council initiated the planning process by appointing a Working Group to guide the efforts in preparing a new Specific Plan.

During the eighteen-month planning process, which commenced in the spring of 2001, the Working Group held eight public meetings including two weekend community workshops.

Ultimately, the conclusions and results of the planning process were presented at two public meetings held by the City Council, which gave direction for the preparation of a draft Specific Plan to be the subject of environmental review and further public comment.

Key Planning Issues

- The appropriate balance between open space and housing
- The intensity, mix and type of housing to be pursued
- The nature and quality of the open space areas
- The character and quality of parkland and the balance between informal recreation and structured play
- The future of the Civic Auditorium
- The integration of cultural and community amenities
- The location, program and configuration of an early childhood education center
- The distribution and location of parking
- Improvements to the pedestrian and bicycle circulation system
- Accommodation of future light rail service into the project area

The Village Housing Project

The Civic Center Specific Plan sets forth a vision for the Village Special Use District as a mixed-use, urban neighborhood. The introduction of housing into the Village District is an important objective of the Specific Plan in addressing citywide housing needs and in transforming the Civic Center from a single-purpose district into a vibrant district with daytime and nighttime activity.

Beginning in 2005, the City conducted an extensive community planning process for the Village Housing project in the Village District. This process has included a developer selection process, community workshops, public hearings conducted by the City's Housing, Recreation and Parks, and Planning Commissions, and public hearings by the City Council.

In August 2007, the City Council authorized City Staff to conduct Development Agreement negotiations for the Village Housing project and draft modifications to the Civic Center Specific Plan in response to the community process for the Village Special Use District. In December 2007, a Development Agreement application was filed with the City of Santa Monica to develop the Village Housing project. Concurrently, applications were also filed to amend the Civic Center Specific Plan to incorporate the Village Housing project and to make the appropriate technical amendments to the Land Use and Circulation Elements ("LUCE") of the City's General Plan to reference the Village Housing project.

In 2008, the City Council approved amendments to the LUCE, the Civic Center Specific Plan, and the Zoning Ordinance. Consistent with these legislative amendments and the uses authorized by them, the Village Housing project will be developed pursuant to a Development Agreement approved by the City Council. The Development Agreement contains the development, use and specific design standards for the Village Housing project."

Once the design for the Palisades Garden Walk, the Auditorium, and the Civic Core special use districts have been defined, the Civic Center Specific Plan will likely be amended again to address these refined designs.

The Civic Center will become a key location for major civic events and community gatherings.

THE VISION

Santa Monica is a unique city blessed with a spectacular setting and inhabited by a progressive, civic-minded population. Since its inception and over the years, the city has managed to maintain a clear identity and a town character while being part of one of the most extensive metropolitan areas in the world. Santa Monica has distinguished itself by a clear set of priorities and guiding principles for growth and development. Community members actively participate in the development of policies for the betterment of Santa Monica and the city utilizes its own financial and land resources to effectuate positive change. In the past two decades, the city has been at the forefront of new planning approaches which emphasize the pursuit of a diverse and inclusive environment that is pedestrian-oriented and of a human scale. Santa Monica is committed to balancing preservation and development, protecting its distinctive neighborhoods and focusing change and densification in the downtown and other commercial areas that can more readily absorb growth without diminishing the quality of life and sense of place.

The city has implemented a progressive vision for its street system, exemplified by the trend-setting Third Street Promenade and more recently by the Downtown Urban Design Plan, which established the street network as more than a system for moving vehicular traffic. Within this circulation system, streets increasingly function as important corridors for pedestrians, bicycles and transit and are a part of the open space and social activities within the city. The recently improved streets on Broadway and Santa Monica Boulevard have helped to expand the downtown pedestrian district while facilitating transit mobility. All of these measures have helped to build Santa Monica's diversity, complexity and accessibility - creating a more self-sufficient, sustainable environment which reduces the need to travel far for employment, recreation and services.

In the pursuit of environmental quality and the maintenance of its town character, Santa Monica has become one of the most attractive places to live and visit. Consequently, it has become even more important that social equity and economic diversity be maintained and that affordable housing be pursued. At the same time, as an entirely built-out city at the edge of an urbanized region, opportunities to expand open space resources and recreational activities have become increasingly important to the quality of life in the city.

Despite the increasing attractiveness of Santa Monica as a place to work and live, the Civic Center area has a number of characteristics that reflect the malaise of urban America today. Extensive surface parking lots and oversized streets have eradicated the fabric of many Western cities, just as they have impacted the scale and coherency of the Civic Center. The closing of streets, the alignment of limited access freeways and the creation of superblocks have divided neighborhoods and have often marginalized the public life of cities. In 1993 and even more so today, the expanded Civic Center area represents the greatest potential to achieve a more sustainable, engaging and diverse pattern of development that supports Santa Monica's needs for the 21st Century.

Illustrative Plan

PUBLIC OPEN SPACE PROGRAM

1. CIVIL AUDITORIUM PARK (5.6 ACRES)
2. COURTHOUSE PLAZA (0.8 ACRES)
3. TOWN SQUARE (1.0 ACRES)
4. OLYMPIC PROMENADE (0.8 ACRES)
5. TONGVA PARK (8.0 ACRES)
6. CITY HALL COURTYARD (0.2 ACRES)
7. GATEWAY TRIANGLE/MAIN STREET BRIDGE (1.4 ACRES)

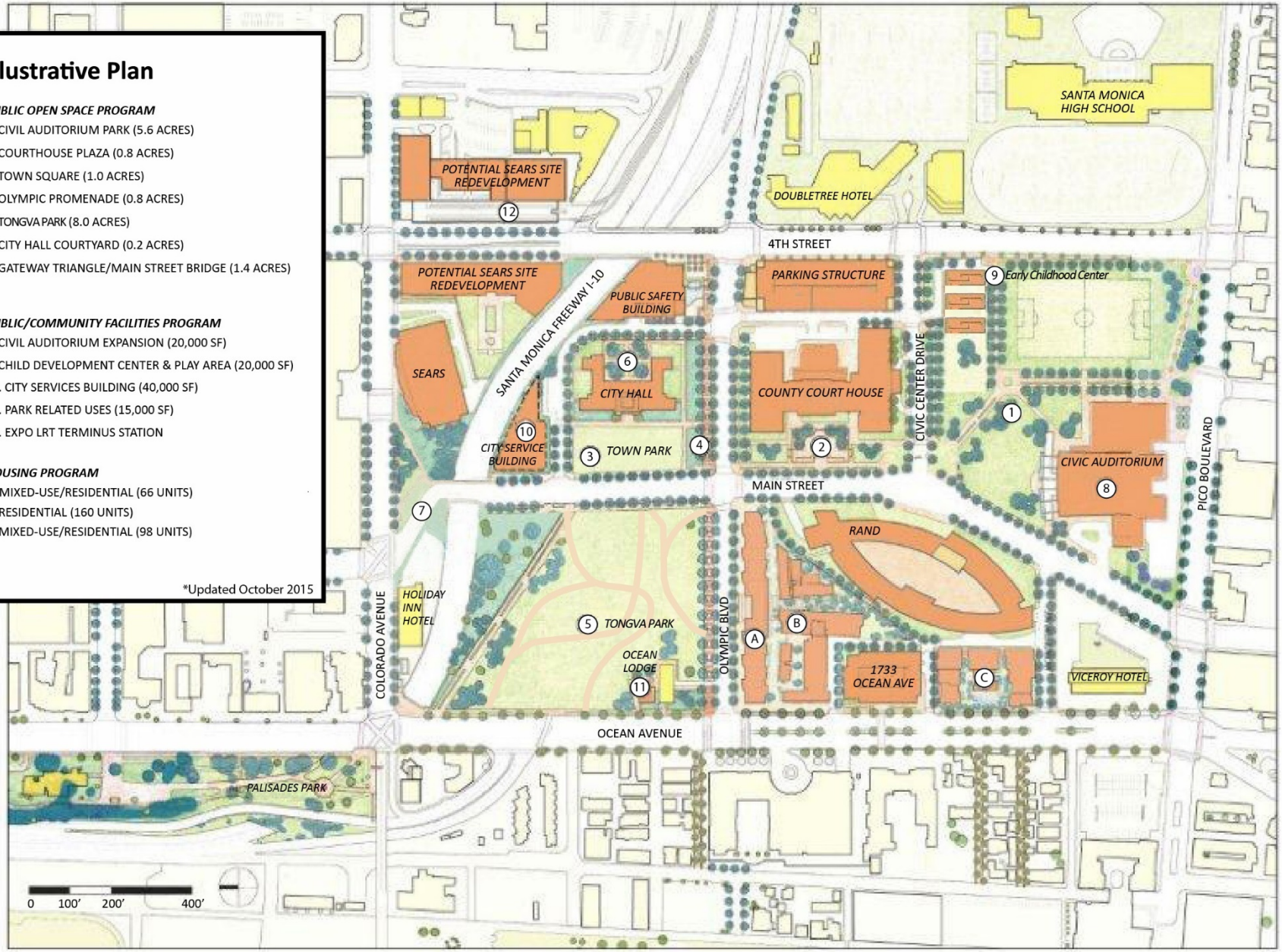
PUBLIC/COMMUNITY FACILITIES PROGRAM

8. CIVIL AUDITORIUM EXPANSION (20,000 SF)
9. CHILD DEVELOPMENT CENTER & PLAY AREA (20,000 SF)
10. CITY SERVICES BUILDING (40,000 SF)
11. PARK RELATED USES (15,000 SF)
12. EXPO LRT TERMINUS STATION

HOUSING PROGRAM

A. MIXED-USE/RESIDENTIAL (66 UNITS)
B. RESIDENTIAL (160 UNITS)
C. MIXED-USE/RESIDENTIAL (98 UNITS)

*Updated October 2015



The Civic Center in the Future

The Civic Center will retain its governmental and institutional role, but these uses will be integrated with new residential, recreational, civic and cultural activities to become a vibrant mixed- use district within the city. New linkages will connect the area to the surrounding neighborhoods. Main Street will become an integral part of the open space system and a more significant and central feature which unifies the site. The pedestrian experience of Palisades Park will be extended through the area and bike paths will connect with the Downtown, Ocean Park neighborhood and Santa Monica High School. A direct visual and physical linkage will be created to the Beach and Santa Monica Bay – taking advantage of the naturally declining grades and reinstating Olympic Drive along a corridor that was usurped by the construction of the Santa Monica Freeway and the RAND complex.

Moving through the site – whether by foot, bicycle, on a bus orin a car – will be a memorable experience revealing diverse activities, interesting vistas, the complexity of the site and the unique landscapes and buildings which comprise it. Public art will play an essential role in the area's overall aesthetic, providing unifying themes and distinct character. The newly created streets, promenades and public ways will be utilized not only for movement but also as part of the open space system for recreational activities and special eventswhich reflect the cultural and artistic interests of the community.

Planning Principles

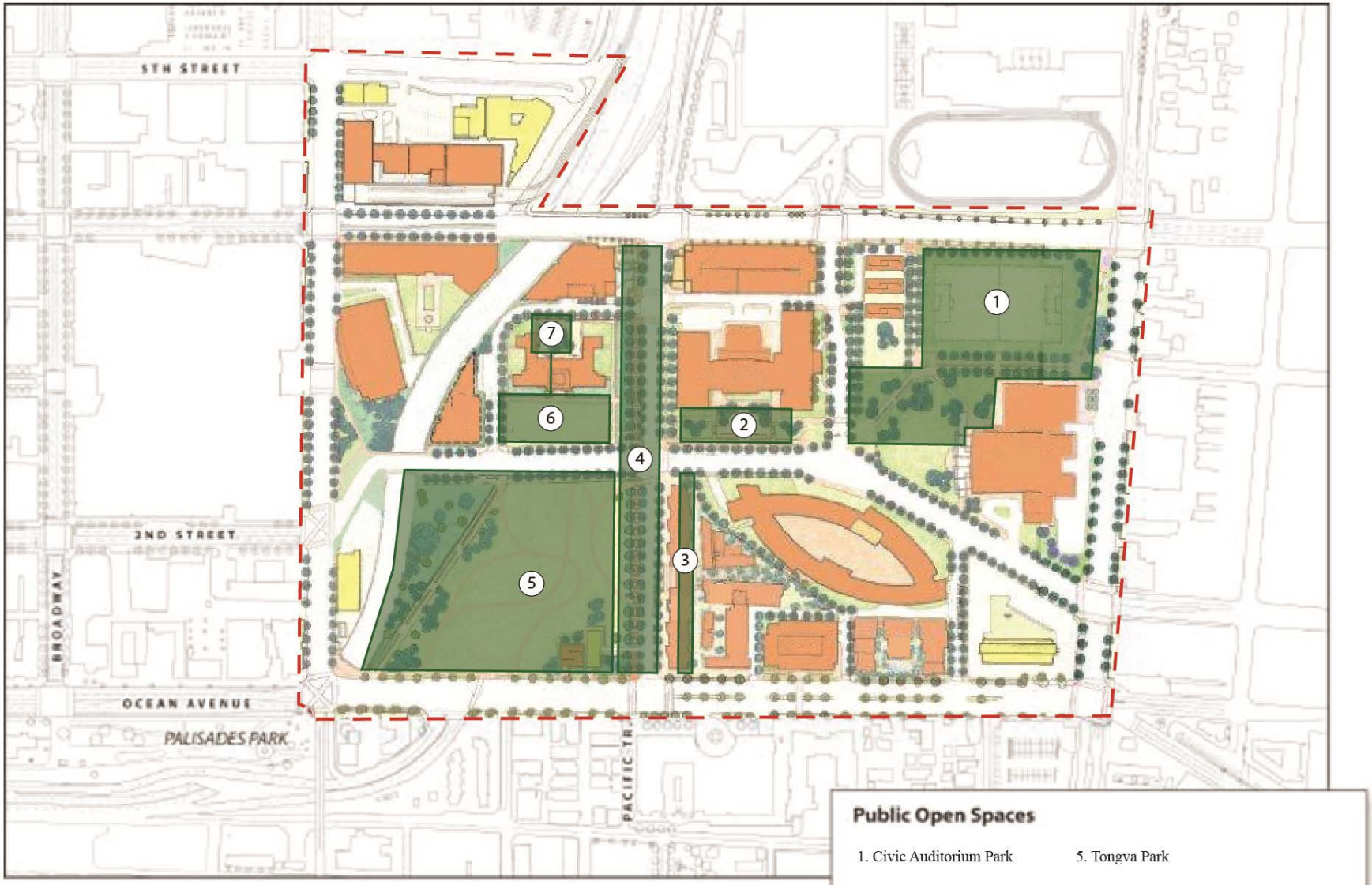
- Retain the unique functions of the Civic Center and recycle underutilized lands with complementary new uses that help to diversify and energize the area and enhance its role and meaning in the city.
- Overcome the barriers created by insular development and limited accessibility and create new and improved linkages to connect activities with adjacent neighborhoods and the surrounding city.
- Design streets and public ways to improve the pedestrian, bicycle and transit orientation of the area, to extend the open space system of the city and to give structure and orientation to the urban experience.
- Pursue new development and improvements that promote a human scale and further reinforce the town character.
- Integrate arts and culture as an important component of the experience of the area.
- Organize buildings, streets and open spaces to reinforce the unique natural, visual and aesthetic qualities which give the city its identity and sense of place.
- Promote the conservation of energy and water resources through compact development and innovative building and open space design.

In the future, the area will no longer be seen as a number of disparate elements but as a multifaceted urban district with many layers ofactivity that reflect the maturing form of the city. The new parklandand recreational, community and cultural facilities will augment the shopping, governmental and institutional uses and create additional reasons for residents to visit the area. At the same time, the civicidentity of the area will be revealed, not through a single governmental building or set of buildings, but focused on a new Town Square which will provide unique opportunities unavailable elsewhere in thecity for civic gatherings and special events. To the north of the TownSquare, a new City Services Building will create an appealing gate-way from the north and counterpoint the cultural role of the Civic Auditorium with the service functions of city government.

New housing will add a diverse population, extend the vibrancy of activities through all hours of the day and night and instill a strong sense of a community in the area. Residential development will be created in a mixed-use village setting. The housing will incorporate a range of unit types to attract a diversity of households, such as families, entry-level workers, senior citizens and artists. On the ground floor along Ocean Avenue, retail and restaurant space will enhance the pedestrian-oriented street front; along Olympic Drive, the Living Street, and Olympic Plaza, residential entrances will create a sociable environment. The housing units will be organized around the Living Street, the Olympic Plaza area, and the family garden, which provide a common area and a focus for the residential neighborhood.

Two parks will be created in the northern part of the Civic Center: the Town Square, which will be the focus of social and civic events, and Tongva Park, which will be a special place that celebrates the horticultural and artistic characteristics of Santa Monicaand extends the bluff and arroyo landscape of Palisades Park into the Civic Center. A "tavern on the green" restaurant and interpretative facilities could be incorporated into the southwest corner of the park. Within the open space system of the entire Civic Center area, opportunities for integrated commemorative works and public art, as well as water elements that provide a cooling effect and demonstrate the recycling potential of urban run-off, will be incorporated, thus reflecting Santa Monica's social, cultural and environmental values.

At the southern end of the study area, the Civic Auditorium surfaceparking will be consolidated into above- and below-grade parking structures, thus freeing up the land for a variety of park purposes.
Improvements will be made to the landmark Civic Auditorium as the principal venue for large musical and cultural performances as well as exhibitions and community gatherings. Its east wing will be expanded to include a wider range of community-serving activitiesincluding space for exhibitions, cultural activities and community events, all oriented to the new park. This park will provide small open space areas to extend the activities of the Civic Auditorium into the park and also will include a fenced play field to help meetthe increasing demand for organized and informal sports.



Open Space Plan

Public Open Spaces

1. Civic Auditorium Park
2. Courthouse Plaza
3. The Living Street
4. Olympic Drive Promenade
5. Tongva Park
6. Town Square
7. Cityhall Courtyard

OPEN SPACE

Santa Monica is a city that intensely utilizes its parks and open spaces, and whose identity and character is strongly associated with the openness of the bay and the rugged landscape of the mountain range to the north. Its open spaces are an essential feature of the community and make it one of the most desirable places to live in the region. At the same time, Santa Monica is deficient in its supply of parks, and opportunities to add significantly to the inventory of open space within the city are rare. However, a scarcity of parks has not deterred community participation in traditional sports and has bred strong participation in other forms of recreation that occur in flexible rather than highly specialized settings. According to a survey conducted in 1996, walking has become the most popular past-time in Santa Monica.

In expanding its park and open space resources, the city has been guided by the concept of reclaiming "lost space" in the city – specifically, of recapturing underutilized public lands. The conversion of urban land and creation of new open spaces can mend the broken fabric of the city and create more meaningful places. It can also help give structure to and enhance the urban experience, creating stronger linkages and connections as well as a more compelling sense of place. In recent years, Santa Monica has taken a pro-active approach to parkland expansion, focusing on lands that are already in public ownership and in locations where their value to the community can best be leveraged.

Santa Monica has also recognized the value of streets as open space and the role that they play in contributing to light and air, recreation, social gathering, human scale and connectivity within the community. Over the past several years, the city has emerged as a leader in demonstrating how streets can be transformed from single-purpose corridors dominated by vehicular movement into more balanced, mixed-use and pedestrian-oriented places that add to the quality of life in the community.

Existing Open Space System

Existing Greens and Visual Open Space

Proposed Open Space and Landscaped Areas

Several years ago, the Civic Center area emerged as the focus of the city's efforts to recycle underutilized land and create landscaped open spaces to foster stronger connections to surrounding neighborhoods and districts. Today, open space within the Civic Center is comprised for the most part of the green lawns in front of the public buildings – the City Hall, the Courthouse and the Civic Auditorium – and the landscape along the slopes of the freeway and at the foot of Main Street to the north. These serve as visual spaces that provide a foreground to buildings and fill in interstitial spaces along movement corridors. They are seldom, if ever, used by the community for recreational or social purposes, and portions are inaccessible. Given the importance of the Civic Center area to the community, ideas about integrating open space as an essential part of future redevelopment form the underpinnings of planning efforts. The expansion of the open space system in the Civic Center area has been significantly advanced by the acquisition of the RAND property.

Open space plays a critical role in shaping the future vision for the Civic Center area. It represents a major component of the proposed new land uses and will significantly increase the citywide parkland inventory. This open space chapter reinforces the policies set forth in the City's Open Space Element to establish a system of linked central parks, connecting not only north and south sides of the city but also the neighborhoods with the Downtown, Palisades Park and Santa Monica State Beach.

