Since 1994, Santa Monica has been a national leader in the art and practice of sustainability. With the adoption in that year of the Sustainable City Plan, the City committed itself to planning in a new way. The LUCE addresses the eco-structure of Santa Monica as a community of interdependent parts, recognizing the interconnection of all its policy decisions, and establishing the goal of preserving its resources now and for future generations.

The LUCE places Santa Monica at the forefront of sustainable planning practices. It conserves the City’s neighborhoods and historic resources, expands open space and creates new opportunities for housing where little or none currently exist. It reduces the amount of regionally-serving commercial growth and encourages smaller-scale local-serving uses and housing. It also requires that new development be connected directly to transit, creating a multi-modal transportation system that incentivizes walking, biking and transit and encourages local-serving retail within walking distance of existing and new neighborhoods.
The Plan reorients the City’s auto-dependent boulevards into inviting avenues with improved transit, wider sidewalks, distinctive architecture, landscaping and neighborhood friendly services. It requires new development to respect Santa Monica’s heritage with compatible and quality design, ensuring a sense of “place” where local residents will be attracted to shop, work and live. Furthermore, it establishes the goal of no net new evening peak period vehicle trips, designed to achieve the City’s goal of reducing congestion and carbon emissions. It celebrates its beach and its creative arts. It provides for monitoring and offers measures for controlling growth, allowing the community to adjust the Plan over the years.

The LUCE links new development and urban character and form with a paradigm shift in transportation that emphasizes mode choice and creates a robust network of pedestrian, bicycle and transit options. It provides a comprehensive, coordinated approach to evaluating policy decisions and projects requiring that all land use, transportation, design and development projects respond to the City’s identified social, ecological and sustainability goals.

In endorsing this approach, the community addresses the most challenging aspect of achieving the aims of the Sustainable City Plan—embracing the challenges of today as an opportunity to forge a better tomorrow.

STATE CLIMATE CHANGE LEGISLATION AND THE LUCE

State Legislation

Assembly Bill 32 (2006): The State of California passed AB 32, the California Global Warming Solutions Act, the landmark climate change legislation of 2006. This Act commits the State to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. It also establishes a timeline for the California Air Resources Board (ARB) to adopt regulations to achieve this goal. Two years later, in 2008, the ARB finalized a statewide Scoping Plan on how to reduce GHG emissions.

Following passage of this bill, the California Attorney General’s office signaled its intent to begin enforcing the purpose of this legislation, and took the position that local governments must take AB 32’s emissions reduction targets into consideration under the California Environment Quality Act (CEQA). CEQA requires feasible mitigation of significant environmental impacts arising from a city’s land use policies and development projects.

Through a series of comment letters, administrative actions and legal challenges to specific jurisdictions such as San Bernardino County, the Attorney General’s office has provided policy direction for local government in light of AB 32.

- Land Use. Land use is a significant contributor of greenhouse gas emissions, and local governments must make decisions regarding land use with AB 32’s goals in mind.

- General Plans. Local governments must incorporate AB 32 analysis into their General Plans, Specific Plans and other planning and design documents.
Climate Action Plans. Local governments should have Climate Action Plans that lay out the course of addressing climate change, including implementation strategies and monitoring mechanisms.

Senate Bill 375 (2008): In 2008, the State passed the companion bill SB 375 which provides the implementing policies to achieve the GHG emission reduction goals through better transportation and land use planning. It requires metropolitan planning organizations to create a Sustainable Communities Strategy to reduce GHG emissions and requires that funding decisions for regional transportation projects be internally consistent with the strategy. In essence, SB 375 ties State transportation funding decisions to land use and links regional planning efforts for transportation and housing. Local governments will play an important role in designing and meeting these requirements in their land use and transportation plans.

California Air Resources Board (ARB) Guidance on Planning to Reduce GHG emissions: The ARB Scoping Plan provides guidance on meeting the targets for GHG emissions. It identifies local government’s important role in the siting and design of new residential and commercial developments in a way that reduces GHG emissions associated with vehicle travel. The guidance includes support for infill, affordable and transit-oriented housing development and land use changes. It specifically identifies uniting land use patterns and infrastructure to promote low-carbon travel choices such as transit, carpooling, walking and biking.

Additional measures include – but are not limited to the following:
- Aggressive land use and transportation planning policies, including more compact, mixed-use development with higher residential and employment densities served by transit
- Increased opportunities for more affordable and workforce housing strategically located in mixed-use sites near employment or public transportation
- Programs to reduce vehicle trips, like employee transit incentives, telework programs, car sharing, parking policies, public education programs and other strategies
- Creation of “complete” neighborhoods with local services within walking distance
- Congestion pricing strategies to provide a method of efficiently managing traffic demand while raising funds for needed transit, bike and pedestrian infrastructure investment
- Changes in travel and land development likely to result from passenger rail expansion
- Promotion of energy and water efficient buildings (LEED) through green building ordinances, project timing prioritization and other implementing tools
- Promotion of green procurement and alternative fuel vehicle use through municipal mandates and voluntary bid incentives
- Support for urban forestry through tree planting requirements and programs.
HOW THE LUCE MEETS THE STATE’S CLIMATE CHANGE REQUIREMENTS

The recommendations of the LUCE are designed to implement long-term programs designed to reduce the City’s per capita carbon footprint and its overall impact on the environment by:

- New opportunities for locating mixed-use development along transit corridors;
- New opportunities for the creation of “complete neighborhoods” on rail and transit corridors;
- New programs to encourage alternative modes of transportation and reduce dependency on single-occupancy vehicle trips;
- New requirements for participation in Transportation Demand Management programs and payments of impact fees; and,
- New opportunities for creating affordable and workforce housing near transit and employment.

LUcE Links Land Use to Transportation

- Land use policy encourages new development to be located near transit-rich corridors or Expo Light Rail line stations.
- New transit villages at Expo Light Rail stations optimize investment in transit and create “complete neighborhoods” of mixed-use buildings with affordable and workforce housing located within walking distance of jobs, public gathering places and local services.
- Complete neighborhoods include diversity of housing opportunities, walkability to local-serving retail, cafes, parks and entertainment, continuous sidewalks and bicycle trails.
- Incentives encourage mixed-use infill development on existing commercial corridors with transit.
- Existing neighborhoods will be connected to new development and services through improved walking and bicycling trails.
- Trees, landscaping and open space will be required in existing neighborhoods and with new development to encourage walking.
- Green building technologies and energy efficiency will be required for new development and encouraged in existing buildings.

LUcE Comprehensive Transportation Policy

- New development located near existing or proposed transit.
- Pro-active congestion management with the goal of “no net new trips.”
- New development participation in Transportation Demand Management programs to reduce vehicle trips and provide incentives such as transit passes, car sharing, van pooling and shared parking.
- Establishment of Transportation Management Ordinance impact fees and parking fees to support improvements in alternative modes of transportation.
- Adjustment of parking requirements (unbundled) as appropriate to encourage shared parking arrangements.
- Parking pricing to reflect the true cost of parking and expanded management options for residential parking permit districts including exploring limits on availability.
- Improved facilities and incentives to encourage walking, biking and transit.
- Performance measures and design guidelines to monitor compliance.
ANALYSIS OF LUCE’S POLICY ON CLIMATE CHANGE

Land Use and Climate Change

The LUCE is anticipated to lead to significant reductions in GHG emissions from the transportation sector. The transportation sector is the largest source of emissions in California, contributing to 36 percent\(^1\) of all statewide GHG emissions. Land use is a significant contributor to GHG emissions in the transportation sector because it largely determines vehicle miles traveled (VMT). VMT, in turn, translates into tailpipe emissions per every mile traveled. While the state is taking efforts to reduce tailpipe emissions through fuel economy standards and cleaner fuels, it is recognized that California will not be able to meet its AB 32 emissions targets without addressing land use and VMT.