General Open Space Policies

- Create a necklace of linked open spaces that give structure and identity to the Civic Center and connect to surrounding neighborhoods and districts.

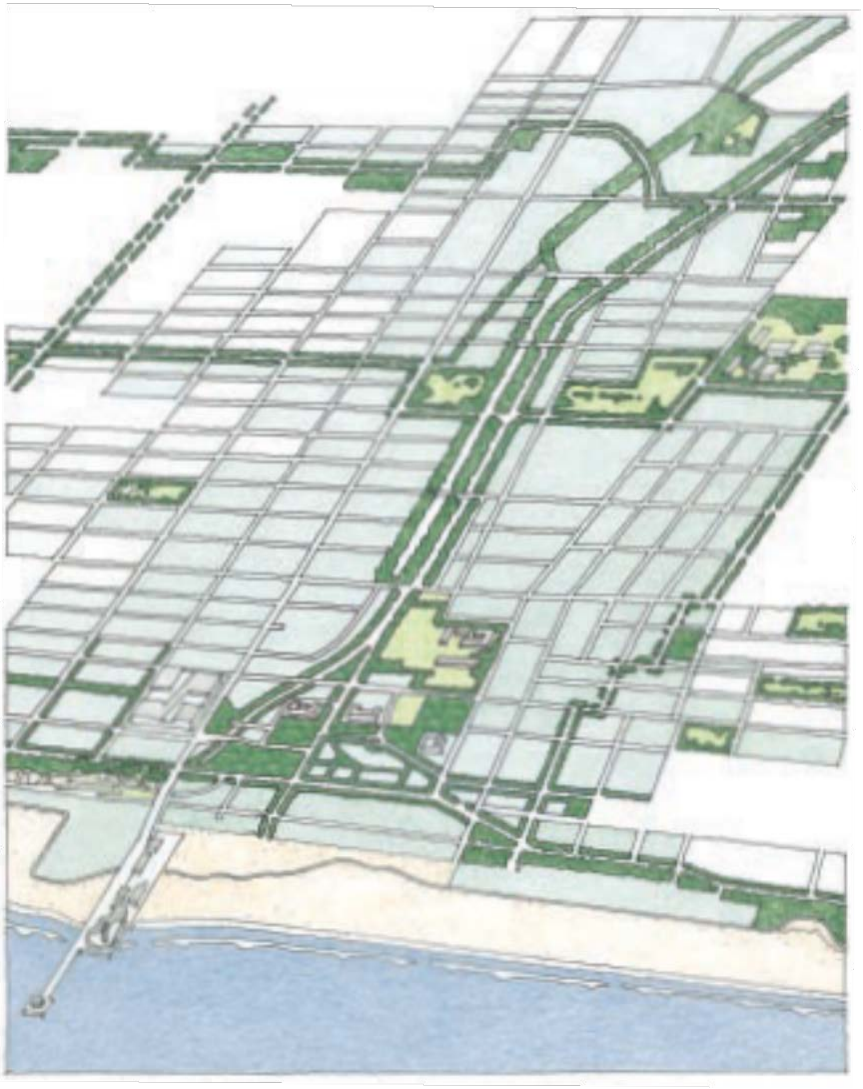
- Establish a system of open spaces within the Civic Center that extends the amenities of the beach inland and contributes to greater accessibility and improved views to Santa Monica Bay.

- Develop an open space system comprised of individual parks, promenades, greens and courtyards, each with its own role and identity and yet, at the same time, contributing to the larger character of the area.

- Provide for flexibility in the design of the Civic Center open spaces, encouraging multiple and inclusive rather than specialized and single purpose recreational experiences.

- Create open spaces that can be transformed for major civic events, festivals, markets and other special activities but at the same time are comfortable and attractive on a daily basis for small groups and individuals.

- Integrate streets and pathways as part of the open space system both in terms of design and management.



Open Space Context

Pathways create spatial definition within open spaces and places to walk, Santa Monica's favorite outdoor pastime.

- Develop open spaces in conjunction with adjacent land uses, so that they are mutually supportive of one another.
- Create a distinctive landscape that expresses Santa Monica's interests and values as a community and heightens the sensory experience of place.
- Incorporate public art as an integral component of open space design.
- Provide for multi-modal accessibility to the open spaces, in particular by foot, bicycle, transit and car.
- Limit surface parking within open spaces, and ensure that any below-grade parking structures do not diminish the appearance and quality of the landscape environment.
- Foster public stewardship of the open spaces, and provide for special management and maintenance, particularly in the early years, as parks are developed and new activities are established.
- Allow for future extensions of the open space system over the freeway, if feasible, to create stronger linkages with the adjacent downtown.

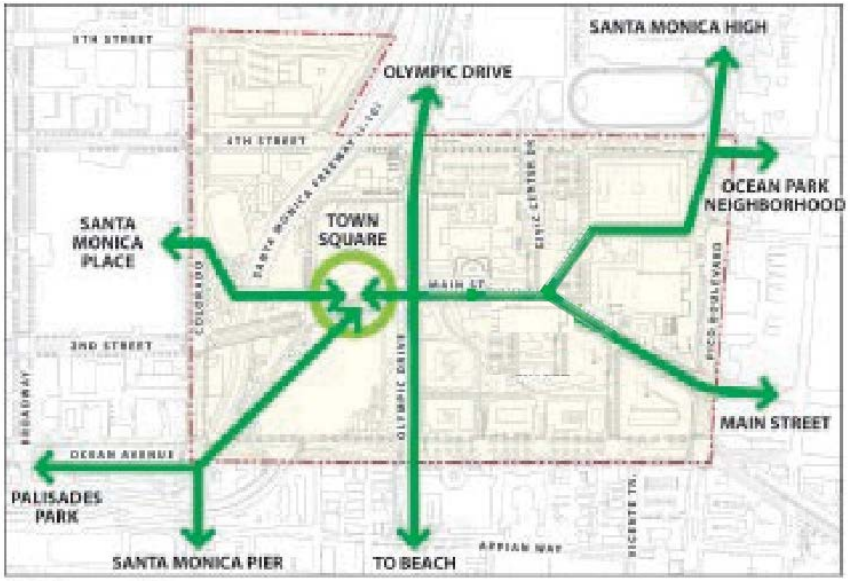
The Design of Civic Center Open Spaces

Increasing the amount of parkland in the city as a whole is an important achievement, but to become truly successful, great care and consideration will be needed in designing an environment that fosters a certain intensity of social and recreational activity that is meaningful and attractive to a broad spectrum of the community. The Civic Center open space plan encompasses parks and greens as well as promenades and streets. It emphasizes flexibility in design and encourages multiple and inclusive, rather than specialized and single purpose, recreational experiences. In the design of all of the open spaces, artful and evocative expressions in the landscape will build unique identities and heighten the sensory experience of place. The contrast of bright open meadows against the enveloping shade of broad canopy trees; the dappled light streaming through delicate tree branches; the warmth radiating from stone walls and benches; and the cooling mists of fountains and the crescendo effect of falling water all heighten the landscape experience.

Parks in civic centers pose special challenges with respect to design. They are not the same as neighborhood parks or special-purpose recreational facilities and draw more broadly from the interests and activities of the larger community. At the same time, many civic center parks have failed to fully engage the larger community because they were designed primarily as visual spaces and conceived in the "City Beautiful" tradition as a symbolic foreground to a city monument or landmark. With no significant population nearby, the daily pulse of activity could seldom be sustained, and the parks became empty and lifeless.

In Santa Monica, the decision to place a mixture of uses in the Civic Center is an essential step to the future success of the open spaces. The combination of new housing and community uses will add to the intensity of people within the area throughout the day and will contribute to a sense of stewardship and investment that will help to sustain the open space over time. The larger population is likely to produce a core group of committed park enthusiasts, who actively use and enjoy the open spaces, observe activities and conditions in the parks, and begin to take responsibility for their well-being.

Also critically important to the success of the Civic Center open spaces will be the degree to which they engage and connect with the surrounding environment. The Civic Center in Santa Monica has experienced some historic isolation as a result of its topography,



Linkages Diagram

large size, and single-purpose environment. At the same time, it is located at the crossroads of major activity centers within the city – the Downtown, the Beach, Palisades Park, Santa Monica High School and the nearby Ocean Park neighborhood.

Building upon the existing environment and strengthening relationships to surrounding areas are fundamental principles of the Specific Plan. These principles are specifically manifested in the location and configuration of the open spaces and the alignment of promenades and pathways through the site. The sequence of spaces from Tongva Park Walk to the Town Square, along the greens and up to the new Civic Auditorium Park will serve to reinforce the connectivity through the site and to knit the Civic Center back into the fabric of the city. The extension of Olympic Drive from Fourth Street to Ocean Avenue will open up the super-block character of the Civic Center, will create a more attractive human scale and will establish stronger physical and visual connections from inland neighborhoods to the Beach and Santa Monica Bay.

Public art should be engaging and interactive.

Civic Center open spaces offer some unique opportunities to include elements and features that appeal to the broad Santa Monica community. Such features include commemorative elements honoring individuals and ideals that are shared in the community, engaging public art that is characteristic of Santa Monica, and high-quality landscape in the rich tradition of horticulture. These features can be integrated within the open spaces to reinforce the identity and enhance the overall appearance of the area.

Proper maintenance and management of the open spaces will be extremely important. In making the Civic Center open spaces work, activities and events will need to be programmed and carefully coordinated so that they best serve all of the public uses and activities on the site. New open spaces and parks must be properly nurtured, particularly in the early years, as their patterns of use and activity are being established. Public stewardship of the open spaces not only is the responsibility of a committed city, but also of the citizenry who enjoy the parkland and who benefit from the value it adds and the livability it creates for the community as a whole. Many cities have successfully developed partnerships that exemplify the collaborative nature of vital and sustained open space stewardship.

The Elements of the Civic Center Open Space System

Parks, promenades, pathways, greens and courtyards comprise the open spaces within the Civic Center Specific Plan area. Each of these performs a contributing role in the larger open space system of the Civic Center area and Santa Monica as a whole. In addition, each element plays a distinctive role in tying the area together. The majority of open space is clustered within a series of parks, opening out to the southeast to connect with the Ocean Park Neighborhood and to the northwest to connect with Palisades Park. Pathways, promenades, and other green corridors reach out to surrounding areas in all directions and open up the site to greater accessibility.

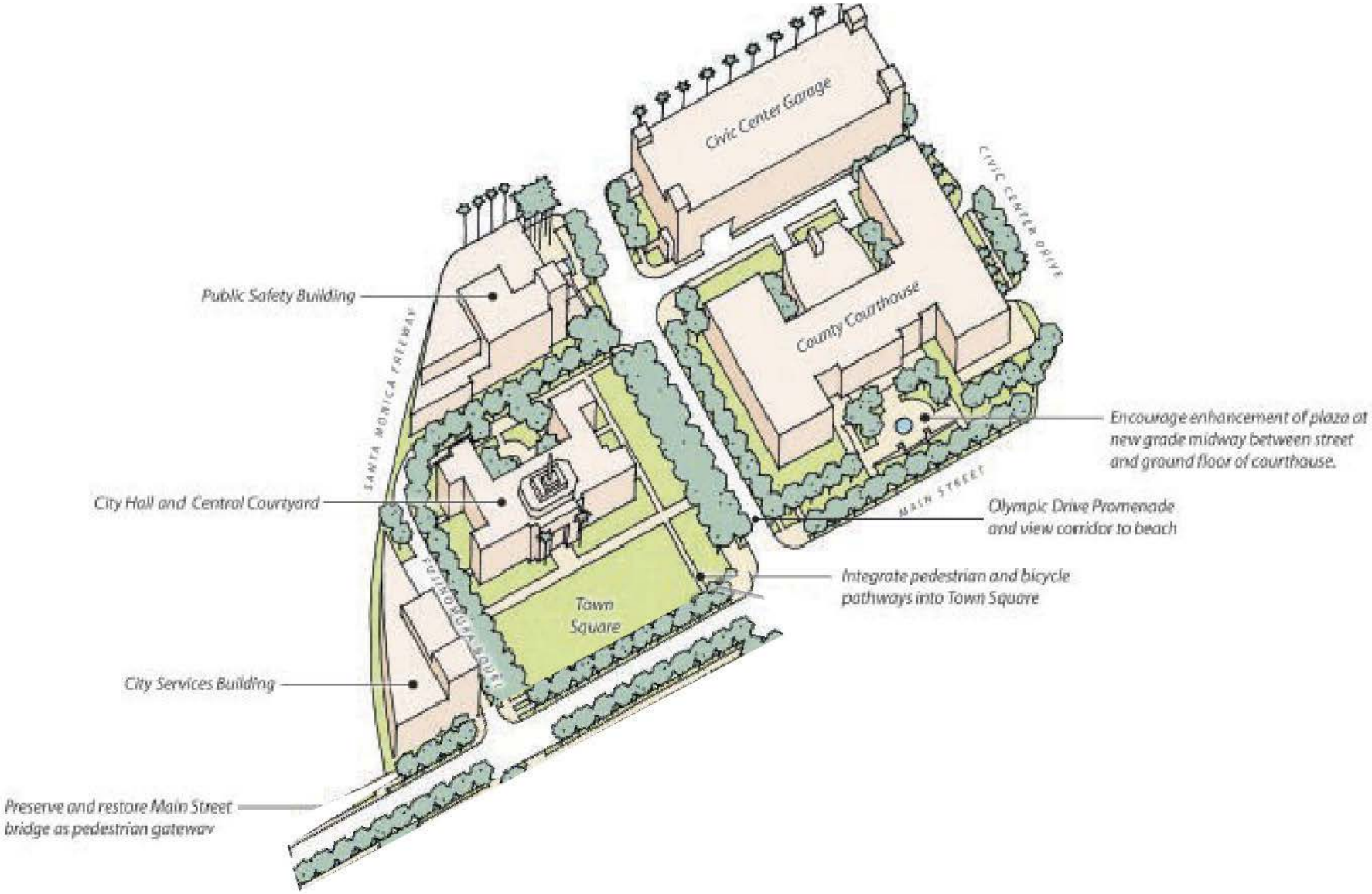
Greens and courtyards create focal points for social and recreational activities associated with groupings of buildings and are connected to the larger system of open spaces throughout the Civic Center.

Parks

The most significant portion of the entire land area is occupied by three major parks, comprising nearly 13 acres. Two parks bracket either end of the Civic Center site – the Civic Auditorium Park, which provides a gateway into the area from the nearby Ocean Park neighborhood, and Tongva Park, which connects across Ocean Avenue to Palisades Park. A third park, the Town Square, forms the central focus of community and social activities within the site, gives greater meaning and identity to the civic uses and creates an attractive terminus to Main Street. Policies related to each of these parks are described more fully below:

OS-1. Create a Town Square in front of City Hall that is oriented to civic and community activities. The one-acre Town Square serves as the focus for community gatherings and civic events, and becomes the "democratic space" symbolic of Santa Monica city government. It provides an appropriate setting for City Hall and the new City Services Building and provides a visual connection along the extension of the Main Street corridor through to the Downtown. The square is conceived in the tradition of a forum, providing a space for people to gather in large groups and in smaller numbers to express their views and voice opinions on matters of public interest. It is a space that should be designed to feel comfortable during major civic gatherings as well as when only a few individuals are present.

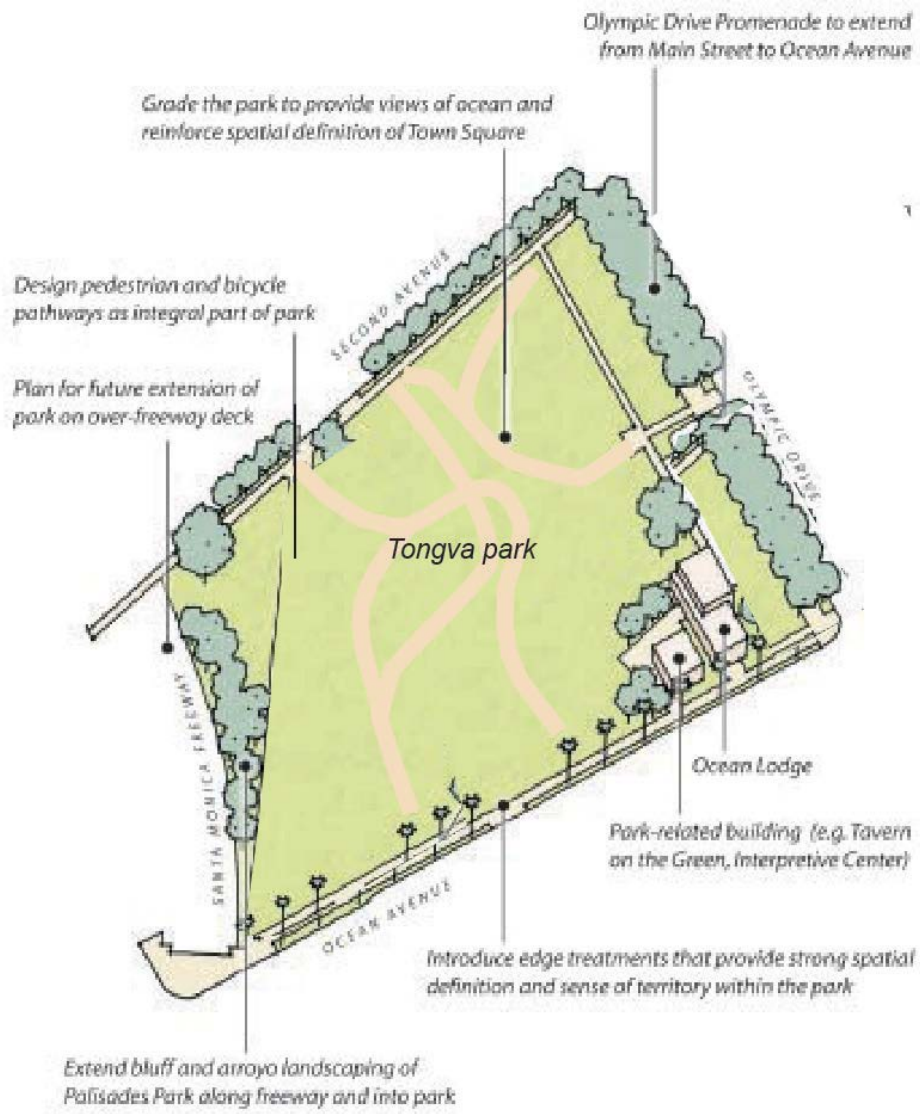
Town Square will be a forum for political debate and social gathering.


Civic Center Garage
CIVIC CENTER DRIVE
Public Safety Building
County Courthouse
SANTA MONICA FREEWAY
Encourage enhancement of plaza at new grade midway between street and ground floor of courthouse.
City Hall and Central Courtyard
MAIN STREET
Olympic Drive Promenade and view corridor to beach
Integrate pedestrian and bicycle pathways into Town Square
Town Square
City Services Building
Preserve and restore Main Street bridge as pedestrian gateway

Town Square

OS-2. Public accessibility to and within the Town Square will be reinforced by streets and public ways on three sides – Olympic Drive, Second Street and the existing service lane to the north, which would remain. Parking is provided along the surrounding streets and under the City Services Building. The pivotal location of the Town Square requires that it play an important role in realizing pedestrian connections - linking to the historic Main Street Bridge and its pedestrian interface with the Downtown, providing for pedestrian pathways across the park linking the site to surrounding areas, and accommodating the pedestrian movement along the Olympic Drive Promenade, with special views and access to the Beach.

OS-3. Create a new park at the northwestern portal to the Civic Center. A six-acre park – Tongva Park – is envisioned as an important gateway into the area, creating a strong linkage to Palisades Park. It plays an important cultural role within the com- munity, while at the same time becoming a place for informal play, picnicking, strolling, jogging, sitting and viewing. The park builds on the identity of Palisades Park through interpreting landscape characteristic of southern California coastal bluffs and arroyos, contrasting open lawns and organized pedestrian pathways. Tongva Park also adds layers of new meaning and identity to the area through elements such as integrated public art, horticultural exhibits, commemorative elements, and a creative contouring of landform. To the south, the park is framed by the Olympic Drive Promenade, limited surface parking which serves the park, and a "tavern on the green"-type restaurant. An interpretative center could add to the park's vitality by enhancing its educational role.



Tongva Park

Civic Auditorium Park

OS-4. Create a new Civic Auditorium Park. Diagonally opposite Tongva Park, at the extreme southeasterly end of the Civic Center area, the Civic Auditorium Park occupies 5.6 acres of land integrating an expanded Civic Auditorium and a new early childhood center. The park includes flexible open space areas that accommodate special events and programmed activities associated with the Civic Auditorium as well as a playfield suitable for organized and informal field sports. The playfield is generally located in a north/south configuration along the Fourth Street frontage, of a size and dimension suitable for competitive youth soccer, with a setback along the Pico Boulevard frontage in order to create a generous entry from the south Because this area is not immediately adjoined by residential uses and is located next to Santa Monica High School, it includes night lighting to extend use, safety and activity within the area. Safety fencing for the field has been carefully designed with high-quality materials to integrate the field with the adjacent park and community uses.

Greens and Courtyards

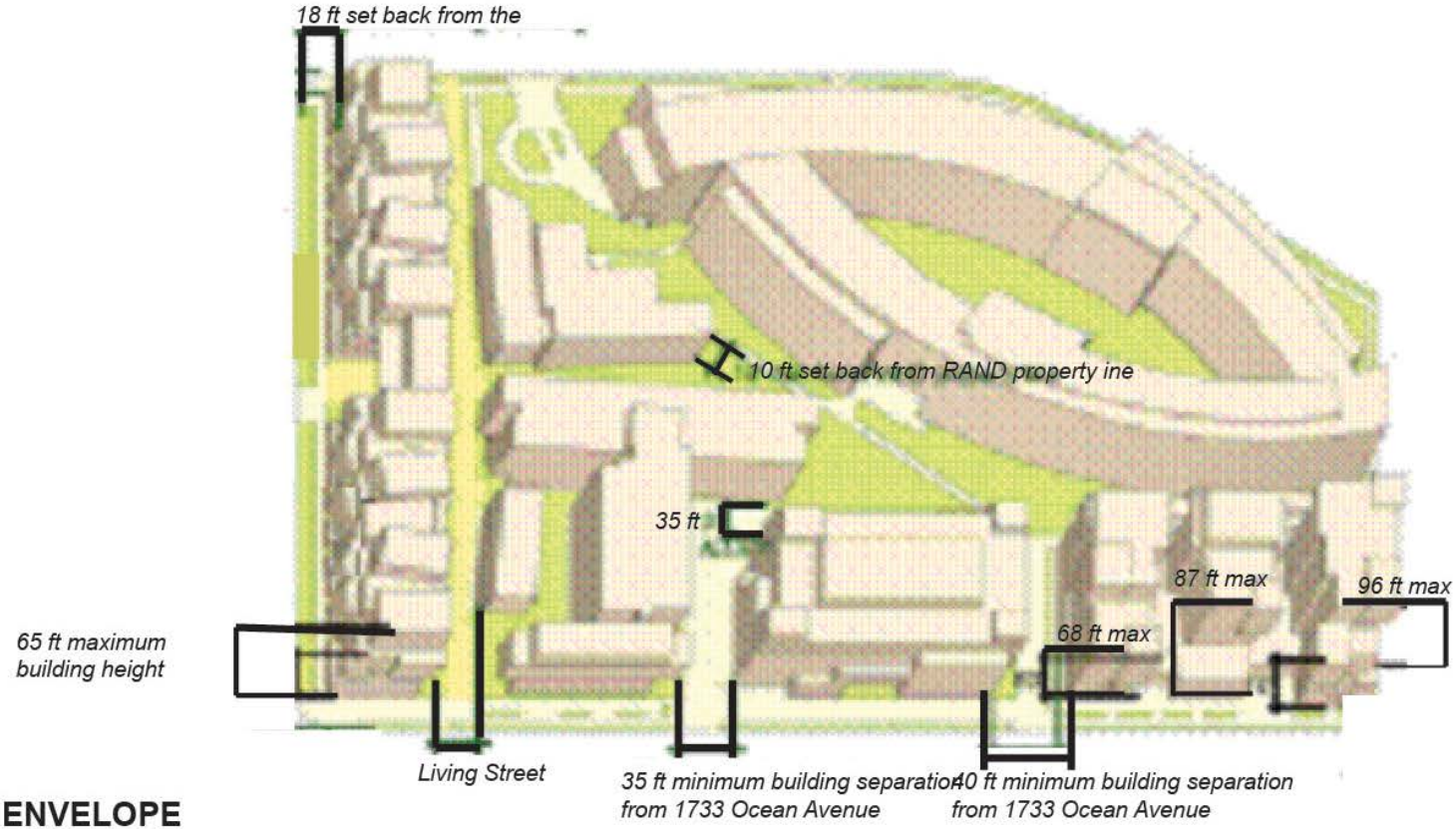
A number of smaller greens and courtyards are planned in association with individual buildings within the Civic Center area. Policies related to greens and courtyards are set forth as follows:

OS-5: Create a publicly accessible plaza adjacent to the Olympic Drive that connects to the Living Street. The Living Street shall be a broad pedestrian pathway between Ocean Avenue and Main Street with opportunities for experiencing an active pedestrian street life. The Living Street and Olympic Plaza will provide a pedestrian central focus at the heart of this new mixed-use neighborhood with pedestrian connections linking it to the perimeter streets.

OS-6. Improve the Courthouse lawn within the Civic Core. The lawn in front of the County Courthouse provides an important landscape setting for the building and a key visual connection between City Hall and the Civic Auditorium. The preservation of this open space and the design of the Main Street axis and terminus are critical to the integrity and overall continuity of the open space framework in the Civic Center. Enhancement of the Courthouse lawn is encouraged to promote pedestrian and visual continuity within the open space system and to create a space that more appropriately reflects the importance of this civic building. The lawn could be reconfigured as an entry plaza to the Courthouse, with consideration of a new elevation midway between Main Street and the first floor of the Courthouse in order to provide a gracious public entry

OS-7. Reestablish a courtyard and garden space as part of the City Hall. As part of the planned restoration of City Hall, a new courtyard and garden space, comprising approximately 8,000 square feet between the two projecting wings of City Hall provides a meaningful open space for City Hall and its occupants and visitors. The courtyard may be enclosed by low walls to provide spatial definition and nighttime security along the exposed portion of the space.

The original courtyard was filled in with the construction of the Police Department wing and the Santa Monica freeway in 1958 and 1966 and will be restored in keeping with the original qualities of the art moderne building.



BUILDING ENVELOPE

The Village Special Use District

Promenades and Pathways

The creation of a series of physical linkages will unify the parks and open spaces and serve as binding elements rather than barriers or edges. The overarching idea is of a "necklace" of open spaces that are bound together by ribbons of green and punctuated by larger leafy parks. Together, these open space elements will balance movement through and to the area with a grounded sense of place. Promenades and pathways will accommodate movement which is essential to energize the public open spaces and sustain their activity over time. They will provide for different types of linear recreation, building upon the unique opportunities that are afforded in a coastal area.

Streets and sidewalks comprise the most predominant pathways within the Civic Center and will be designed to play an important contributing role in the system of open spaces and recreational experiences. The principal corridors of Main Street, Second Street and Olympic Drive will be designed to allow for vehicular movement within the carriageway of the street, but will take on a landscaped character, with canopy trees in planted parkways. Main and Second Streets will incorporate wide sidewalks and on-street bikeways to assure continuity on foot and by bike. In addition, these streets will be designed to allow for full or partial closure to vehicular traffic to accommodate special events, such as parades, festivals, markets or citywide gatherings. Policies related to promenades and pathways are set forth below:

Promenades and pathways will help structure the open space experience.

Public art, fountains and commemorative elements will be an important part of the civic center parks.

OS-8. Establish a new open space role for Main Street as a well landscaped street and recreational connection to the Town Square. Main Street takes on prominence as an open space corridor within the site, transforming itself from an oddly angled and strangely graded street that terminates ungraciously at the Santa Monica Place garage, to a well-choreographed series of movements between major open space elements – such as the Town Square, where the street meets its new destination, 2nd Street. Main Street, more than any other, forms the backbone structure to the Civic Center, and presents the greatest opportunities for closure on occasion to expand its recreational and open space role. Weekend closures would create a broad esplanade for promenading, bicycling, skating, market stalls, and a variety of special events and activities. Narrowing the curb to curb dimension, providing for continuous broad canopy trees on either side, leveling out the existing "dip" in front of the County Courthouse and opening out to the north to a series of green lawns will change the visual appearance and identity of Main Street, improve its continuity and enhance its legibility as open space.

OS-9. Improve the historic Main Street Bridge to increase pedestrian friendliness on the linkage between the downtown and the Civic Center. The distinctive elements of the Main Street Bridge, including its balustrades and pilasters, and supporting arches are preserved and restored. In addition, the triangular parcel of city-owned land along Colorado Avenue is improved as a gateway plaza, with a direct pedestrian link to the Main Street Bridge and the potential to incorporate public art, commemorative elements or a water feature.

OS-10. Create a new visual linkage to Santa Monica Bay and a recreational corridor along Olympic Drive. Olympic Drive extends from Fourth Street to Ocean Avenue to provide greater accessibility into the Civic Center and its open spaces. It includes a wide promenade with a broad walkway lined with large canopy trees on each side and provides an important visual corridor, connecting the Civic Center with the Beach.

OS-11: Establish a network of pathways and promenades that link together the parks and plazas within the Civic Center. In addition to Olympic Drive, Main Street, and the Living Street, there are a number of pathways and promenades that extend through parks and plazas, contributing significantly to the open space experience of the Civic Center. Foremost among these is the diagonal network of pathways crossing the site from Civic Auditorium Park, through Palisades Garden Walk, to the Pier entrance and Palisades Park. The network of pathways adds variety and complexity to the regularity of pathways along streets and drives.

Future Olympic Drive corridor and view corridor to Santa Monica Bay.

Tongva Park will link to the Pier and Palisades Park.

Streets form the backbone of the urban experience. They are corridors for movement and important places of social gathering.

CIRCULATION

Streets are Santa Monica's most pervasive open space, extending throughout all parts of the city and providing structure and orientation to the urban experience. More than any other action, the platting of streets lays the imprint that shapes city form. It determines the scale of blocks, the degree of continuity and diversity, the sense of enclosure and openness, and the abundance of planted areas. How one sees a city is governed by the linear experience of moving along a street and witnessing the city unfold and open up. Streets render first impressions; they heighten the drama of entering a city, or take away from it. They tell the visitor whether a place is friendly or whether it is unwelcoming. Reading a city's streets is akin to reading the narrative of a book – unfolding its communal character and revealing its essential shared qualities.

Streets are also democratic spaces. They are what bring energy into the city and give it life. Many mistakes made in American cities in the 1950's and 60's came from the view that the car was a negative influence and therefore the street, by association, was also an undesirable element, to be eliminated wherever possible. The concept of street closures, the superblock and shopping mall came from this era, and produced lifeless, inaccessible places that turned inward and created environments that were often disorienting and perceived as unsafe and unattractive. Established patterns were wiped out, and with them the human scale that they created and the activity that they generated.

Santa Monica has come to the forefront nationally as a leader in a new and broader understanding of the important role that the street can play in the city. Santa Monica has moved from the position that streets are merely "plumbing" – just infrastructure to move traffic. Rather, the notion of the "mixed-use street" has been advanced in the downtown and implemented on the transit streets. The Downtown Urban Design Plan emphasizes the importance of 50/50 streets, where no more than 50 percent of the corridor is dedicated to vehicular movement and the remaining
50 percent is improved for pedestrians, bicyclists and transit. Just as the concept of mixed use has been advocated in land use, it is now being brought to bear on the street – with the design of the public right-of-way consciously considered in terms of overlapping zones of activity that balance movement and a sense of place, that embrace the corridor as open space, and that foster alternatives to the automobile for movement through the city.

The street is also increasingly viewed as a flexible space, that does not necessarily serve a single purpose but that can take on many different identities throughout the day and at night. The idea of designing streets that can accommodate the ebb and flows of activity, and that can be closed to vehicular movement or programmed in response to special events, is on the rise. The removal of a parking lane for traffic needs during rush hour, the closure of streets for a bicycle race or parade, or the week-end closure for skating and bicycling – all of these actions illustrate a change in the perception of streets and

Streets serve as public open space and provide pedestrian space in cities.

the role that they can play. The "managed street" holds tremendous potential in the Civic Center, where streets can be converted on occasion to recreational pathways serving larger activities as part of the public parks, greens and open spaces.

The redevelopment of the Civic Center in the 1950's is illustrative of outdated thinking about transportation and street design. The city's standard 300 by 600 foot block pattern was removed to create large "superblocks" for the RAND Corporation, the Civic Auditorium, the County Courthouse and Santa Monica Place. Main Street was redesigned as a wide arterial street that provided efficient traffic flow between the downtown and neighborhoods to the south, but did little to enhance activities or the experience of being in the Civic Center. Large expanses of surface parking further contributed to the deadening of the environment. Today, the large, undivided assembly of land in the Civic Center creates a major obstacle and barrier within the city and only adds to increased congestion on surrounding streets.

This plan calls for an integrated system of streets, pedestrian ways, bikeways and open spaces. The network of streets is intended to break up the barrier-like nature of the Civic Center and to enhance access to and through the area for all modes. Rather than single-purpose transportation conduits, streets in the Civic Center are designed to give structure and orientation to the district; provide access to public and private uses; provide light, air, greenery, and visual connections; extend and link public open spaces and activity centers within and adjacent to the area; and to enhance accessibility for all modes of travel. As such, this chapter focuses on both the functional role of the transportation system in support of vehicular,

transit, pedestrian and bicycle circulation, and the design of mixed-mode streets as an integral extension of the open space system and a key part of the spatial experience of the Civic Center.

General Circulation Policies

- Create a system of streets, pedestrian ways and bikeways to enhance circulation and access to and through the Civic Center by all modes.
- Design streets to give structure and orientation to the district and to complement, extend and link public open spaces.
- Design streets to provide convenient and calm traffic flow and to support transit, pedestrian and bicycle movement.
- Replace surface parking lots with less land consumptive facilities that are integrated and encapsulated within or beneath buildings.
- Provide for a full range of transit service within the Civic Center to promote a balanced transportation network that reduces dependence on the automobile.
- Establish a comprehensive system of pedestrian facilities that support and complement activities within the Civic Center, and that provide linkages to adjacent areas.
- Design all streets within the Civic Center to be bike friendly, and provide bike facilities that extend and link to existing routes.

Vehicular Circulation

Because of the discontinuity of the grid system, vehicular circulation within the Civic Center area is confined to Main Street and the perimeter streets. This has led to the channelization of local and through-traffic and has resulted in congested streets and intersections. The Specific Plan calls for new streets to be introduced within the planning area to improve access to Civic Center activities, relieve the burden on perimeter roadways, and provide additional routes and options for drivers moving through the area. Rather than facilitating through-movement, the configuration and design of streets is intended to provide convenient and calm traffic flow, and to support other modes, including transit, bicycles and pedestrians, in a balanced manner.

Two main vehicular circulation corridors are set forth in the Plan: the Main Street/Second Street Corridor, which links the Main Street commercial district on the south with downtown Santa Monica and the Third Street Promenade on the north; and the Olympic Drive corridor which connects Fourth Street on the east with Ocean Avenue on the west. In addition, a number of narrow two-lane service streets including Civic Center Drive, Vicente Terrace, and Fujinomura Douri are established to provide a more complete circulation network with access to specific sites and parking facilities. Policies related to vehicular circulation are set forth as follows:

C-1. Improve Main Street as a civic spine that links the principal open spaces of the district, while providing convenient north-south circulation. The Plan calls for the Main Street corridor to be redesigned as a focal point at the heart of the Civic Center, extending and connecting the principal open spaces of the district, calming traffic and reducing the automobile character of the street, and providing a convenient north-south route for residents traversing on all modes between the Main Street commercial district and downtown Santa Monica. To promote a more balanced street with calmer traffic and with provision for pedestrians and bicyclists, the street is configured as a two-lane roadway with Class II bicycle lanes and curbside parking along its length.

C-2. Realign Main Street to Second Street to coordinate a smooth transition for all modes of transportation crossing the Colorado Avenue intersection. Vehicular and bicycle traffic along Main Street is channeled toward Second Street to the downtown core.

C-3. Extend Olympic Drive from Main Street to Ocean Avenue. As part of the Public Safety Facility project, Olympic Drive has been constructed as a two-lane street with curbside parking from Fourth to Main Street. The Specific Plan calls for the street to be extended west to Ocean Avenue in the same manner to provide access and drop-off to Civic Center uses including the planned village housing, City Hall and Town Square, and to achieve a more balanced circulation system in the downtown, providing for better east-west linkages that break up the large superblock of the Civic Center. Olympic Drive provides an important visual and recreational corridor with a broad promenade connecting the Civic Center with the ocean and the major north-south trail and bikeway that defines the edge of the beach.

Vehicular Circulation

FREEWAY
ARTERIAL
UNDESIGNATED/LOCAL
COLLECTOR/FEEDER
SIGNAL

C-4. Introduce streetscape improvements along Ocean Avenue, Pico Boulevard and Fourth Street. The Plan also calls for the enhancement of the major edge perimeter streets that generally define the Civic Center area, including Ocean Avenue, Pico Boulevard, and Fourth Street. These streets are wide arterial roadways that are important in facilitating citywide vehicular access. The edge streets are maintained, but enhanced with streetscape improvements that create more attractive visual corridors and amenable pedestrian environments.

Illustration of the future Civic Center Garage

Parking

In addition to their role in supporting vehicular movement, streets provide opportunities for curbside parking that contributes to the overall sense of convenience and safety within an area. Curbside parking creates activity on the street, and provides some separation between the pedestrian and traffic zones. Many of the streets within the Civic Center continue to provide on-street parking. However, the existing large expanses of surface parking within the Civic Center do little to reinforce the visual quality or the spatial experience of the area. A key objective of the Specific Plan is to reclaim the significant land resources now occupied by surface parking lots for open space and infill development that can contribute to the creation of a vibrant and attractive urban district. Policies related to parking are set forth as follows:

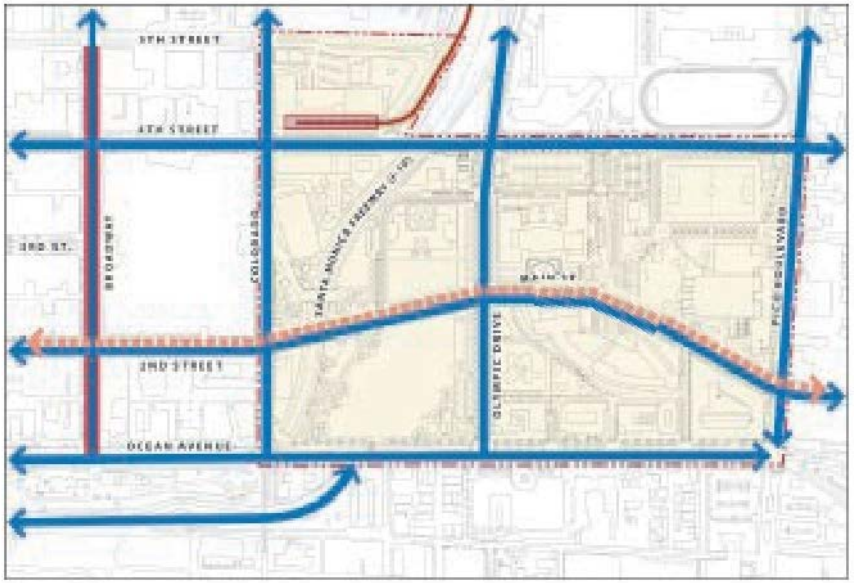
C-5. Provide sufficient parking to serve the needs of Civic Center activities. Parking within the Civic Center should be programmed to serve the needs and requirements of Civic Center activities. The Civic Center should not be a satellite parking area for other districts, except on a temporary basis (e.g., during the seismic retrofit of the downtown garages). Conversely, the Civic Center should not rely on other parts of the City to meet its parking needs. New commercial and residential development will provide below grade or encapsulated parking on site. Efforts should be made to maximize the effectiveness of public parking facilities through shared use between activities that have differing demands throughout the day (e.g., City Hall and Civic Auditorium).

C-6. Encourage alternative transportation through parking policy. Compact, mixed-use development, pedestrian paths and bikeways, and transit amenities in the Civic Center reduce auto dependency. Parking management programs and pricing policies also discourage auto use and encourage transit use and carpooling.