A nationwide analysis of land use and VMT concludes that land use has the potential to reduce vehicle miles traveled by 20-40 percent\(^2\). This translates into significant GHG emissions over time that can potentially be avoided in California. Transportation emissions constitute the largest share (41 percent) of all GHG emissions in Santa Monica, and the LUCE creates a framework to address transportation emissions.

Several land use factors drive VMT, including residential density, land use diversity, distance to quality transit service, pedestrian/bike-oriented streetscape design and distance to desirable destinations. These factors can be summarized as follows:

- As a rule of thumb, each doubling of density is anticipated to reduce vehicle miles traveled by 30 percent.
- Diversity of local land uses—including retail, services, and employment near each other—reduces the need to drive to meet daily needs.
- Streetscape and façade design, as well as bike and pedestrian infrastructure encourage walking and bicycling over auto use.
- A quarter-mile to a half-mile distance to frequent transit service promotes public transit use over the automobile.
- Close proximity to attractive destinations, such as supermarkets, cafes, and restaurants, reduces auto travel.
- Mixed-use transit-oriented development is an effective means of reducing future vehicle miles traveled. Mixed uses at transit stations have the compounding effect of increasing and supporting mass transit ridership throughout the day, as diversity of land uses generate a variety of trips during different times of day and days of the week, including work-related, recreational, and personal trips.


Access, connectivity and mobility are central themes running throughout the LUCE. It is believed that density, access to transit and land use diversity can combine to reduce GHG emissions.

A comprehensive transportation strategy includes options for all users and provides facilities and services that enhance the mobility network.
The jobs/housing balance has been found to be a notable predictor of vehicle miles traveled; proximity of jobs near housing reduces daily commute distances. Jobs and housing near transit further facilitate access to employment independent of the automobile.

Land use policies that encourage these principles are anticipated to lead to significant GHG emissions reductions. The LUCE’s land use and transportation vision will help Santa Monica meet California’s GHG emissions reduction targets. In addition, the Sustainable City Plan includes goals of reducing GHG emissions 30 percent below 1990 levels by 2015 for municipal operations and 15 percent below 1990 levels for the community as a whole.

The LUCE’s Approach to Sustainability and Climate Change

At its core, the LUCE unites environmental, land use, economic, transportation and social concerns into a single, flexible, long-term plan for the City that includes the goals of sustainability outlined in the Sustainable City Plan. More specifically, the LUCE addresses climate change through its land use and transportation decisions such as focusing development near transit, creating complete neighborhoods and supporting transit and non-motorized travel. The Plan includes the social aspects of sustainable development by addressing affordable housing, access to jobs and job training. It provides guidance to reduce the consumption of natural resources such as water and energy. And it helps to create a long-term sustainable economy with a focus on green jobs and technology. The LUCE expands Santa Monica’s role as a leader in sustainability in the region and in the nation. Specific aspects of the LUCE’s approach to sustainable development are discussed in this chapter.

Integration of Land Use and Transportation: Focusing Development near Transit

The LUCE links land use to transportation, directing development toward specific areas served by transit including the Expo Light Rail stations of Bergamot, Memorial Park and Downtown and the Rapid bus transit corridors such as Wilshire and Lincoln. Focusing development reduces reliance on the automobile, reduces per-capital vehicle miles traveled in the City and reduces GHG emissions and energy use. This approach addresses overall traffic congestion in the City and the region and promotes a more walkable, healthy and physically active community.
Transit Villages
The LUCE directs the majority of growth toward the Bergamot Transit Village, Memorial Park and Downtown station areas. Each of these transit-oriented areas will be situated within ¼ mile or less of future Expo Light Rail stations, planned for operation in 2015. Each will feature a diversity of uses including a range of housing types and levels of affordability, employment opportunities, local-serving retail and services, arts and cultural facilities and public open spaces. The transit villages will be designed to maximize pedestrian, bicycle, and public transit access and circulation thereby reducing automobile dependence.

Taken together, these mixed-use transit-oriented districts will accommodate the majority of population growth in Santa Monica over the coming decades. Of these mixed-use transit districts, the Downtown will continue to serve as the commercial core of the City and a hub of the Metro Rapid lines and citywide Big Blue Bus service. The other Expo Light Rail stations—Bergamot Transit Village and Memorial Park—will be transformed into mixed-use neighborhoods with a wide diversity of uses. New jobs and employment will be located near transit to reduce vehicle trips while creating a healthy job base.

Transit Boulevards
The LUCE also directs growth to existing high-frequency transit corridors locating mixed-use development at key activity centers associated with transit crossroads. These boulevards include Wilshire, Santa Monica, Broadway, Colorado, Olympic, Lincoln, Pico and Ocean Park. Wilshire, Santa Monica, Colorado, and Lincoln in particular will serve as multi-modal boulevards with a variety of transit options. The City will also seek to encourage additional affordable and workforce housing along these corridors, with an emphasis on housing near employment centers and primary transit stops. All of the transit boulevards should include significant pedestrian improvements to make walking safer and more attractive.

Such mixed-use transit and pedestrian-oriented corridors and activity centers will significantly reduce local vehicle miles traveled and resulting GHG emissions.

Complete Neighborhoods
The LUCE envisions the creation of complete communities, where residents are within walking distance of local-serving goods and services, employment, transit, open spaces and public gathering places. By enabling daily needs to be met within walking distance, and by increasing local-serving goods and services, the City anticipates reductions in the total number of vehicle miles traveled, GHG emissions and energy use from the transportation sector.
A wider variety of uses will also be available along the transit corridors and in the activity centers which are located within walking distance of neighborhoods. Bringing more goods, services and jobs within walking distance of the majority of residences will result in fewer vehicle trips.

Another outcome of these “complete communities” policies will be increased land use diversity and an urban landscape that caters to pedestrians, bicyclists and public transit. Both land use diversity and non-automotive design will help reduce vehicle miles traveled and resulting GHG emissions in existing neighborhoods over time.

Pedestrian-Oriented Urban Design and Architecture

The physical design of a building and the relationship of the individual buildings to one another in a rich urban fabric are critical to creating attractive environments that encourage walking, biking and transit use. Throughout the LUCE, policies and actions ensure that buildings are designed in such a way as to support transit use, walking and biking while also protecting existing residential neighborhoods. Examples of such policies include locating buildings with their facades on the property line or back side of the sidewalk, buffers between mixed-use development on the boulevards and adjacent residential areas, active uses on the ground floor to make walking more interesting and locating parking away from the pedestrian environment.

Bicycle and Pedestrian Network

The LUCE includes a strong focus on creating expanded bicycle and pedestrian networks throughout the City. Walking is the backbone of the transportation system since every transit trip and car trip begins with a walk to the bus or car. The LUCE seeks to make walking safe and pleasurable for everyone, on all streets and at all times of the day. This includes continuous sidewalks throughout the City, pedestrian enhancements such as benches, shade trees and crosswalks and greatly expanded “Safe Routes to Schools” programs.

Bicycling is the most efficient form of transportation and the number of trips made by bike in Santa Monica can be greatly increased. It is also a carbon-neutral and time-
competitive alternative to the automobile. To facilitate bicycling, the City seeks to create a complete network of high quality bicycle facilities, with an aim to increase the number of people who use bicycles for everyday transportation. Policy ideas include:

- Developing bicycle-friendly design standards for roads
- Working with regional partners to extend bicycle connectivity beyond the City's borders
- Collaborating with schools to encourage bicycle use
- Enhancing the attractiveness of existing bike routes
- Encouraging employers to provide bicycle infrastructure and shower facilities
- Installing additional bike racks and storage in priority areas
- Developing a way-finding system for cyclists
- Monitoring bicycle parking demand
- Developing a bicycle master plan.