C-7. Design parking facilities to reinforce the pedestrian and visual character of the Civic Center. Parking facilities should be designed to complement the pedestrian environment and the desired visual character of the various open spaces. To this end, the majority of new parking is provided below-grade or in parking structures that are architecturally integrated and encapsulated within a building envelope. Small pockets of landscaped surface parking may serve some Civic Center uses and Tongva Park. These lots will be designed to extend the sense and character of the adjacent open space, and include at least one tree for each four cars. Driveways and service areas related to public and private parking facilities are located in a manner that does not compromise the pedestrian environment, transit service, or adjacent land uses and open space areas

Transit

Santa Monica enjoys a relatively high level of transit service at the regional, citywide and local levels. Santa Monica Big Blue Bus (BBB) provides extensive service throughout the City and beyond to major activity centers including downtown Los Angeles, UCLA and Los Angeles Airport. It also offers local service on the Tide Shuttle, which connects the Third Street Promenade with the Main Street commercial district along Fourth Street (northbound) and Ocean Avenue (southbound). The Metropolitan Transportation Authority (MTA) offers commuter bus service connecting Santa Monica with the Los Angeles region. In June of 2001, the MTA



Transit

BUS ROUTES (MTA, BIG BLUE)
POTENTIAL SHUTTLE SERVICE
TRANSIT PRIORITY STREET
LIGHT RAIL (EXPOSITION LINE)

approved the first phase of the Exposition Light Rail Transit corridor between downtown Los Angeles and Culver City, and expressed the intent of extending this line to Santa Monica.

The Specific Plan calls for a full range of transit service within the Civic Center to promote a balanced transportation network that reduces dependence on the automobile. Policies related to transit service are set forth as follows:

C-8. Provide for bus service throughout the Civic Center. Citywide bus service shall be maintained through the Civic Center, with Olympic Drive providing an additional transit street and the potential to serve as a transfer point for MTA buses and the local shuttle. MTA regional bus service will be maintained along the perimeter streets.

C-9. Provide for the future extension of light rail to Santa Monica and the Civic Center. The Specific Plan provides for the extension of the planned Exposition LRT line which will link downtown Los Angeles with Santa Monica. The Plan calls for this terminus station to be incorporated as an integral part of, or adjacent to, any future mixed-use redevelopment of the Sears site. This location provides a strategic gateway to the downtown, the Civic Center and the Beach.

C-10. Provide for local shuttle service. Local shuttle service between the Civic Center and the Main Street and Downtown commercial districts should be explored for the Main Street and Second Street corridors.

Streets will integrate pedestrians, bicyclists and transit.

Pedestrian Circulation

In its current state, the Civic Center area is a relatively inhospitable pedestrian environment, creating a significant void between adjacent neighborhoods and districts that have established a more active and vital pedestrian realm. These areas include Downtown which is oriented to a bustling network of transit and pedestrian streets; Palisades Park which provides a 1.5-mile bluff-top walkway overlooking the Pacific Ocean; the Beach, which is a regional destination not only for swimming but for promenading along Ocean Front Walk and the Pier; the Ocean Park neighborhood of narrow pedestrian-oriented streets; and the Main Street commercial district of small shops and restaurants.

The Olympic Drive Promenade will be extended south to link with Ocean Avenue, Pacific Terrace and the beach.

The Specific Plan establishes a vibrant pedestrian environment within the Civic Center that supports and complements activities within the district and at the same time provides continuity with, and linkages to these adjacent areas. The Plan's conversion of surface parking lots and creation of 17 acres of new public open space contribute significantly to the pedestrian environment of the Civic Center. Streets include generous sidewalks with a canopy of tree cover for shade and with a parkway that provides a clear separation from traffic, and as such offer a fine-grained pedestrian network connecting all parts of the Civic Center with the surrounding community. In addition to the street system and the open spaces themselves, the Plan calls for three major pedestrian pathways to be established within the Civic Center area.

C-11. Extend the experience of the Palisades Park pathway through the Civic Center. Residents of Santa Monica have long dreamed of being able to comfortably and safely traverse the whole length of the city on foot. Palisades Park accomplishes a significant part of this goal, by providing a dramatic 1.5-mile long promenade along the top ofthe bluff between Santa Monica Canyon and the entrance to the Pier. The Plan calls for this promenade to be extended through the Civic Center through a network of coordinated pedestrian and bike paths, connecting the Ocean and Colorado Avenue intersection with the Ocean Park neighborhood at the Pico Boulevard/Fourth Street intersection. In addition to its contribution to the citywide pedestrian and bikeway system, the pathway network connects Tongva Park, the Town Square and Civic Auditorium Park within the Civic Center.

C-12. Extend the Olympic Drive Promenade from Main Street to Ocean Avenue. Olympic Drive will be constructed between Fourth Street and Ocean Avenue with a broad walkway lined with canopy trees on either side. A signalized intersection at Ocean Avenue provides direct pedestrian access to Pacific Terrace and the Beach.

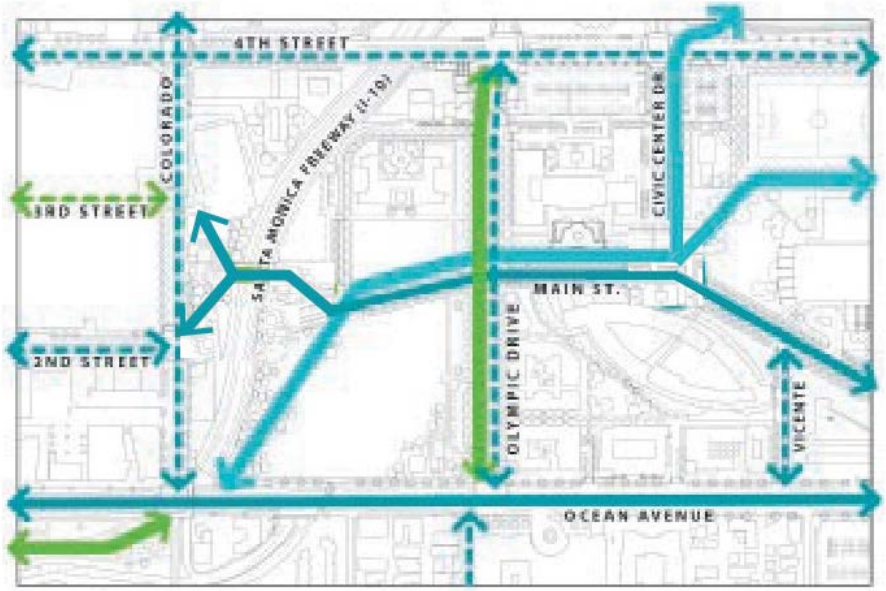
Bicycle Circulation

Safe and convenient bicycle movement through the Civic Center, with linkages to existing bike facilities, is a key objective of the Specific Plan. Both Ocean Avenue and Main Street have designated bike lanes along the curb edge of the roadway. These are known as "Class II" bike facilities. The Plan calls for this existing system to be enhanced and extended, and for all streets within the Civic Center to be designed to be bicycle friendly with slow moving traffic and safe crossings at intersections. Bicycle circulation policies are set forth as follows:

C-14. Provide a separated bike path through the Civic Center. A north-south Class I bikeway (i.e., separated from the street) is planned through the Civic Center to connect Palisades Park at the Colorado/Ocean Avenue intersection with the Pico and Ocean Park neighborhoods at the Fourth Street and Pico Boulevard intersection. This pathway will be designed to be an integral part of Tongva Park, Town Square, and Civic Auditorium Park.

C-15. Provide bike lanes along Main Street and Second Street. Class II bike lanes are maintained along the reconfigured Main Street; north of Olympic Drive where Main Street is closed as a vehicular street, bicyclists will have the choice of utilizing Class II lanes within the planned Second Street extension, or the Class I bikeway (described above) connecting to Ocean Avenue.

C-16. Design Olympic Drive as a bike friendly street. Class III bicycle access will be provided along Olympic Drive. In addition, bicycle access will be provided through Tongva Park immediately north of Olympic Drive.



Bicycle and Pedestrian Pathways

- PEDESTRIAN WAY
- CLASS I TRAIL (EXCLUSIVE BIKEWAY WITH ADJACENT PEDESTRIAN WALKWAY)
- CLASS II LANES (ON-STREET STRIPED) WITH ADJACENT SIDEWALKS
- CLASS III ROUTE (SHARED ON-STREET) WITH ADJACENT SIDEWALKS

Parkway strips create a separation of pedestrian from vehicular traffic.

Street Design Standards

The Specific Plan establishes design standards for each of the existing and planned streets within the Specific Plan area. The standards are intended to support the functional requirements described above, and at the same time to achieve a high quality pedestrian and open space environment. The design of the streets will utilize the following standards:

C-17. All streets shall include sidewalks on both sides with a width of at least 8 feet. Service roads (e.g., Vicente Terrace) shall have sidewalks of at least 5 feet in width.

C-18. A parkway strip of at least five feet in width, planted with turf or low ground cover, shall be utilized along the curb edge of the street to reinforce the landscape character of the district and to provide a clear separation between the pedestrian and traffic zones.

C-19. Shade trees shall be incorporated along all streets within the parkway strip, generally at 25 feet to 35 feet on center, to create a continuous canopy.

C-20. Continuous pedestrian-scaled lighting shall be included on all streets and pedestrian and bicycle pathways. A common distinctive lighting fixture that provides continuity and identity shall be utilized throughout the district.

C-21. Benches and street furniture shall be provided as appropriate to create a friendly and inviting public environment.

C-22. Transit shelters and other transit-related improvements shall also be provided to facilitate user comfort and convenience.

C-23. A coordinated system of signage shall provide visually clear and attractive "wayfinding" for motorists, bicyclists and pedestrians throughout the Civic Center area.

The following provides specific design standards for each of the existing and planned streets within the Civic Center area.

The Main/Second Street Corridor

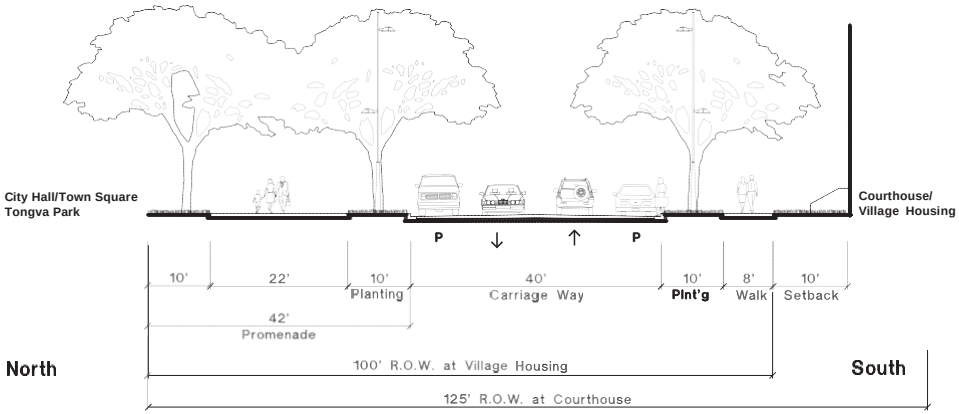
Main Street is a major structuring and organizing element of the Civic Center, providing an important north-south visual axis through the district. All of the major civic buildings within the area have a relationship with the street, and it provides a dramatic setting for the Civic Auditorium, which terminates the southern approach from the downtown. The typical cross section of Main Street shall include one vehicular travel lane and one bicycle lane in each direction with curbside parking along both sides of the street.

The existing 58-foot curb-to-curb dimension is reduced to 50 feet in width, to maintain axial views along the centerline of the street between the Town Square and the Civic Auditorium, and to provide a broader sidewalk and parkway along the street edge. Broad canopy trees along the parkway provide shade and create a distinctive sense of arrival. Re-grading of the street reduces the pronounced "dip" adjacent to the existing Courthouse.

Main Street will link the principal open spaces of the district.

Olympic Drive and Promenade

Olympic Drive extends from Fourth Street to Ocean Avenue as a 40-foot wide roadway with one travel lane in each direction to accommodate autos and bicycles and curbside parking along both sides of the street. The Promenade on the north side of the street also extends as a 42-foot wide pedestrian way, with a broad walkway lined with canopy trees on either side.

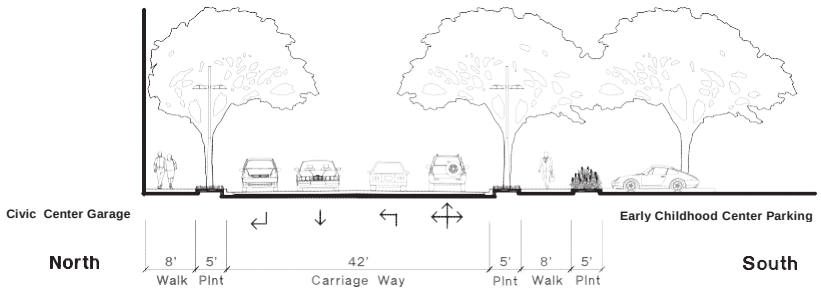


Olympic Drive (Avenida Mazatlan to Ocean Avenue)

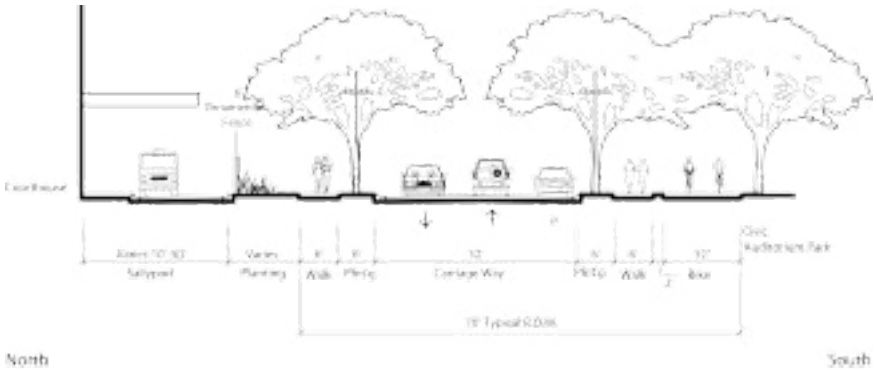
Civic Center Drive

Civic Center Drive is improved as a local two-way street between Fourth Street and Olympic Drive to serve the Civic Center garage, the Courthouse and the Early Childhood Center. The street will be designed with a narrow carriageway of 32 feet with two vehicular travel lanes and curbside parking on the south side; the segment between Avenida Mazatlan and Fourth Street shall have a curb-to-curb dimension of 42 feet and four lanes to accommodate left and right turning movements. The street is well landscaped with wide crowned trees in curbside parkways to extend the open space character of Civic Auditorium Park. A separated Courthouse sallyport access area on the north side of Civic Center Drive with landscaping and an ornamental fence provides a visual screen from the street and buffers this use from adjacent facilities.

San Vicente, in Santa Monica, is an example of a great urban street.



Civic Center Drive (East of Avenida Mazatlan)



Civic Center Drive (West of Avenida Mazatlan)

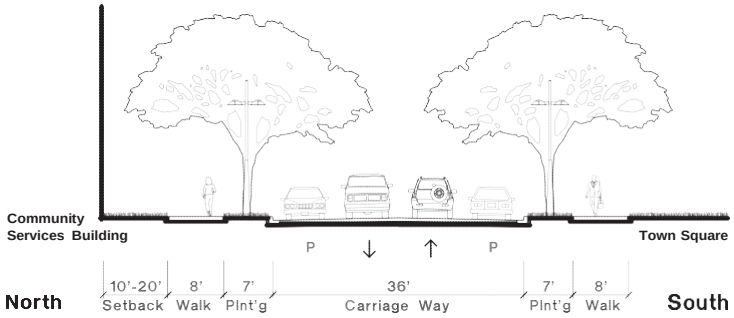
Santa Monica has a tradition of well landscaped streets.

Fujinomura Douri

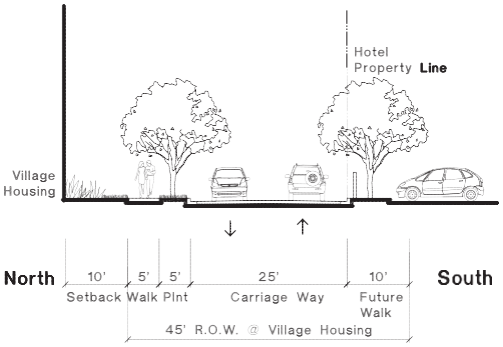
Fujinomura Douri is enhanced to provide access to the Town Square, City Hall, and the City Services Building. It will be designed as a narrow street with one vehicular lane in each direction and curbside parking along both sides of the street to provide for drop-off along the Town Square and the City Services Building.

Vicente Terrace

Vicente Terrace is improved as a narrow local street connecting Main Street and Ocean Avenue, and providing service and access to the RAND headquarters and the Village housing (Site C). Development of a sidewalk and parkway along the south side of Vicente Terrace and along the northern edge of the Viceroy Hotel property is encouraged.



Fujinomura Douri



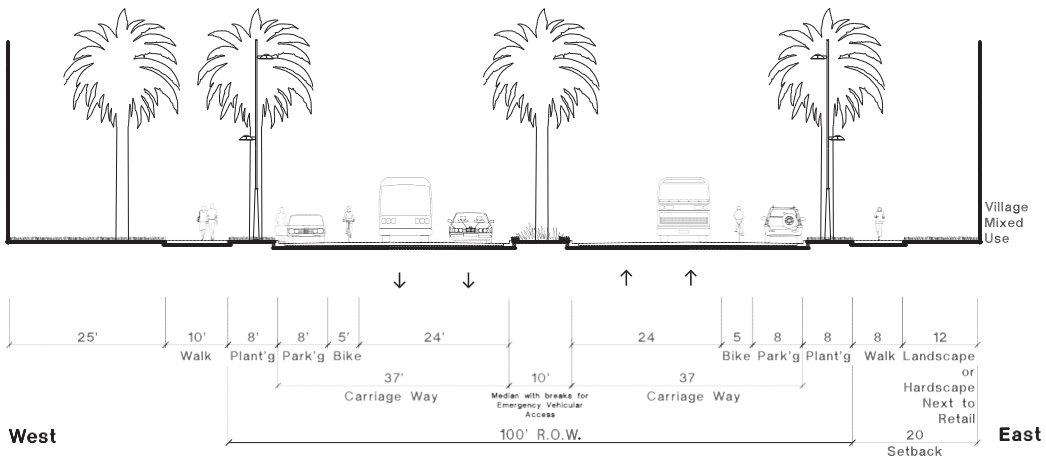
Vicente Terrace

Ocean Avenue

Ocean Avenue is an important north-south boulevard within the city. No changes are proposed to its existing operation as a four-lane arterial with two vehicular lanes and one bicycle lane in each direction. The Plan provides for the existing streetscape to be enhanced to promote continuity and to create a distinctive western edge to the Civic Center. The Plan calls for the following improvements to the street:

- The introduction of a landscaped median of approximately 10 feet in width, south of Olympic Drive, to reduce the scale of the street, and to allow for distinctive planting that reinforces the identity of the Civic Center. Median breaks for emergency vehicles access shall be provided.

- Building setbacks of 20 feet along the east side of the street to provide for a wider sidewalk and parkway strip.



Ocean Avenue

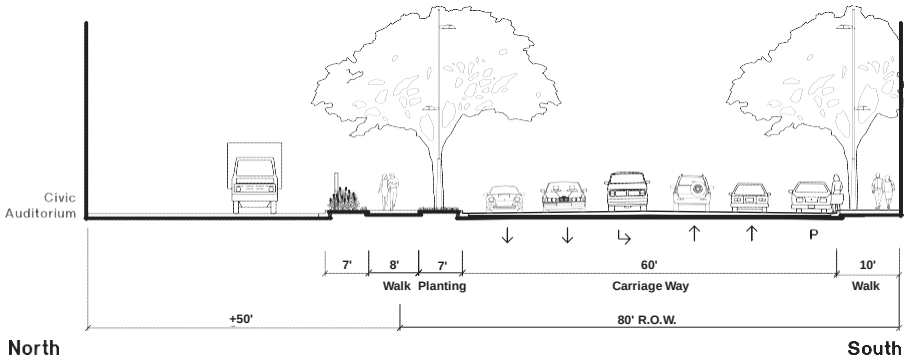
View south down Ocean Avenue.