Taken together, these measures will make walking and biking much more attractive transportation options, reducing the City's GHG emissions. There will also be an increase in the physical activity of residents that will translate into positive health benefits.

No Net New P.M. Peak Hour Vehicle Trips

The LUCE establishes a bold goal of no net increase in P.M. peak period vehicle trips from 2009 levels. This major policy goal will have a tremendous impact on GHG emissions. The City seeks to meet its goal of no new net vehicle trips through a variety of proactive programs, including transportation impact fees, transportation demand management, incentives for alternative modes of arrival, congestion management and parking management strategies.

Transportation Impact Fees

In addition, new development generating additional trips will be assessed a transportation impact fee as well as being required to incorporate Transportation Demand Management strategies to reduce vehicle trips. Mitigation fees will support the City's non-automotive circulation infrastructure and services, including bus stop amenities, pedestrian/bike infrastructure and increases in bus service frequency.

Transportation Demand Management

The LUCE recommends a very aggressive Transportation Demand Management (TDM) Program and sets extremely high TDM targets including a 35 percent reduction in peak trips for residential uses and a 50 percent reduction in peak trips for commercial uses.

Reducing net P.M. peak hour trip: requires a multi-pronged approach. The LUCE recommends new programs and policies, as well as fees, that seek to curb the effects of traffic and congestion in the City.

Examples of TDM strategies include shared parking, car-share programs, and transit passes. These programs are designed to reduce and discourage the demand for auto travel. Other potential strategies include making transit information accessible to tourists, collaborating with schools and employers to develop a universal transit pass program, and continuing to improve upon the Safe Routes to School program.

The City will create transportation demand management districts within its transit-oriented mixed-use areas such as Downtown, Bergamot Transit Village, and Memorial Park Activity Center, to capitalize TDM strategies in these
high-intensity land use areas. Ultimately, TDM strategies will be used to meet the City's vehicle miles traveled reduction goals by reducing demand for auto travel, thereby reducing GHG emissions.

**Congestion Management**
The LUCE recommends accounting for alternative forms of transportation, namely transit, bicycle and pedestrian traffic in the analysis of congestion. This places alternative forms of transportation on par with the automobile. Bicycling and high-frequency transit service, for example, should be time-competitive with the auto on most Santa Monica streets.

Santa Monica is also looking toward a number of congestion management strategies to increase the efficiency of its public transportation system, including signal prioritization for transit, transit-only and transit-priority lanes and various transit technology systems, including communication technology.

**Parking Management Strategies**
The City plans to encourage parking efficiency strategies such as shared parking, lowered parking requirements, and parking pricing to reduce the demand for parking. Reducing parking demand can also encourage alternatives to auto travel, promoting a pedestrian-friendly urban landscape by reducing the amount of urban space dedicated to parking.

**Expanded Transit Service**
Transit is the most effective method for moving large numbers of people throughout the City. Increasing transit use is a primary strategy for reducing vehicle miles traveled and greenhouse gas emissions. Increased transit will also reduce traffic congestion and provide the social benefit of viable transportation options for those who do not have access to a car. With the Expo Light Rail line, expanded Rapid and local bus service and the potential Westside Subway Extension (Subway to the Sea), the City will benefit from expanded high quality regional rapid transit and improved connections between Santa Monica and the greater Los Angeles region.