Pico Boulevard

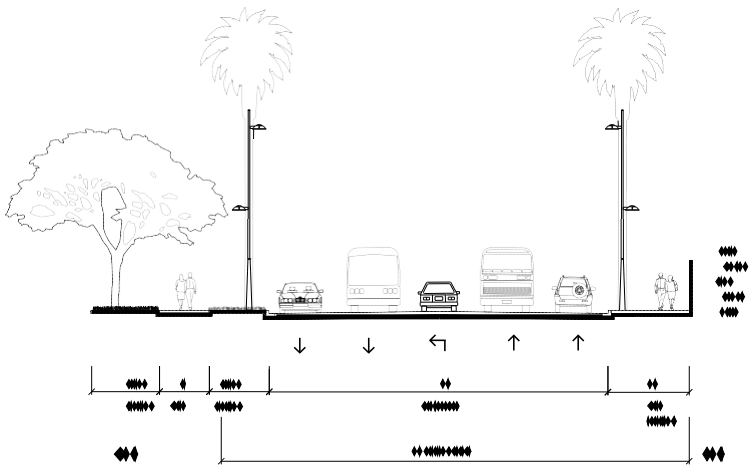
Pico Boulevard will be maintained as a four-lane arterial street (two lanes in each direction) with curbside parking along the south side of the street. Pedestrian and streetscape improvements and continuous landscaping and street trees extend the existing Pico Boulevard streetscape improvements through the Civic Center. Along the north side of the street, a wider sidewalk of 8 feet and a generous planting strip is provided along the curb edge. Curbside drop-off and vehicular access to the Civic Auditorium expansion's parking is envisioned along this north side; a landscape screen is also proposed between the street and the service area for the Civic Auditorium.

Fourth Street

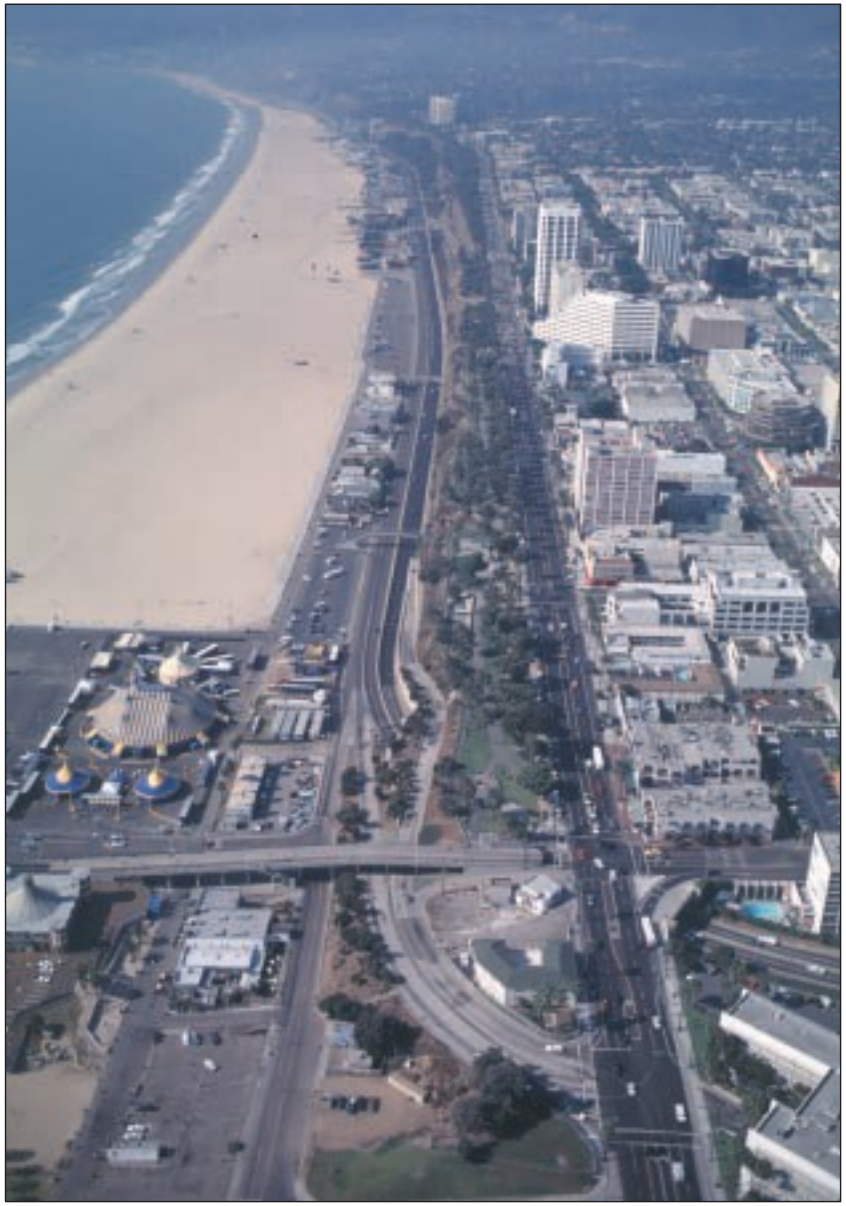
No change in operation is proposed along Fourth Street. South of Olympic Drive, the street continues to function as a four-lane arterial with a center turning lane. The existing clusters of palms are maintained and filled in along both sides of the street to create a strong edge to the Civic Auditorium Park. A landscaped street along the edge of the playfield within Civic Auditorium Park up to the corner of Civic Center Drive is also proposed.



Pico Boulevard (at Civic Auditorium)



Fourth Street (Olympic Drive to Pico Boulevard)



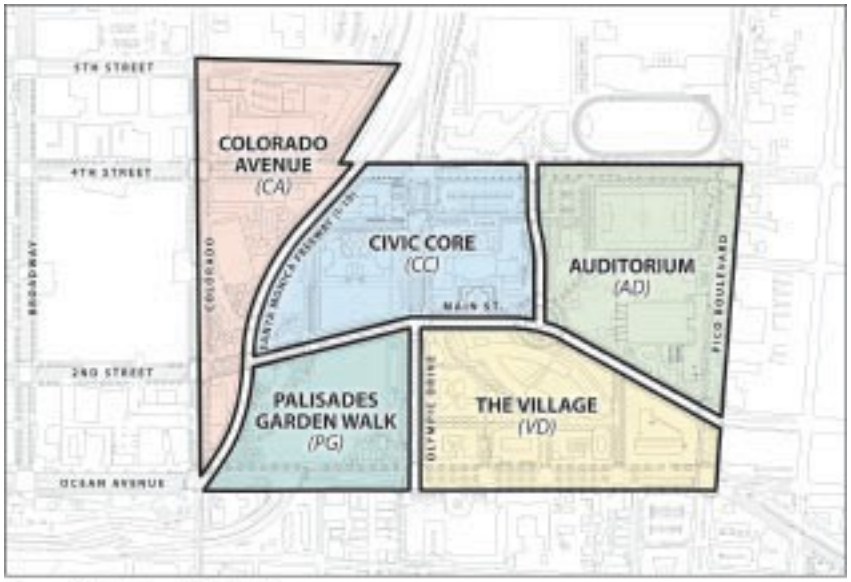
Palisades Park and the beach.

DEVELOPMENT STANDARDS

Parks, promenades, pathways, streets and greens will create an appealing setting and vivid identity for the Civic Center. Within this framework of public open spaces, a number of buildings are planned that will add to the character, quality, intensity and mix of uses within the area as a whole. They will enrich and extend the existing program of cultural, community, institutional and government uses, and will house a range of new uses including housing. The new uses will add diversity and complexity to the area, address citywide needs and better integrate the Civic Center as a vibrant and meaningful urban district within the life of Santa Monica.

The buildings in the Civic Center will contribute to the unique identity of the district, not through individual monumentality, but through their contribution to the creation of a well-composed and appropriately scaled sequence of places that support a wide range of activity. As such, buildings will help to create clearly defined "neighborhoods" within the Civic Center, each responding to the natural, visual and aesthetic characteristics of the site to establish a unique sense of place. New buildings will also be designed to complement key historic landmarks including City Hall and the Civic Auditorium, adding to their meaning and significance while respecting their scale and character and reinforcing their identity within the district and the community.

This element of the Specific Plan focuses on the design of buildings: the activities that they accommodate; the way in which they relate to open spaces, streets, and other buildings; their scale and massing; their architectural treatment and use of materials; and their accommodation of parking and service functions. The intent of the Plan is not to legislate a particular architectural style - Santa Monica is known for its diverse architecture and its ability to create distinctive urban places – but rather to encourage the design of buildings that contribute positively to the spatial experience of



Special Use Districts

the Civic Center, and that help activate the public realm of parks, promenades, pathways and streets.

Existing and future buildings within the Civic Center include public and private structures that will take on specific identities, based upon their predominant use, but many will be mixed use in nature, with vertical integration of different types of activities. Even in Santa Monica today, these buildings are the exception rather than the rule, and they pose some specific and unique design issues. In addition, many of the buildings will experience a retrofit, historic restoration or adaptation that present some extraordinary considerations in terms of design. These common issues as well as those that are specific to individual buildings and sites are the focus of this element of the plan.

In looking at the buildings more specifically, the study area is divided into five special use districts, each with specific policies and property development standards aimed at achieving the overall vision for the area. The district policies describe the design treatments for the buildings, setting forth provisions for allowable uses, parking requirements, setbacks and easements, building heights and step backs, and the design treatment of ground level areas and building facades. Where no specific provisions are made, the development standards of the Zoning Ordinance shall apply except to the extent the site is governed by a Development Agreement.

General Development Policies

- Design buildings to provide spatial definition to public spaces including parks, promenades, and streetscapes.
- Design and locate buildings to create clearly defined "neighborhoods" with a unique sense of place.
- Introduce activities and treatments at the ground level of buildings to contribute to a visually interesting and public-spirited pedestrian environment.
- Ensure that buildings are appropriately scaled to public spaces and existing structures.
- Promote reuse and rehabilitation of key historic landmarks including City Hall and the Civic Auditorium.
- Design new buildings to complement historic structures.
- Incorporate public art as an integral and creative part of all public building designs.
- Employ high quality materials that are durable, lasting, and aesthetically appealing.
- Reduce life-cycle environmental impacts of buildings, by employing "green" building design practices.
- Screen service areas and parking from public view.

The Auditorium Special Use District

Within the open space setting created by a major new park, this district will be notable for the existing Civic Auditorium, its future expansion, and the new Early Childhood Center to be located along Civic Center Drive. Both buildings will create a strong community and cultural orientation to the area, with activities that can extend into the park's open space.

The Art Moderne Civic Auditorium constructed in the late 1950's has been the venue for diverse events ranging from the presentation of the Academy Awards and major rock concerts in the 1960's to exhibitions and community performances today. It is a treasured landmark in the community. It occupies a significant visual position at the southern terminus of the Main Street axis, but is bordered by large expanses of surface parking to the east, which will be removed to create the new Civic Auditorium Park. This plan allows for additional building development, carefully designed to complement the form and activities of the Park, and to maintain and reinforce the civic identity of the Auditorium. The rehabilitation and expansion of the Civic Auditorium will give new meaning and life to this important facility and promote its ongoing viability.

The introduction of an Early Childhood Center along the northern edge of the new park will add a new layer of activity to the area, while addressing the early childhood development needs of nearby employees and residents.

Civic Auditorium and Expansion

A key objective of the Specific Plan is to maintain the Civic Auditorium as a prominent landmark within the Civic Center, and to program it with activities that will sustain its meaningful role within the community. To this end, the Specific Plan provides the following policies and standards:

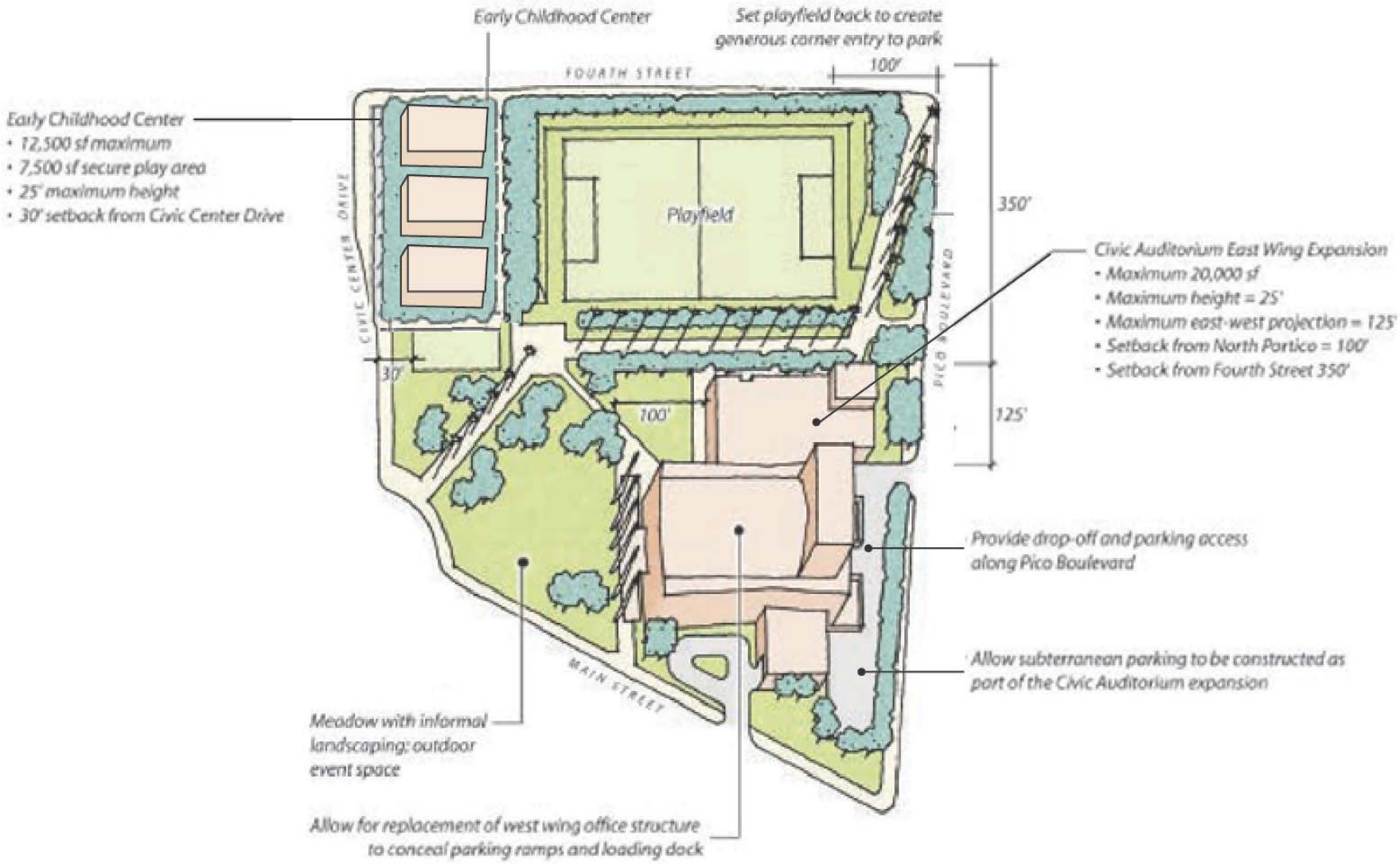
AD-1. More detailed analyses shall be undertaken to establish a specific activity program and financial plan for the ongoing operation and upkeep of the Civic Auditorium. Priority shall be given to cultural, educational, and community-oriented activities while preserving opportunities for events that can contribute to the ongoing operation and upkeep of the facility.

Surface parking will be removed to create open space.

Illustrative Plan

TABLE 1: PROPOSED BUILDING PROGRAM

SPECIAL USE DISTRICT	*EXISTING/APPROVED*		*ALLOWABLE NEW*	*TOTAL PROGRAM YIELD*
Auditorium	Auditorium	125,000 sf	20,000 sf	145,000 sf
	Early Childhood Center	0 sf	20,000 sf	20,000 sf
The Civic Core	City Hall	62,000 sf	No Expansion	62,000 sf
	Public Safety Building	120,000 sf	No Expansion	120,000 sf
	County Courts	140,000 sf	No Expansion	140,000 sf
	City Services Building	0 sf	40,000 sf	40,000 sf
	Civic Center Garage	1,000 spaces	No Expansion	1,000 spaces
Tongva Park	Lodging (Ocean View Lodge)	7,500 sf	No Expansion	7,500 sf
	Park-Oriented Buildings/Restaurant	2,000 sf	13,000 sf	15,000 sf
The Village	Residential	0 du's	325 du's	325 du's
	Neighborhood Serving Retail	0 sf	20,000 sf	20,000 sf
	Office (1733 Ocean Avenue)	70,000 sf	No Expansion	70,000 sf
	Institutional (RAND)	310,000 sf	No Expansion	310,000 sf
	Lodging (Viceroy Hotel)	93,000 sf	No Expansion	93,000 sf
Colorado Avenue	Retail (Sears)	135,000 sf	No Expansion	135,000 sf
	Office (5th Street)	100,000 sf	No Expansion	100,000 sf
	Lodging (Holiday Inn)	65,000 sf	No Expansion	65,000 sf



Auditorium Special Use District

AD-2. Replacement and expansion of the East Wing of the Auditorium shall provide for community-oriented activities including public reception areas, performance spaces or galleries for the display of art, meeting rooms, and support space for the Auditorium's Main Hall.

AD-3. The new wing shall be no more than 25 feet in height with up to 20,000 square feet of net new space and shall be set back from the existing northern portico of the Auditorium by at least 100 feet to maintain the distinctive profile and presence of the landmark structure.

AD-4. The new wing shall project eastward from the Auditorium no more than 125 feet to maintain an open space of at least 350 feet in depth between the structure and the Fourth Street frontage.

AD-5. The new wing shall have a strong orientation to the open space, providing for activities to spill into the park to the north; perimeter gardens, terraces and plazas that can support activity are encouraged along the edges of the building. Public art shall be incorporated as an integral element of the project design.

AD-6. To the extent practicable based on use, the building expansion shall be glassy and transparent to provide views to interior activities and views from the interior to the open space. The treatment of the building and the materials used shall be complementary with, but clearly separate from, the existing auditorium structure.

The Civic Auditorium will be rehabilitated as a vital community resource.

The Early Childhood Center will provide state-of-the art facilities for child-care, parenting workshops and childhood research and development.

AD-7. Parking shall be provided in a subterranean facility beneath the new construction and along the southern and western sides of the building.

AD-8. Parking access and drop-off shall be provided from Main Street and Pico Boulevard.

AD-9. Loading and servicing shall be provided from Pico Boulevard, but shall be screened from public view with landscaping and low walls not to exceed 6 feet in height.

AD-10. The existing west wing office structure may also be replaced, within its general footprint and envelope, to conceal the loading dock and the entry/exit ramps connecting the drop-off area to the subterranean parking garage.

Early Childhood Center

Provision of an early childhood education center within the Civic Center has been a longstanding goal of the City. The facility accommodates up to 110 pre-school children including infants and toddlers, and includes classroom and observation facilities for parenting workshops and early childhood research and development. The Specific Plan provides for this facility within the Civic Auditorium Park, a location that is conveniently situated in close proximity to employees at City Hall, the RAND headquarters building, and the County Courts, as well as the nearby residents within the Village. Specific Standards related to the design of this facility are as follows:

AD-11. The Early Childhood Center shall not exceed 20,000 square feet in area.

AD-12. The facility shall be located along Civic Center Drive across from the Civic Center Parking Structure. Its front entrance shall be on Civic Center Drive and there shall be a vehicular drop-off/short term parking area, accessed from Civic Center Drive, with between 5 and 15 parking spaces along the northern or western side of the center. No Access or egress will be permitted from Fourth Street. Parking for employees and visitors to the center shall be provided in the Civic Center Parking Structure and other shared parking facilities within the Civic Center.

AD-13. A children's play area of at least 100 square feet per child, based on the maximum number of children to be licensed, shall be provided in a manner that faces the park, providing quality open space for the center's children while minimizing noise impacts on the County Courthouse.

AD-14. The childcare buildings shall not exceed 25 feet in height. The Administration and Teaching Building, located on the east side of the project along the 4th Street frontage, shall not exceed 40' in height.

AD-15. The building shall be considered as an integral part of the open space design; its three-dimensional form and treatment shall complement the open space and integrate public art in its architectural expression to enliven and enrich the environment.

AD-16. The facility shall be set back from the Fourth Street frontage by a dimension sufficient to create a sidewalk and planting area of at least 15 feet.

AD-17. Bicycle parking facilities for employees and visitors shall be provided.