To increase transit ridership for all types of trips, the City will facilitate high-frequency transit service along key corridors that is time-competitive with auto trips. It will make transit more accessible with real-time arrival information systems at transit stops and will identify additional needed transit service, access, or amenities in specific and area plans.
EXPANDING OUR URBAN FOREST, PARKS AND OPEN SPACES

Increasing the amount of green space in the City has multiple benefits - it provides greater access to recreational facilities, increases carbon sequestration and moderates heat gain. Increased landscaping on streets attracts pedestrians, increasing the number of walking trips and reducing GHG emissions. The LUCE includes comprehensive strategies to increase the urban forest, parks and open spaces in the City. Key strategies include the following:

- Preserving and protecting the existing tree canopy in the City.
- Adding a significant number of street trees throughout the City.
- Capping portions of the freeway to increase the amount of open space.
- Increasing the number of community gardens.
- Creating “green streets” that include storm water harvest and infiltration in parkways and medians.
- Providing for ground level open space in future projects.
- Creating new open space and plazas in the Transit Villages, Activity Centers and along transit boulevards.
- Improving and expanding green bicycle and pedestrian pathways across the City.

Jobs/Housing Balance

Santa Monica also seeks to increase the diversity of housing and jobs within the City. A higher diversity of housing helps meet the housing needs of individuals who work in the City, thereby reducing the need for inter-city and inter-regional commuting. Locating jobs in the City that are available for Santa Monica residents and enabling small office spaces so existing residents can work close to home will reduce vehicle trips. Further, placing jobs and housing near transit hubs facilitates transit use for commuting and other daily trips.

The LUCE includes significant incentives to provide more affordable and workforce housing in the City by continuing direct subsidies for housing production and by incentivizing affordable housing production through the public benefits program. The LUCE also encourages housing at transit-accessible locations, collaborating with employers to build new housing near employment centers and considering reduced parking requirements near transit to make housing more affordable. A variety of housing choices can be encouraged throughout the City by promoting both rental and ownership housing, encouraging senior housing in complete neighborhoods and near transit service, maintaining diverse housing options near downtown, and by accommodating housing for families.
Finally, the LUCE promotes quality job growth throughout the City. Santa Monica plans to encourage high quality employers that compliment the professional and workforce skill-sets of Santa Monica residents. The creative arts are strongly encouraged to locate in the Mixed-Use Creative and Bergamot Transit Village Districts. The hospitals and medical facilities, visitor-serving industries, research and development, and the automobile industry are all significant economic sectors for local employment. The City also plans to establish zones for small businesses in underutilized areas and encourage new local-serving retail and services.

Sustainability Planning
Santa Monica has also planned for a variety of strategies to reduce GHG emissions, energy use, water use and solid waste generation. These specific sustainability-related policies and goals include the following:

- The creation of a new GHG emissions inventory and a comprehensive Climate Action Plan by 2010.
- Increasing in the number of buildings constructed to LEED (or equivalent) standards.
- Development of a Zero Waste Strategic Plan to achieve at least 90 percent diversion of all waste produced in the City.
- Implementation of the City’s comprehensive water reduction strategy.
- Increased sustainability in municipal operations: this includes requiring LEED-certified green buildings, retrofitting buildings for increased energy efficiency, replacing the existing fleet with alternative fuel vehicles, and renewable energy purchasing.

All of Santa Monica’s commitment to sustainability planning and action will continue to be expressed in the Sustainable City Plan. Progress towards achieving community sustainability goals will be documented annually and reported regularly.

denotes sustainable policy
S1.6 Prepare a Community Urban Forest Management Plan and update it a minimum of every ten years to assist with local sequestration of carbon dioxide emissions.

GOAL S2: Reduce greenhouse gas emissions from land use and transportation decisions.

POLICIES:

S2.1 Implement the VMT reducing policies of the Land Use and Circulation Element of the General Plan including, but not limited to: focusing new growth in mixed-use, transit-oriented districts; focusing new growth along existing corridors and nodes; support the creation of complete, walkable neighborhoods with goods and services within walking distance of most homes; and, promoting and supporting a wide range of pedestrian, bicycle and transit improvements in the City.

S2.2 In cooperation with the State and SCAG, proactively promote the implementation of SB 375, in particular utilizing its incentives for transit-oriented development. The City will also ensure that its local plans are consistent with the Sustainable Communities Strategy (SCS) Plan requirement of SB 375.