The Civic Core Special Use District

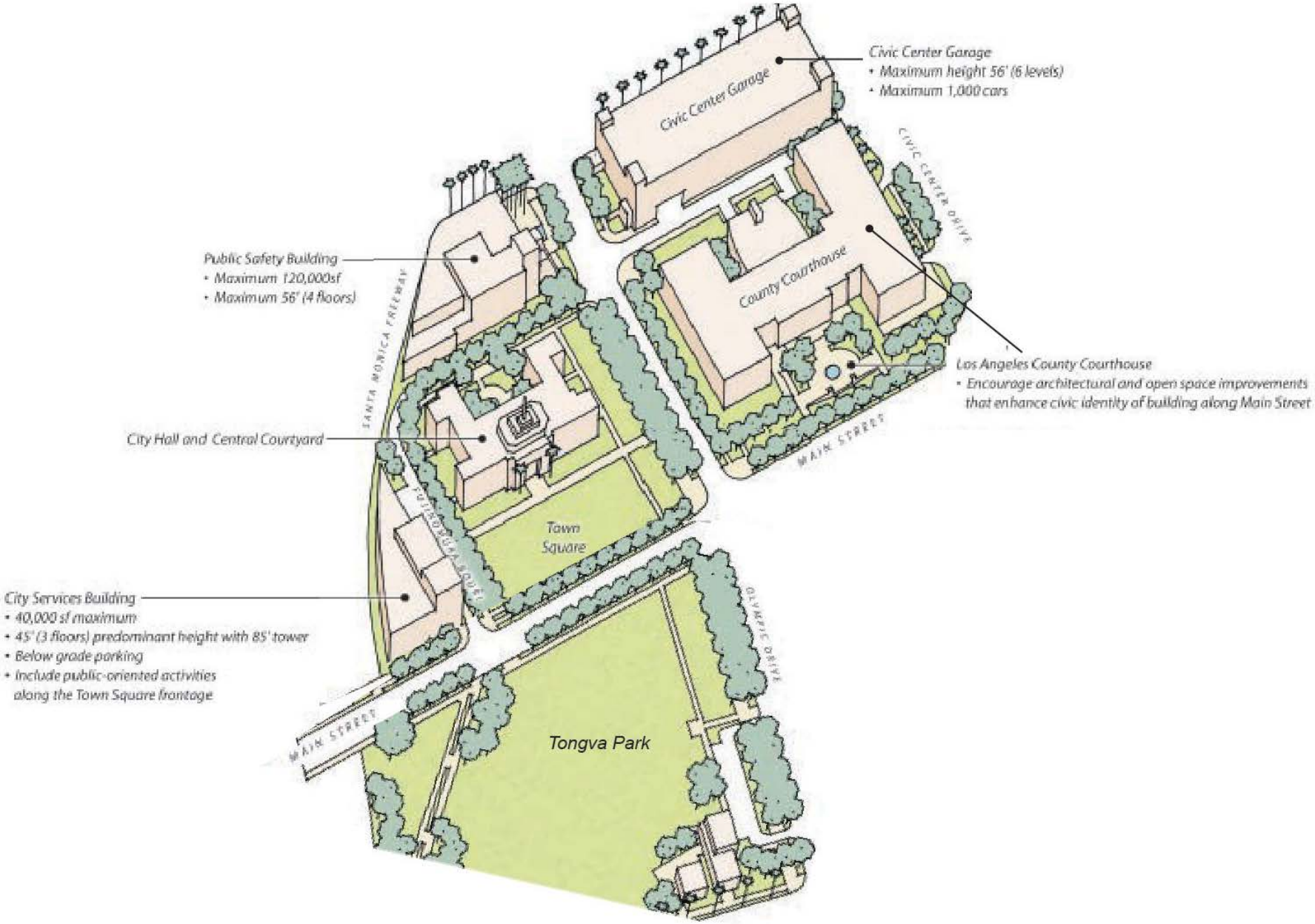
Like the Auditorium District, the Civic Core is characterized by a significant open space. The new Town Square is the focal point within the area, and adjacent to it are a grouping of civic and governmental buildings including City Hall, the County Courthouse and the Public Safety Facility. A new parking garage immediately east of the Courthouse along Fourth Street is currently under construction. While the historic City Hall structure contributes significantly to the identity of this area, and while the area contains many of the traditional activities of a Civic Center (i.e., city government, public safety, courts), it lacks a strong sense of place and cohesion. A key objective of the Plan is to reinforce this area as the core of the Civic Center, and as a major public gathering place within the community.

City Hall reflects a 1930's moderne architectural style.

Specifically, the Plan provides for preservation of City Hall and restoration of the original 62,000 square foot envelope through removal of the Police wing and restoration of the original courtyard. The Plan also provides for the consolidation of local public services within a new City Services Building of up to 40,000 square fee that provides a strong northern edge to the Town Square and creates a civic gateway to the downtown. In addition to these structures, the Plan incorporates the new Public Safety Facility of 120,000 square feet, and the 1,000-car Civic Center Parking Structure. The District will also include a strong visual focal point at the northern end of Main Street, achieved through measures such as building elements, open space design, public art or circulation features.

City Hall

Santa Monica's City Hall has served the community for over sixty years, and continues to provide an active forum for civic and political life. Constructed in 1939, the building is an outstanding example of the Moderne style of architecture, popular throughout Los Angeles in the 1930's. The building is listed in the California Register of Historic Resources, and is eligible for listing in the National Register of Historic Places. The structure has been modified numerous times over the years in a manner that has undermined some of its most distinctive qualities. The building was originally designed with a strong orientation to Fourth Street as well as to Main, and with a formal entry courtyard along the east side. With the construction of the Santa Monica Freeway and the Police Department wing in 1958 and 1966 respectively, the courtyard was largely filled in, and the Fourth Street orientation was lost. The completion of



The Civic Core Special Use District

the new Public Safety Facility along Fourth Street, the need to seismically upgrade the City Hall building, and the need to address significant space and operational constraints within the building have created significant opportunities to achieve longstanding city goals for the restoration and enhancement of the building. The following standards are intended to guide the restoration of the building:

CC-1. City Hall shall be preserved as the formal seat of City government, maintaining the historic and character-defining features such as the Council Chambers and the main entry lobby.

CC-2. Major additions and modifications made to the historic portion of the building including the rear addition formerly occupied by the Police Department (approximately 44,000 square feet) shall be removed.

While City Hall contributes to the civic identity of the area, a strong sense of place is still lacking.

CC-3. A central courtyard and garden of approximately 8,000 square feet shall be created between the two projecting wings along the east face of the building with low walls or other design features that provide spatial definition and nighttime security along the exposed portions of the space.

CC-4. The role of the lobby as a public room and reception space within the Civic Center and as a pedestrian linkage between the Town Square and the Courtyard shall be maintained and enhanced. The distinctive tile work and Art Moderne detailing of the lobby shall be preserved and restored.

City Services Building

The Plan calls for the construction of a separate City Services Building along the northern edge of the Town Square to meet the operational and space needs of city government. The building is envisioned as a distinctive civic structure that provides a dynamic northern anchor and terminus to Main Street, and strong spatial definition to the Square. Just as the existing City Hall conveys a strong civic identity befitting of the 1930's, the City Services Building will express the progressive, creative and artistic character of modern-day Santa Monica, while complementing the historic structure and reinforcing the Town Square. The following standards are intended to guide the design of this important structure.

CC-5. The City Services Building shall not exceed 40,000 square feet in area.

CC-6. Active public-oriented uses that add interest and enliven the pedestrian environment shall be located within the first 50 feet of the ground floor of the building adjacent to Fujinomura Douri.

CC-7. The massing of the building shall create a strong three-dimensional profile befitting its prominent gateway location and appropriately respond to the historic City Hall, the Main Street axis, and the Town Square.

CC-8. The maximum height of the building shall be 45 feet and three floors as measured from the Fujinomura Douri sidewalk elevation, with the exception that a portion of the building, not to exceed 5,000 square feet, may be constructed to a maximum height of 85 feet, provided that this portion of the building is designed to create a distinctive vertical silhouette that reinforces the civic identity of the structure on the Town Square.

CC-10. High quality materials (e.g., stone, masonry, pre-cast concrete) and a light palette of colors shall be used to reinforce the civic identity of the area, and to promote compatibility with City Hall. Highly reflective glass that alienates the interior environment and creates glare is prohibited.

CC-11. Fenestration shall be carefully composed to reinforce the building massing and volumetric composition. An artful combination of punctured wall treatments with deeply set windows, horizontal window bands, and larger expanses of glass is encouraged.

CC-12. Generous window openings are encouraged along the ground floor to promote pedestrian interest and to maximize the relationship between indoors and outdoors.

CC-13. Parking and service entrances to the building shall be provided from Fujinomura Douri north of the Town Square, where they will have the least visual and pedestrian impacts. No curb cuts will be permitted from Second Street.

CC-14. Parking for the building shall be provided below grade.

CC-15. Public art shall be incorporated as an integral element of the building design.

Los Angeles County Courthouse

The County Courthouse is an important governmental use within the Civic Center. The front lawn provides an important landscape setting for the building and a key north-south visual connection between the City Hall and Civic Auditorium. The preservation of this open space and the design of the Main Street axis and terminus are critical to the integrity and overall continuity of the open space framework in the Civic Center. As discussed in the Open Space chapter, the Plan encourages the improvement of the Courthouse lawn to promote pedestrian and visual continuity within the open space system of the Civic Center, and to create an entry plaza

more befitting the importance of this civic building. The Plan also encourages architectural improvements that will enhance the civic identity of the building, particularly from the Main Street frontage.

Public Safety Facility

The City's Public Safety Facility anchors the Olympic Drive and Fourth Street intersection. The following development standards govern the building:

CC-16. The facility shall not exceed 120,000 square feet in area.

CC-17. The height of the building shall be limited to four floors and 56 feet as measured from existing grade.

The Public Safety Building

CC-18. Public-oriented ground level uses are encouraged to create an appropriate building front along Fourth Street.

CC-19. High quality materials (e.g., masonry, stone, pre-cast concrete) compatible with the City Hall and adjacent civic buildings shall be employed.

CC-20. Below-grade parking for public safety vehicles shall be provided beneath the building, with below-grade connections to the Civic Center Parking Structure south of Olympic Drive.

Civic Center Parking Structure

The Civic Center Parking Structure provides a means of replacing surface parking lots with public open space and other public-oriented uses. The following development standards govern the parking structure:

CC-21. The length of the building along Fourth Street shall mirror the north-south dimension of the Courthouse.

CC-22. The height of the building shall not exceed six levels and 56 feet.

CC-23. Public-oriented ground level uses are required along Fourth Street, to the extent that such uses can be accommodated with the existing grades.

CC-24. The parking garage shall be designed to create an attractive Fourth Street façade, utilizing high quality materials (e.g. pre-cast concrete) to ensure compatibility with adjacent civic buildings.

CC-25. Parking shall be introduced below grade with connection to the Public Safety Facility's underground parking.

CC-26. Rooftop parking shall be screened with perimeter trellis structures which may extend above the 56-foot height limit.

CC-27. The parking structure shall be designed and operated to facilitate access for persons with mobility impairment.

The Tongva Park Special Use District

The Plan calls for the former RAND property north of Olympic Drive and west of the Second Street extension to be set aside for public open space. The open space will extend the characteristic bluffs and arroyo landscaping of Palisades Park into the Civic Center, and create an informal and naturalistic open space.

The district includes the privately owned Ocean Lodge near the corner of Olympic Drive and Ocean Avenue. A park-oriented restaurant and additional park-related buildings are also allowed within the district.

Park-Oriented Restaurant and Buildings

The following standards are intended to guide the design of the restaurant and park-related buildings within this special use district:

PG-1. Structures shall not exceed two floors and 25 feet in height and shall be set back from Ocean Avenue by a minimum of 20 feet.

PG-2. Structures shall be set back from the center line of Olympic Drive by a minimum of 80 feet to preserve the view corridor from Fourth Street to Pacific Terrace.

PG-3. The maximum floor area of the restaurant and park-oriented building(s) shall be 15,000 square feet; the maximum footprint shall be 10,000 square feet.

PG-4. Building uses shall be public in nature and complementary with the design and activity program for the park. Food concessions, (e.g., a park-related restaurant or "tavern on the green"), interpretive center, and support facilities (e.g., restrooms, maintenance, concession, storage, etc.) are permitted.

PG-5. The design of all buildings within the district shall appear as pavilion-like structures that allow for a generous flow of activities from interior to exterior spaces. The use of verandas, terraces, patios and other such intermediary spaces is encouraged.

PG-6. Service uses including storage, park maintenance facilities, etc. shall be located in areas of the park that are less visible and active, and screened from predominant public view.

PG-7. Public art is encouraged as an integral and creative element of the building
design.

Outdoor dining will help to activate Tongva Park.

Ocean Lodge Hotel

PG-8. Any future redevelopment shall be carefully designed to compliment the adjacent Tongva Park.

PG-9. Total permitted development shall not exceed 7,500 square feet.

PG-10. Structures shall not exceed two floors and 25 feet in height.

PG-11. All structures shall be set back from Ocean Avenue by a minimum of 20 feet and from the centerline of Olympic Drive by 80 feet to preserve the view corridor from Fourth Street to Pacific Terrace.

The Village Special Use District

The introduction of housing in the Civic Center is an important objective in addressing citywide affordable housing needs, and in transforming the Civic Center from a single-purpose district into a vibrant mixed-use neighborhood with daytime and evening activity. To this end, the Plan calls for RAND property purchased by the Redevelopment Agency south of Olympic Drive to be reserved for the creation of a mixed-use village. The Village will include three new housing sites, the Viceroy Hotel, the recently completed 1733 Ocean Avenue private office building, and the RANDHeadquarters. The Living Street shall be a broad pedestrian pathway that provides a connection between ocean Avenue and Main Street. The pathway and Olympic Plaza shall provide a pedestrian oriented focus for the neighborhood while linking it to the perimeter streets.

The neighborhood is envisioned as an urban village with low and mid-rise structures that are compatible and closely integrated with the Village Green. A diversity of architectural treatments, sensitively scaled to the pedestrian, is encouraged to promote a rich and varied "village" character. The following standards describe the intended form and treatment of buildings within the Village:

Allowable Uses

VD-1. Up to 325 residential units shall be permitted within the Village, at the following densities:

a. Site A located along the south side of Olympic Drive shall not exceed 66 dwelling units;

b. Site B located adjacent (south) to the Living Street shall not exceed 160 units; and

c. Site C located south of the 1733 Ocean Avenue building along Ocean Avenue and Vicente Terrace shall not exceed 99 dwelling units.

VD-2. Density may be redistributed between sites, provided that the overall program of 325 units is not exceeded, and that a significant program of housing that approaches or meets 325 units is achieved.

Tongva Park Special Use District

Stoops and bay windows create a more positive transition to the street.

VD-3. At least 160 of the units shall be affordable to very low and low-income households. All of the affordable units will be located in Site B.

VD-4. Affordable family housing is required. Affordable family housing provided on Site B shall have access to a secure play area and pedestrian access from the Living Street and Olympic Plaza.

VD-5. Live-work units are encouraged along ground floor frontages within the Village District. Affordable live-work units that are suitable to artists on Site B are required to be on the ground level.

VD-6. Up to a total of 20,000 square feet of neighborhood and visitor-serving commercial and retail uses, including restaurants, are required to and shall be distributed throughout the site along Ocean Avenue frontage, the Living Street, and Olympic Drive. Outdoor dining for restaurants may be provided per the terms of the Village Development Agreement.

Setbacks

VD-7. All development on Site A shall be set back from Ocean Avenue by a minimum of 18 feet, the precise amount to be established in the Development Agreement for the Village Housing project.

Site A: 66 units
Site B: 160 units
Site C: 99 units
Total: 325 Units

The Living Street serves as open space and as a public connection between Main Street and Ocean Avenue

Family garden and private playground for affordable rental units

Public courtyard on Ocean Avenue

Ground floor retail at corners of Site A at Olympic Drive and at Olympic Plaza

Olympic Plaza has public oriented uses and creates access to the Living Street from Olympic Drive

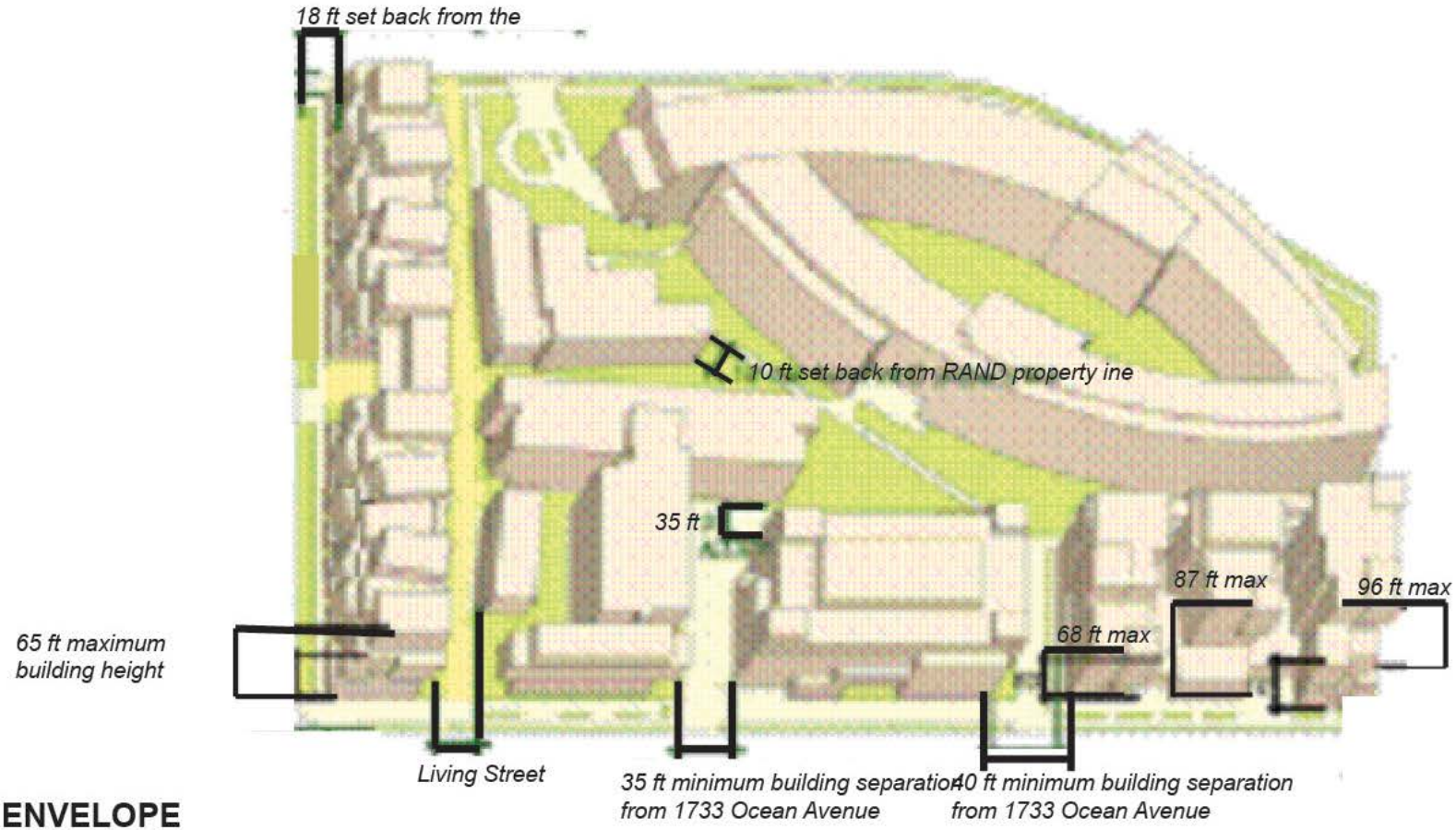
Step backs along Olympic Drive create variation in building massing

Ground level retail and public oriented uses at interesction of Olympic Drive and ocean Avenue

Ground level retail and public oriented uses along Ocean Avenue

Step backs and height variations create intersting skyline and variation in building massing

ILLUSTRATIVE MASSING
The Village Special Use District



BUILDING ENVELOPE

The Village Special Use District

VD-8. All development within Site A shall be located to provide landscaping and a walkway along Olympic Drive with a minimum ground level setback of 18 feet, the precise amount to be established in the Development Agreement for the Village Housing project.

VD-9. Development on Sites A and B shall be set back at least 10 feet from the RAND property line and have a minimum set back from ocean Avenue of 18 feet, and a minimum set back from Olympic Drive of 18 feet at ground level. The precise amount to be established in the Development Agreement for the Village Housing project.

VD-10. Development on Site B shall have a minimum building separation of 35 feet from 1733 Ocean Avenue, the precise amount to be established in the Development Agreement for the Village Housing project.

VD-11. Development on Site C shall have a minimum building separation of 40 feet from 1733 Ocean Avenue, the precise amount to be established in the Development Agreement for the Village Housing project.

Building Heights and Step Backs

VD-12. Within the Village Housing project, maximum building heights shall be as follows:

a. for sites A and B, the maximum building height shall be 65 feet as measured from the existing sidewalk grade of Ocean Avenue as further specified in the Village Development Agreement.

Buildings in the Village will be clustered around common open spaces.

b. For site C, the maximum building height shall be no greater than 96 feet for the southern portions, 87 feet for the central portions, and 68 feet for the northern portions as specified in the plans or the Village Housing Project Development Agreement. Building height is measured from the Ocean Avenue sidewalk as specified in the Village Development Agreement.

c. These maximum building heights shall not apply to building height projections as provided in the Village Development Agreement.

d. Non-habitable penthouse and mechanical areas shall be back from the building face to be concealed from view from the ground.

e. Development of Site C along Ocean Avenue shall provide step backs for variation in accordance with the design proposed in the Village Development Agreement.

f. The City may allow by development agreement additional building height up to a maximum of five additional feet, over and above what would otherwise be allowed, for Sites A, B, and C if such additional height is the only practicable means to comply with new technical building requirements that take effect after City approval of the Village Development Agreement.

On-Site Open Space

VD-13. Residential development shall provide within the designated development sites (Sites A, B, C) usable private open space (e.g., courtyards, gardens, terraces, balconies) for each dwelling unit. The amount of private space shall be determined in accordance with the Village Development Agreement.

VD-14. In addition, an average of 100 square feet of usable common open space shall be provided for each dwelling unit. The amount of common open space shall be determined in accordance with the Village Development Agreement.

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Ground-Level Treatment

VD-15. Residential development within Site A shall include units with entrances oriented to Olympic Drive, and entrances or patios oriented to the Living Street.

VD-16. Residential development within Site B shall include units with entrances or patios oriented to accessible open space or the Living Street.

VD-17. Within Sites A and C, ground-level, neighborhood serving commercial uses will be provided along the Ocean Avenue and Olympic Drive frontages in accordance with the Village Development Agreement.

VD-18 The treatment of the ground level shall offer interest to the pedestrian. Commercial and public-oriented uses shall provide sufficient transparency as appropriate to promote a strong visual relationship between interior and exterior activities. Residential uses shall introduce planting areas, porches, stoops, and other elements that contribute to a friendly and hospitable pedestrian environment.

Parking

VD-19. Parking for residential uses and neighborhood and visitor-serving commercial uses shall be provided on site to accommodate the anticipated parking demand.

VD-20. All parking will be required to be below-grade or encapsulated from public view.

VD-21. Parking and service entrances shall be located in areas that minimize disruption of pedestrian ways and open spaces. Sites A, B, and C shall have parking garage entrances located off the alleys in accordance with the Village Development Agreement.

Building Treatment and Materials

VD-22. High quality materials (e.g., masonry, precast concrete, stone) and a light palette of colors are required to promote compatibility with adjacent civic buildings. Stucco and plaster may be considered on upper levels of the building in conjunction with the above materials, if it is demonstrated that detailing will result in high levels of durability, maintenance and aesthetic appeal.

Ground floor retail can add to the mix of residential uses.

VD-23. The use of highly reflective glass that alienates the interior environment and creates glare is prohibited.

VD-24. A punctured wall treatment with deeply set windows is encouraged to create shadow and articulation, and to promote an appropriately scaled and cohesive neighborhood.

VD-25. Sloping roofs, bay windows, parapets, balconies, loggia, and other architectural features that promote a diverse building profile and enhance the visual appearance of the village are encouraged.

The Village Green will create a focus for the adjacent residences.

VD-26. Opportunities to incorporate public art as an integral element of building design is encouraged.

Other Sites

VD-27. The 1733 Ocean Avenue site shall be subject to the provisions of the Development Agreement between the City of Santa Monica and the Maguire Thomas Partners.

VD-28. The Viceroy Hotel site shall be subject to the existing provisions of the City of Santa Monica Zoning Ordinance, including provisions for existing non-conforming uses.

VD-29. The RAND Headquarters site shall be subject to the provisions of the Development Agreement between the City of Santa Monica and the RAND Corporation.

The Colorado Avenue Special Use District

The Colorado Avenue Special Use District is bounded by Colorado Avenue on the north, the Santa Monica Freeway on the south, Ocean Avenue on the west and Fifth Street on the east. The area includes the Sears Department Store, the Holiday Inn south of Main Street, and several small office buildings along Fifth Street. While the Moderne Sears building provides a distinctive visual landmark, the district has a strong auto orientation; it is largely inhospitable to pedestrians, due to the effects of the freeway, the

large arterial streets, the narrow sidewalks, the lack of ground level building activity, and the significant expanse of surface parking associated with the department store and its nursery and tire and battery facility. Because of its strategic position, redevelopment within this district could contribute greatly to the creation of a more cohesive Civic Center neighborhood with stronger pedestrian and activity linkages between downtown and the Civic Core.

Sears

The Sears department store is an important anchor and a prominent landmark in downtown Santa Monica. However, the large expanses of surface parking that support the store, and the adjacent nursery and automotive function east of Fourth Street, sub-optimize the potential of the five-acre property. The Specific Plan recognizes the opportunity of this site to provide a more diverse mixture of uses that can extend the vitality of downtown to the Santa Monica Freeway and create a significant new gateway to the city.

Until a specific development is proposed, the Plan calls for the provisions of the existing zoning to remain in effect throughout the area. However, future development of the Sears portion of the property should consider the following policies:

CA-1. The department store's landmark building is encouraged to be preserved and restored as part of any future redevelopment.

CA-2. The pedestrian street environment along Colorado Avenue and Fourth Street is encouraged to be enhanced by providing ground level retail uses and streetscape improvements.

CA-3. A significant program of residential development, including affordable housing, is encouraged to be included on the property.

CA-4. Surface parking lots are encouraged to be replaced with subterranean parking or encapsulated parking within buildings.

CA-5. The property owner is encouraged to coordinate with the City of Santa Monica to provide a component of public parking on the portion of the property east of Fourth Street to intercept

Redevelopment could contribute to a more cohesive neighborhood.

freeway traffic destined for the downtown, and in so doing to help reduce congestion on downtown streets.

CA-6. The property owner is encouraged to coordinate with the City of Santa Monica and the Metropolitan Transportation Authority to integrate an elevated light rail station as the western terminus of the planned Exposition line within or adjacent to the development.

Other Sites

CA-7. The Holiday Inn site shall be subject to the existing provisions of the City of Santa Monica Zoning Ordinance.

CA-8. The office building sites on Fifth Street shall be subject to the existing provisions of the City of Santa Monica Zoning Ordinance.

OS-12. Establish a network of pathways and promenades that link together the parks and plazas within the Civic Center. In addition to Olympic Drive and Main Street, there are a number of pathways and promenades that extend through parks and plazas, contributing significantly to the open space experience of the Civic Center. Foremost among these is the diagonal network of pathways crossing the site from Civic Auditorium Park through Palisades Garden Walk to the Pier entrance and Palisades Park. The network of pathways adds variety and complexity to the regularity of pathways along streets and drives.

OS-13. Create continuity in the network of pedestrian and bicycle pathways through the Civic Center. This important network of pedestrian and bicycle pathways through the Civic Center will be designed to have a strong sense of continuity and at the same time to be an integral and complementary part of the open spaces it traverses, including Tongva Park, the Town Square, and the Civic Auditorium Park. Night lighting provides illumination along the pathways as well as an accent on the trees. Safe and visible crossing at street intersections will be integral to the design of the pathway network.

OS-14. Encourage better connections to Santa Monica High School to strengthen open space linkages and recreational activities. Santa Monica High School serves as a recreational and cultural resource within the community. As the Civic Center site begins to transform, and stronger linkages to the Ocean Park neighborhood are created, it will be important to also reinforce the connections to Santa Monica High School and the open space uses on both sides of Fourth Street. In particular, the creation of a new park and playfield within the Civic Center offers new opportunities for enhancing the relationship between the Civic Center and the high school. Currently, Fourth Street is a barrier to pedestrian movement between the high school and the Civic Center, as a result of fast-moving traffic, lack of connections from the campus to the Civic Center, and to the change in grade that exists between the edge of the high school and Fourth Street. Improvements to create a more welcoming and attractive entry into the Civic Center from Fourth Street and Pico will be made, and in addition, the potential for a more direct inviting connection between these two recreational destinations should be considered, including modifying

Pathways, extensive landscaping, and public art will be integrated into the open space experience of the Civic Center.

SUSTAINABILITY

The City of Santa Monica is committed to the concept of sustain- ability: satisfying existing needs without compromising the ability of future generations to meet their own needs. The Civic Center is intended to be a model of sustainability, achieving the fundamental goals of the City's General Plan: to limit disturbances or disruption of the ecological balance and natural resources in the city; to pro- mote and strengthen water conservation and energy efficiency; and to eliminate non-essential sources of air pollution. This chapter of the Specific Plan describes specific objectives and policies aimed at achieving the goals of the General Plan, both in overall community design as well as in the treatment and design of buildings and open spaces and the provision of public services and utilities.

General Sustainability Policies

- Establish a compact and mixed-use pattern of development that reduces dependence on the automobile, and that enhances the viability of other transportation modes (i.e., transit, pedestrian, bicycle) that are less consumptive of non-renewable resources.

- Provide open spaces with extensive landscaping that can contribute to the enhancement of local air quality, and that can help to reduce the volume of urban runoff to the ocean.

- Employ "green" building practices that reduce the life-cycle environmental impacts associated with construction and rehabilitation.

- Design and engineer all public facilities and utilities to provide for the needs of Civic Center uses, while serving as a model for environmental conservation and energy efficiency.

Transportation and Development Patterns

Patterns of development influence sustainability because they shape traffic patterns and community layouts, and ultimately determine the overall "livability" of a community. A key goal of the Civic Center Specific Plan is to reduce the dominance of, and dependence on, the automobile, through the transformation of the existing auto-oriented environment into a transit and pedestrian- friendly district. The Civic Center is planned as a compact and walkable neighborhood with a mixture of uses that are supportive of transit, and highly amenable to pedestrians and bicyclists. The compact pattern of development and the design of the public spaces will promote walking and cycling as viable alternatives to the automobile, and will reinforce the viability of existing and future transit service. By promoting alternative forms of transportation and reducing the number of vehicle trips, it is the intent of the Specific Plan to conserve renewable resources and to minimize the

amounts of pollutants entering the air from Civic Center-related sources. The Specific Plan establishes the following sustainability policies related to transportation facilities and development within the area:

S-1. Alternative forms of transportation shall be maximized within the Civic Center, including walking, bicycling, public transit and carpooling/vanpooling.

S-2. Streets shall be designed as balanced multi-modal corridors that support transit service as well as comfortable pedestrian and bicycle circulation.

S-3. The use of low-emission vehicles within the Civic Center shall be maximized to the extent possible.

S-4. Land use and development standards shall encourage the development of compact, mixed-use, pedestrian-oriented developments in the Civic Center that reduce the amount of vehicletrips associated with residents and businesses.

Open Space and Streetscape Design

In addition to their recreational and visual role, landscaped parks and streets provide a "green lung" for the community. The design and treatment of open spaces and streets within the Civic Center

Continuous street trees and landscaping create a strong sense of open space and enhance air quality.

can contribute to the enhancement of local air quality within the district, by absorbing carbon dioxide, producing oxygen and filtering particulates. The use of intensive landscaping and
trees within the parks and along all streets of the Civic Center is intended to enhance ambient air quality, reduce solar heat gain, provide a more comfortable microclimate, and support biodiversityby creating a habitat for birds and other wildlife species.

Parks and open spaces can also help to reduce the volume of urbanrunoff that is generated by impermeable surfaces. The landscapedprivate and public open spaces that will replace most of the surface parking lots in the Civic Center will significantly reduce the amount of stormwater runoff in the area by allowing the water topercolate into the soil.

The Specific Plan establishes the following policies related to sustainable open space and streetscape design:

S-5. Tree cover within the Civic Center shall be designed to create a generous canopy over the public spaces and streetscapes.

S-6. The proportion of permeable land area within the Civic Center area south of the Santa Monica Freeway shall be increased by over 200 percent from its current 6.5 acres to at least 15 acres to promote a reduction in urban runoff to Santa Monica Bay and to comply with the City's Urban Runoff and Retention Ordinance.

S-7. Irrigation and all water elements within the public spaces shall maximize the use of available reclaimed water from the City's urban runoff treatment plant.

S-8. Planting shall be designed to improve the microclimate around buildings, to reduce cooling energy consumption, improve occupant comfort, reduce glare, and to enhance the appeal of exterior spaces.

S-9. Planting and landscaping shall also be designed to enhance natural ventilation within adjacent buildings, by influencing windflow in response to prevailing wind patterns and local wind flow variations.

"Green" Building Design and Energy Conservation

Buildings form the structure of all cities and greatly contribute to their character and attractiveness. However, they also create significant burdens on the environment, including excessive resource useand waste generation, arising from the way they are designed, built,and operated. In an effort to reduce building and development related impacts and improve the long-term sustainability and liv- ability of Santa Monica, the City has initiated several programs andpolicies to encourage more sustainable development.

The City's Green Building Design and Construction Guidelines provide designers and builders with guidance on "green" building design. The guidelines provide a range of recommended strategies aimed at reducing life-cycle environmental impacts associated with

the construction and operation of both commercial and municipal developments and major remodel projects in Santa Monica. The guidelines, which exceed the efficiency standards set forth in the State of California's Title 24, include required and recommended "green" design and construction strategies related to: the design of landscaping; the building envelope; interior space planning; the use of recycled building materials; and the design of energy-efficient building systems. The Civic Center Specific Plan establishes the following policies related to "green" building design:

S-10. New development within the Civic Center shall be consistent with the intent, goals and programs of the Sustainable City Program and shall employ the required and recommended practices set forth in the Green Building Design and Construction Guide- lines with a goal of achieving LEED Silver performance ratings for public buildings. The issues to be addressed, within the context of a life-cycle cost analysis, shall include, but not be limited to:

a. minimization of construction and demolition waste through material reductions, reuse and recycling;

b. minimization of the use of new construction materials through the use of recycled, low-toxic building materials;

c. minimization of solid waste through source reductions, alternative procurement policies, materials reuse programs and placement of recycling centers within developments;

d. energy conservation through efficient state-of-the art technologies and designs which address heating and cooling, lighting, solar orientation and natural ventilation, and the reduction in the amount of asphalt and other similar hardscape materials which contribute to the heat island effect;

e. the pursuit of cost-effective, renewable, co-generative and less polluting energy sources such as photovoltaics and fuel celltechnologies; and

f. utilization of water conservation measures through conformance with the City's low-flow fixture requirements and the water efficient landscape requirements.

S-11. Developers shall work with City staff, serving utilities (SCE and the Gas Co.), and others to explore the use of state-of- the-art energy conservation and energy efficiency technologies in new development.

Water and Wastewater Facilities

A key goal of the Specific Plan is to ensure that adequate water, sewer, and storm drain services are provided to serve existing and new development, and that the design and engineering of these systems serve as a model for environmental conservation and energy efficiency.

Water

Approximately 80 percent of Santa Monica's water supply is imported from the Metropolitan Water District; the remainder is obtained from local groundwater sources.

The City's water system operates adequately to meet the domestic needs of the City, and supplies sufficient fire suppression pressure to provide the needed range of fire flows. The City of Santa Monica also recycles urban runoff from the Pico-Kenter and Pier storm drains and provides reclaimed water to the Civic Center area, where it is to be used for landscape irrigation and indoor plumbing at the Public Safety Facility and the RAND Headquarters Facility.

Sewer

The local sewer collection system is owned by the City and managed, operated and maintained by the Utilities Division of the City's Department of Environmental and Public Works
Management. Under the recently updated contract with the City of Los Angeles, the City of Santa Monica discharges permitted sewage flows into the sewerage system of Los Angeles, and it is conveyed to the Hyperion Treatment Plant near El Segundo. Although some deficiencies exist in the system, none of these deficiencies affect the Civic Center area. The project area is served by a variety of lines that will very likely need to be expanded and reconfigured in orderto meet the needs of new uses at the site.

Storm Drainage

The majority of surface runoff from the city drains to the storm drain system via the catch basins and discharges within the city limits into Santa Monica Bay. Two main storm drain lines, the Pico Boulevard Drain and the Kenter Canyon Drain, have a common outfall at Pico Boulevard and Santa Monica Beach. The Caltrans storm drain line and the Kenter Canyon Storm line, maintained by Los Angeles County, both traverse the Civic Center site. The Kenter Canyon storm line enters the site behind the existing City Hall, under the Public Safety Building, continues between City Hall and the County Courthouse, and runs diagonally under the RAND site to First Street Court, ultimately connecting with the main storm line on Pico Boulevard. The Caltrans storm line enters the site under the intersection of Fourth Street and the freeway on-ramp, running diagonally in a southwesterly direction under the County courthouse, continuing under Main Street down to the main storm line under Pico Boulevard.

The quality of stormwater draining into the Santa Monica Bay is a concern for the City. To prevent pollutants deposited in the streets and gutters from discharging into the bay, the City has implemented frequent street sweeping and regular cleaning of catch basins. An Urban Runoff Pollution Control Ordinance requires various pollution prevention practices by new and existing development, including an overall reduction in stormwater runoff from each site.

In order to control the deleterious effects of dry weather flows being deposited on the beach from the drains, the City of Santa Monica diverts all of the dry weather flow from the Pico Kenter and Pier storm drains to an urban runoff recycling facility. The purpose of this facility is to disinfect the average dry weather flow runoff on an annual basis and reclaim recycled water for landscape irrigation, and indoor plumbing. Recycled stormwater will provide for irrigation and plumbing at the Public Safety Facility and the RAND Headquarters Facility and is expected to provide recycled water to future parks and buildings in the Civic Center.

Conservation

The City has a number of conservation programs, which have served to reduce water consumption and wastewater flow in recent years. These include the Conservation Credits programs by MWD, public information and education programs, the BAY SAVER program, water audits, commercial and industrial water conservation programs, water conservation ordinances, and the useof Best Management Practices. Specific City Best Management Practices include enforcing the requirement for ultra-low flush toilets in all new construction and plumbing retrofit programs; distribution system water audits, leak detection and repair; and separate metering of all new residential units.

The following policies are intended to guide the design, engineering and implementation of water, sewer and storm drainage facilities within the Specific Plan area:

S-12. Prior to developing and implementing specific site plans for new buildings within the Civic Center site:

a. an evaluation of the water demand needs of future uses at the sites should be conducted and specific plans for the sizing and location of water distribution mains developed;

b. an evaluation should be conducted to determine the wastewater demand of planned uses and a plan developed to reflect the appropriate size and location of sewer mains; and

c. consultations with the County and Caltrans shall be undertaken to determine the exact location and sizing of existing and future storm drain lines.

S-13. New private development shall pay its pro-rata share of the cost of providing adequate water, sewer and storm drain facilities to support it.

S-14. All new development shall be consistent with the intent, goals and programs of the Sustainable City Program. This includes all existing and future programs for resource conservation and pollution prevention.

S-15. Recycled water from the City's urban runoff reclamation facility shall be utilized for irrigation of public and private landscaping and for indoor plumbing as appropriate.

S-16. All new development shall conform to applicable City regulations for water conservation, including low-flow plumbing,stormwater runoff reduction, and similar requirements. Projects that use treated urban runoff water for landscape irrigation may receive a waiver from the water conservation landscaping requirements of Municipal Code Section 9.04.10.04.110.

S-17. The feasibility and desirability of placing a water reservoir below grade in the Civic Center area to provide for the water needs of the Civic Center and Santa Monica generally should beevaluated.

S-18. New private development shall be required to pay all applicable water, wastewater and storm drain fees, including sewer connection fees, stormwater fees, and any other fees that are currently required or may be required in the future.

S-19. All new water, sewer and storm drain facilities shall be located under public rights-of-way.

Solid Waste Disposal

The City provides trash collection service to all Santa Monica residents and approximately 40 percent of commercial and industrial establishments. The City operates a number of recycling programs, including a curbside recycling program, and a recycling center for drop-off and buy-back service. The City has adopted a comprehensive waste reduction and recycling plan to reduce the waste it sends to landfills. The plan includes programs to reduce waste at the source, divert yard waste from landfills through composting and other means, and increase recycling in the single- family residential, multi-family, commercial and industrial sectors. In implementing this plan, the City requires new development to set aside space for recycling containers, provides rate incentives for waste reduction, and levies a solid waste surcharge on businesses.

All new development shall conform to the City's Solid Waste Reduction and Recycling Plan, including any current or future requirements for source reduction, recycling, alternative procurement policies, and on-site recycling space.