S2.3 Advance the “no net new vehicle trips” goal in the Land Use and Circulation Element with transportation demand management projects such as expanded rideshare programs, parking management strategies, as well as development impact fees for public transit infrastructure.

S2.4 Support and facilitate the appropriate expansion of public transit in Santa Monica, including: the Expo Light Rail line, the Westside Subway Extension (“Subway to the Sea”) and increased bus routes, service quality and frequency throughout the City.

S2.5 Expand use of alternative fuel vehicles by providing fueling infrastructure and preferential parking in public locations, where feasible.

S2.6 Implement indicators and monitoring mechanisms to ensure the effectiveness of the Land Use and Circulation Element in reducing vehicle miles traveled.

S2.7 Encourage major employers to find ways to provide housing assistance as part of their employee benefits package.

S2.8 Continue participating in the Southern California Association of Government’s Regional Compass Blueprint Plan.

Santa Monica’s ambitious goal to reach “zero net” energy use by 2020 will require strict new-construction requirements, as well as an investment in retrofitting existing facilities.

The LUCE responds to State and Federal legislation regarding the reduction of greenhouse gas (GHG) emissions by integrating land use and transportation planning.
Consider incorporating the “no net new vehicle trips” policy into the City’s CEQA environmental analysis and require mitigation of significant impacts for projects that will generate new net vehicle trips.

**GOAL S3: Reduce overall energy use in the City.**

**POLICIES:**

**S3.1** Actively strive to implement the City’s “zero net” electricity consumption goal by 2020 through a wide variety of programs and measures, including the generation of renewable energy in the city and energy efficiency measures.

**S3.2** Consider a requirement for all new buildings to use net zero energy by 2020.

**S3.3** Continue to promote the retrofitting of existing buildings, including the following programs and actions:

- Weatherization programs
- Commercial lighting retrofits and HVAC upgrades
- Whole house retrofit programs
- Retro commissioning

**S3.4** Explore creating an ordinance to require all buildings sold in Santa Monica to meet minimum energy efficiency requirements with energy efficiency upgrades occurring at the time of resale and prior to the transfer of title.

**GOAL S4: Increase the use of renewable energy in the City.**

**POLICIES:**

**S4.1** Explore creating an ordinance to require solar installations, both photovoltaic and hot water, on new construction projects.

**S4.2** Explore a variety of methods to increase citywide renewable energy procurement, including strategies such as a Green Power Community Trust.

**S4.3** Pursuant to AB 811 (Municipal Clean Energy Program), create a mechanism to finance and help amortize commercial and residential solar installations under the Solar Santa Monica Program.

**S4.4** Continue to maintain the Solar Santa Monica Program to help finance and provide technical know-how for residential and commercial solar installations.

**GOAL S5: Improve the environmental performance of buildings.**

**POLICIES:**

**S5.1** Continue to maintain a Building Code and prescriptive compliance options that meet or exceed State requirements for energy, water and other sustainability standards. Specifically, pursue California Energy Commission goals to achieve net-zero energy buildings by 2020 for low-rise residential buildings and 2030 for commercial buildings and achieve a LEED-equivalent local building code by 2020.
**GOAL S5**: Promote water conservation and increase the use of reclaimed and recycled water

**POLICIES:**

S5.2 Seek to achieve all new municipal construction to achieve LEED Gold certification and all existing municipal facilities to achieve Energy Star certification wherever feasible.

S5.3 Continue to engage in community education and outreach, including providing information about programs, policies, and best practices on the Office of Sustainability and the Environment website.

S5.4 Consider a requirement that all new construction utilize solar water heaters.

S5.5 Encourage shade trees on south- and west-facing sides of all new buildings to reduce building energy loads.

S5.6 Encourage cool roofs or green roofs on new buildings.

S5.7 Encourage cool paving on new plazas and parking lots.

S5.8 Encourage installation of electrical outlets in loading zones and on the exterior of new buildings to reduce emissions from gas-powered landscape maintenance and operating refrigeration for delivery trucks.