Energy

The two primary sources of energy in the city are electricity and natural gas. Since the deregulation of energy distribution in California in 1998, electrical service to the city is provided by Southern California Edison (SCE) and several Electric Service Providers (ESPs), who sell power to residential and commercial customers. Natural gas is provided to the city by The Gas Company(TGC). Natural gas is delivered by TGC from out-of-state suppliers and delivered to the city through its integrated pipeline system. According to TGC, existing natural gas service is adequate throughout the city. As with electric consumption, natural gas consumption in new buildings is regulated by State Building Efficiency Standards (Title 24). The City currently purchases renewable electricity for all of its facilities.

The Specific Plan establishes the following policies related to the provision of energy in the Civic Center area:

S-20. New development shall comply with the City's Green Building Design and Construction Guidelines related to energy efficiency.

S-21. The energy needs of new development shall be evaluated prior to approval so that the necessary gas and electrical facilities may be planned and constructed.

S-22. The feasibility and desirability of creating a central heating and cooling plant to serve the various buildings in the Civic Centerand thereby reduce the overall resource needs of the area shall be evaluated.

S-23. The feasibility and desirability of constructing and installingdistributed electrical generation facilities within the Civic Center, emphasizing the creation of renewable electricity, shall be evaluated.

S-24. Renewable sources should be utilized for all of the Civic Center area's electricity needs.

Public Services

A safe environment shall be provided for existing and future residents, employees, and visitors to the Civic Center. As such the following policies are established:

S-25. New development shall conform to all applicable City and State regulations concerning fire and police safety;

S-26. Adequate street widths and turning radii shall be provided for emergency fire vehicles;

S-27. New development shall be designed to provide adequate safety features while also ensuring pedestrian-friendly design.

IMPLEMENTATION

This chapter sets forth the program and policies for implementing the Civic Center Specific Plan. It describes implementation responsibilities, financing and phasing policies, and the regulatory actions required to implement the Plan. The Table provides a summary of the improvement program for the Civic Center Specific Plan.

Regulatory Program

I-1. The policies and development standards of the Civic Center Specific Plan shall govern all development within the specific planarea. The development standards of the Zoning Ordinance shall apply where no specific provisions are made within the Specific Plan.

I-2. Public and private development projects over 10,000 square feet shall be subject to the Development Review Permit requirements of the City of Santa Monica Zoning Ordinance. The findings related to any project shall include the project's conformance to the Specific Plan. The City may approve a Development Agreement rather than a Development Review Permit for such projects

I-3. The City will undertake a community process for the specific design and programming of the parks and open spaces set forth in the Specific Plan.

I-4. The City will seek community input in the design and programming of the cultural and community facilities set forth in the Plan, including the expansion of the Civic Auditorium and the development of the Early Childhood Center.

I-5. The City will solicit proposals from private and non-profit developers for the implementation of the housing program set forth for the Village Area Special Use District. The City and selected developer(s) will solicit community input in the design of the housing. Implementation of the housing program in the Village Area Special Use district will be governed by the Village Development Agreement

I-6. Properties within the Colorado Avenue Special Use District ofthe Specific Plan will continue to be subject to the provisions of the City of Santa Monica Zoning Ordinance. However, any proposed modifications or redevelopment of the area, including changes in use, intensification or configuration, will trigger the appropriate discretionary review process, including the development review and conditional use permit processes and environmental review.

I-7. Other existing stand-alone uses within the project area shall be subject to the existing provisions set forth in the City of Santa Monica Zoning Ordinance and the policies set forth within the Specific Plan.

Implementation Responsibilities

I-8. Land will be dedicated by the public and private propertyowners, as required for the establishment of public parks, open spaces, and rights-of-way as set forth in the Specific Plan.

I-9. The City will specify the appropriate public entities to manage the recreational, cultural and open space facilities in theCivic Center area, including maintenance of public facilities andthe scheduling of special events.

Financing Program

I-10. The City of Santa Monica will develop a comprehensive financing program to fund the infrastructure and public facility improvements set forth in the Santa Monica Civic Center Specific Plan.

I-11. To the maximum extent feasible, the City will seek federal and state funds for the implementation of public improvements.

I-12. To the extent that funding is available, the City and Redevelopment Agency will include open spaces, key streets, promenades, pathways and public facilities within the City's Capital Improvement Program.

I-13. The City will consider the issuance of General Obligation Bonds for improvements that have citywide benefits.

I-14. The City will explore the feasibility of issuing revenue bonds for facilities that provide benefits to particular user groups, such asnew public parking facilities.

I-15. The City will utilize outside financing and subsidy sources (e.g., low income housing tax credit programs) for the production ofaffordable housing, insofar as such sources are compatible with the housing objectives set forth in the Specific Plan. Local housing funds,including the housing trust fund and redevelopment set-aside funds, will also be used to assist the production of affordable housing.

I-16. Private properties within and adjacent to the Specific Plan area that benefit from public facilities provided by the plan should be included in the financing to the extent possible, through use of citywide funding sources such as Proposition A and C funds, traffic mitigation fees, and parks and housing mitigation fees.

Table 2: Civic Center Specific Plan Improvement Program

Streets, Promenades and Pathways

- The extension of Olympic Drive and the Olympic Drive Promenade from Main Street to Ocean Avenue
- The improvement of the Main Street Bridge and the existing public right-of-way along Colorado Avenue a pedestrian way and gateway plaza to the Civic Center.
- The construction of additional streets to provide access to specific sites and facilities including the improvement of Fujinomura Douri and Civic Center Drive.
- The enhancement of the pedestrian and visual environment along the perimeter streets including Pico Boulevard, Ocean Avenue, Second and Fourth Streets.
- Traffic controls throughout the area to provide for safe vehicular, pedestrian and bicycle access.
- The improvement of the Main Street Bridge and the existing public right-of-way along Colorado Avenue as a pedestrian way and gateway plaza to the Civic Center.
- Create a Living Street which shall be a broad pedestrian pathway with opportunities for an active pedestrian street life, and provides a pedestrian connection between ocean Avenue and Main Street.

Parks and Open Spaces

- The 5.6-acre Civic Auditorium Park on the existing Civic Auditorium parking lot.
- The improvement of the Courthouse lawn and the creation of a 0.8-acre plaza along the Main Street frontage.
- The one-acre Town Square in front of City Hall.
- The six-acre Tongva Park north of Olympic Drive and west of Second Street.

Community Facilities

- The restoration of the historic City Hall and its central courtyard.
- The development of a City Services Building of up to 40,000 square feet to meet the needs of the public.
- The replacement of the existing East Wing of the Civic Auditorium with up to 20,000 net new square feet of community, cultural and educational uses.
- The development of an Early Childhood Center of up to 20,000 square feet with an adjoining play area within the Civic Auditorium Park.

Public Parking Facilities

- The replacement of surface parking lots within the Civic Center with below-grade parking beneath the Civic Auditorium expansion and the new Community Services Building.

Housing

- A maximum of 325 units of housing within the Village south of Olympic Drive, of which at least 160 shall be affordable to very low, low, and moderate income households.

Private Redevelopment

- The future redevelopment of the Sears site with a mixture of uses to be determined as part of a separate development process.

Phasing Program

The implementation of Civic Center Specific Plan improvements will occur over an extended time frame in relation to available funding sources and other factors including the completion of the RAND headquarters building, the completion of the seismic retrofit of the downtown garages, and the availability of new parking facilities to replace the surface lots throughout the Civic Center. More specifically:

I-17. The Living Street and Olympic Plaza will be completed in conjunction with the Village Housing project

The housing sites within the Village will be made available for development upon completion of the RAND headquarters building and the demolition of existing RAND buildings.

I-18. The Town Square, Second Street Extension, Tongva Park, and the extension of Olympic Drive may be constructed after the removal of the RAND buildings.

I-19. City Hall may be rehabilitated once arrangements have been made for the continued provision of local public services.

I-20. The Civic Center Parking Structure will be utilized primarilyfor downtown replacement parking until the completion of the downtown parking structure seismic retrofit program, at which point it will accommodate approximately 80 percent of the parkingnow in the Civic Auditorium surface parking lot.

I-21. If sufficient parking is available to meet Civic Center and downtown parking structure reconstruction needs, the Early Childhood Center may be constructed following completion of the Civic Center Parking Structure.

I-22. The Civic Auditorium expansion, the Civic Auditorium Park, Main Street, and the improvement of Civic Center Drive will commence once the downtown parking structure retrofit and replacement program progresses to the point where the Civic Center Parking Structure is available to replace existing surface parking spaces in the Civic Auditorium lot.

I-23. The redevelopment of the Sears property can occur following discretionary review and certification of required environmental clearance documents.

I-24. The improvement of perimeter streets may be implemented in tandem with adjacent major improvements: Pico Boulevard and Fourth Streets as part of the Civic Auditorium expansion and the construction of Civic Auditorium Park; and Ocean Avenue as part of the Village Housing and Tongva Park.

CONSISTENCY WITH THE GENERAL PLAN

The Civic Center Specific Plan is generally consistent with the City's General Plan. The discussion that follows reviews
the applicable policies of the City's General Plan elements and establishes the consistency of the Civic Center Specific Plan.

Land Use and Circulation Elements

The Land Use and Circulation Element was originally adopted in 1984. The Land Use Element proposes a number of different land use classifications throughout the city. The Specific Plan area is located within an area designated for Institutional, Oceanfront and General Commercial uses. The Institutional District is bounded by Main Street, Pico Boulevard, Fourth Street, and the I-10 free- way. The Institutional classification is intended to define areas for schools, hospitals and health care facilities, libraries, airports, cemeteries, and other public facilities. The portion of the Oceanfront District that has been combined with the Institutional District areais bounded by Main Street, Pico Boulevard, Ocean Avenue and theI-10 freeway. The Oceanfront classification seeks to combine visitor-serving uses with existing residential, public recreation and cultural uses. The General Commercial land use designation pertainsto the Sears site and other properties between the Santa Monica Freeway and Colorado Avenue.

Land Uses

The policies of the Specific Plan are consistent with the General Plan, as they allow for all of the land uses contained in the General Plan. The Specific Plan reinforces key citywide land use objectives for the promotion of cultural activities particularly in the down- town and oceanfront, for increasing affordable housing, and for preserving the multi-ethnic and multi-income character of the city.

The Specific Plan also helps to achieve specific land use policies of the General Plan. The Specific Plan is consistent with the GeneralPlan policies established by the 1993 Specific Plan for reinforcingthe civic and cultural role of the Civic Center south of the Santa Monica Freeway and by introducing a range of new uses includingresidential development to make the area a more integral and meaningful part of the City. By promoting the redevelopment of the Sears property, the Plan reinforces Policy 1.2.1 of the GeneralPlan, which encourages residential mixed-use development of appropriate commercially zoned parcels to increase activity in both the daytime and evening hours.

Development Standards

The maximum allowable development permitted in the General Plan is governed by the 1993 Civic Center Specific Plan and its 2000 amendment. This includes: up to 350 units of new housing, 250,000 square feet of office space, up to 20,000 square feet of retail uses, a new cultural and community facility of 55,000 square feet, and County Courthouse expansion of 140,000 square feet. (The RAND headquarters, the Public Safety Building and the Civic Center garage were also programmed in the 1993 Specific Plan and incorporated within the General Plan amendment of that same year). The maximum height of development is established at 72 feet and 6 floors for the RAND headquarter building, 70 feet for development north of Olympic Drive, height limits ranging from 65 to 96 feet for residential sites south of Olympic Drive, and various heights ranging from 35 to 84 feet for the public buildings east of Main Street. All sites are subject to specific bulk and massing regulations.

This Specific Plan revises the overall program of Civic Center development set forth in the 1993 and amended 2000 Specific Plan for the area south of the Santa Monica Freeway, by: eliminating commercial office as a permitted use, by reducing the anticipated cultural and community facilities from 55,000 square feet to 20,000 square feet, and by adding the 40,000 square foot City Services Building to the development program. The net reductionof square footage is approximately 185,000 square feet of overallfloor area.

In the interest of preserving as much public land for open space, the Specific Plan promotes some increases of building heights on specific parcels within the area south of the freeway. In the Village area, the Specific Plan contains varying height limits of 65 feet for Sites A and B, and 96 feet for Site C. In addition, the Plan provides for a small portion of the City Services Building to a height of 85 feet to create a distinctive silhouette along the Main Street axis. Specific massing guidelines are also modified to take into consideration the revised framework of streets and open spaces. While revisions have taken place, the overall urban design principles for the compatible integration of buildings with open spaces and with existing historic resources remains intact.

The Specific Plan does not provide a revised development program or regulations for the Sears property, which remains subject to the existing standards of the City of Santa Monica's Zoning Ordinance, and is therefore consistent with the existing General Plan.

Other Land Use Issues

The Land Use Element identifies, among others, the following objectives to improve the quality of life for all residences through a balance of land uses that is consistent with:

1. Encouraging greater pedestrian and bike access throughoutthe city;

2. Making Santa Monica a more child-friendly environment byencouraging child care and recreational facilities;

3. Increasing the amount of affordable housing;

4. Ensuring adequate park space and green landscape space throughout the city, specifically recommending the creation of new parks in the Oceanfront district;

5. Improving the match of low and moderate-income persons and families with units they can afford;

6. Providing adequate revenue to the City necessary for a balanced budget; and

7. Satisfying employment needs of city residents, especially those of the unemployed and underemployed.

The Specific Plan calls for three major parks to be created, including the 5.6 acre Civic Auditorium Park at Fourth Street and Pico Boulevard, the one-acre Town Square in front of City Hall, and the six-acre Tongva Park north of Olympic Drive. These parks include pedestrian and bicycle paths, and provision for passive and active recreational opportunities. The Specific Plan also provides for the expansion of cultural and community uses and the establishment of a state-of-the-art Early Childhood Education Center. The Specific Plan is consistent with the General Plan in that its policies call for the creation of public open spaces with potential passive and active recreational uses throughout the area. The quality of life recommendations listed above from the General Plan extend beyond those that include pedestrian, bicycle, open space, recreational and cultural issues. The policies of the Specific Plan are consistent in these other areas as well.

The Specific Plan calls for the provision of child care facilities that would meet the needs of the development that would be allowed with the area. This policy would work in tandem with the open space policies and their potential for active recreational uses and play equipment. This policy is, therefore, consistent with the General Plan recommendation for a more child-friendly environment.

Circulation

The Civic Center Specific Plan is also generally consistent with the Circulation Element of the General Plan. The recommendations and policies of the Circulation Element call for neighborhood "traffic calming" measures (traffic circles, alternative paving materials, medians), increased usage of transit/shuttles and the study of light rail possibilities, expansion of bicycle and pedestrian/wheelchair paths, and reductions in required parking in conjunction with approved and effective Transportation Management programs. Further, the Circulation Element recommends that a parking structure be built near the Civic Auditorium or on public land near Main Street.

The policies of the Circulation Element also encourage overall land use patterns that reduce vehicle miles and trips, discourage vehicular traffic and parking into residential neighborhoods, minimize peak- hour trips by encouraging staggered work hours and land uses

which do not generate peak-hour trips, and suggest traffic signal synchronization and other improvements to improve roadway efficiency.

The Specific Plan is consistent with these aspects of the General Plan in a number of ways. The policies of the Specific Plan require measures to limit the impacts of traffic within the Civic Center area and into adjoining residential neighborhoods through the implementation of "traffic calming" measures, including the introduction of the Main Street roundabout. The Specific Plan addresses the issue of traffic intrusion into the Ocean Park neighborhood by recommending on-site circulation improvements and "traffic calming" measures.

The Specific Plan seeks to reduce the number of total vehicle trips and miles traveled (daily and during peak hours) by allowing mixed-use development (residential uses and commercial retail uses), encouraging non-vehicular travel by providing pedestrian/ wheelchair and bicycle paths throughout the Civic Center area, promoting increased transit service within the area including a possible light rail station for the Exposition line, and by reducing the number of required parking spaces to encourage carpooling, vanpooling and transit transportation.

Housing Element

The Housing Element, which was most recently updated in 2002, outlines the policies and programs which the City will undertake to ensure that the housing needs of existing residents and those expected to move into the community over the next five years are met. These policies and programs are intended to preserve, improveand develop housing for all economic segments of the community.

The Housing Element contains policies that encourage the development of housing for large families. Additionally, the Housing Element contains policies that seek to encourage and create incentives for the development of housing in conjunction with commercial developments where appropriate. Finally, the Housing Element contains policies that work to increase the supply of housing that is affordable to low and moderate-income persons and families.

The Civic Center Specific Plan is consistent with all of these policies. The development concept that is allowed by the policies of the Specific Plan contains a mixed-use component comprised of up to 325 dwelling units, and ground-floor commercial uses intended to reinforce the area as an active and vibrant urban neighborhood. The policies of the Specific Plan encourage residential units for large families and require that a large portion of the residential units be made affordable to low and moderate income persons and families.

Conservation Element

The Conservation Element was adopted by the City in 1975. The policies of the Conservation Element focus on four areas of primary concern related to the management of the City's natural resources:
(1) Beach; (2) Water; (3) Land; and (4) Air.

The Conservation Element, through its policies, addresses the need: (1) to investigate wastewater recycling; (2) for transportation planning to reduce vehicle miles traveled and resultant air pollution impacts; (3) to meet state standards in the insulation of new residential buildings; and (4) for more effective public transit.

The policies of the Civic Center Specific Plan require that development in the Civic Center be water and wastewater efficient, utilize recycled stormwater where appropriate and employ insulating and reflective materials in conformance with the Sustainable City Program. Further, the Specific Plan policies which allow mixed-use development and reduce the amount of required and conveniently available parking (thus encouraging carpooling, vanpooling, public transit and non-vehicular travel), and the plan's policies which require an enhanced shuttle and transit program (and possible light rail transit stop), work toward reducing vehicle trips and the resultant air pollution impacts.

Open Space Element

The Open Space Element of the City's General Plan was adopted in 1973, and most recently updated in 2001. The basic objectives and goals of the Open Space Element are to develop and maintain a diversified and balanced system of high quality open space, to expand the open space system through the use of public properties, to create a system of linked central parks, and to reinforce the city's system of pathways and green streets.

The Specific Plan is in conformance with the objectives and policies of the Open Space Element, as it expands and develops the role of open space within the Civic Center; it increases the accessibility of open space and provides stronger linkages with adjoining areas including Downtown, the Beach, Palisades Park, and the Main Street district; and it provides for the redefinition and reconfiguration of streets as an extension and integral part of the open space system.

Scenic Corridors

The Scenic Corridors Element was adopted by the City Council in 1975. The purpose of the Scenic Corridors Element is to protect and enhance the scenic resources of the City of Santa Monica. It is proposed that this be accomplished by establishing a system of scenic corridors along existing roadways that traverse areas of scenic beauty and interest.

The Element establishes seven scenic corridors in the city:

1. Santa Monica Freeway from the city boundary to Ocean Avenue;

2. Ocean Avenue from the north city boundary to Barnard Way;

3. Pacific Coast Highway (Route 1) within the city limits;

4. Barnard Way from Ocean Avenue to south city boundary;

5. Wilshire Boulevard from the city boundary to Ocean Avenue;

6. Santa Monica Mall; and

7. Santa Monica Municipal Pier.

The goals of the Scenic Corridors Element require policies that provide for the beautification of thoroughfares which lend themselves to landscaping, pleasing architectural treatments, and the development of scenic corridors for the use of pedestrians and bicyclists.

The policies of the Civic Center Specific Plan are consistent withthe Scenic Corridors Element in the way they affect the treatmentof and development along Ocean Avenue between Colorado Avenue and Pico Boulevard. These policies require a twenty-footwide publicly accessible setback along the eastern side of Ocean Avenue in this area that would be used for strolling, sitting, conversing, reading, eating, etc. The Specific Plan also includes the Living Street, a pedestrian pathway between the Site A housing and the Site B housing that provides a pedestrian connection between Ocean Avenue and Main Street. In addition, the Specific Planretains the bicycle lanes on the street and calls for a landscaped median along Ocean Avenue where feasible.

Safety Element

The Safety Element, which was adopted by the City in 1995, provides an assessment of natural and human-related hazards in theCity and provides a framework by which safety considerations areintroduced into the land use planning process. As the safety-relatedprocesses detailed in the Safety Element govern development within the Civic Center Specific Plan area, the Civic Center Specific Plan is consistent with the Safety Element.

Noise Element

The Noise Element, which was adopted by the City in 1992, provides a comprehensive evaluation of existing noise problems and creates methods of protecting the community from excessive noise. The predominant noise sources in Santa Monica and within the Civic Center come from mobile noise sources including traffic fromthe Santa Monica Freeway and adjacent arterial streets. As dictatedby the General Plan, the Specific Plan has incorporated noise considerations into the land use planning for the area; consistent with General Plan policies, new uses including residential comply with the land use/noise compatibility matrix set forth in the General Plan.

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