S5.9 Consider implementing solar water heating systems.

S5.10 Encourage the use of recycled water for landscaping and toilet flushing.

S5.11 Implement landscape water conservation requirements for new construction projects.

S6.1 Implement the recommendations of the 2005 Santa Monica Urban Water Management Plan, including increasing water supply and conservation measures such as the City’s no waste ordinance, landscape ordinance, wastewater control ordinance, and low-flow ordinance, and complete an assessment of the viability of additional urban run-off recycling.

S6.2 Implement landscape water conservation requirements for new construction projects.

S6.3 Continue to remediate the City’s own contaminated groundwater supply.

S6.4 Continue the City’s water-using appliances retrofit upon resale ordinance to encourage water conservation.

S6.5 Continue to explore and expand additional potential water conservation measures for the community, such as expanding reclaimed water access and availability.

**GOAL S6**: Promote water conservation and increase the use of reclaimed and recycled water

**POLICIES:**

S6.1 Implement the recommendations of the 2005 Santa Monica Urban Water Management Plan, including increasing water supply and conservation measures such as the City’s no waste ordinance, landscape ordinance, wastewater control ordinance, and low-flow ordinance, and complete an assessment of the viability of additional urban run-off recycling.

S6.2 Implement landscape water conservation requirements for new construction projects.

S6.3 Continue to remediate the City’s own contaminated groundwater supply.

S6.4 Continue the City’s water-using appliances retrofit upon resale ordinance to encourage water conservation.

S6.5 Continue to explore and expand additional potential water conservation measures for the community, such as expanding reclaimed water access and availability.

**GOAL S7**: Reduce the carbon footprint of the City’s municipal operations

**POLICIES:**

S7.1 Continue purchasing alternative fuel vehicles for the City’s fleet and Big Blue Bus service.

S7.2 Expand the existing commuter cash-out program for municipal employees.

S7.3 Pursue solar installations at the Arcadia Water Treatment Plant to decrease its dependence on non-renewable sources of energy.
**S7.4** Continue implementation of the City’s Municipal Green Procurement Policy, including recycled products procurement, toxic use reduction policy, reduced emissions fuel procurement policy, renewable energy purchase policy, energy-efficient procurement policy, local products preference policy, and related sustainable purchasing policies.

**S7.5** Seek to complete energy and water retrofits on all existing municipal buildings by 2020.

**S7.6** Seek a zero solid waste policy from municipal operations.

**GOAL S8:** Reduce the amount of solid waste citywide.

**POLICIES**

**S8.1** Expand solid waste diversion strategies such as increased commercial recycling collection and outreach, expanded food waste collection, composting, and waste to energy conversion programs.

**S8.2** Develop a Zero-Waste Strategic Plan with an aggressive target for waste diversion by 2030.

**GOAL S9:** Continue the City’s role as a leader in sustainable development.

**POLICIES**

**S9.1** Continue to regularly update execute the Sustainable City Plan.

**S9.2** Continue to maintain a website to communicate the development, programs, and performance of the Sustainable City Plans and future Climate Action Plans.

The *Sustainable Local Economy* report promotes a green economy, one that nurtures partnerships within the business community to reduce waste and energy consumption.

**S9.3** Measure progress towards achieving the goals and targets established in the Sustainable City Plan and Climate Action Plans through sustainability indicators and regular periodic review.

**S9.4** Hold regular meetings to review the progress toward the City’s sustainability goals.

**S9.5** Regularly calculate the City’s ecological footprint and track progress over time. Strive for a downward trend in the City’s ecological footprint.

A *Climate Action Plan* will lay out the City’s approach to reducing greenhouse gas emissions.

denotes sustainable policy
GOAL S10: Create a sustainable local economy that focuses on “green” jobs.

POLICIES:

S10.1 Support the expansion of a green economy that focuses on the following: energy technologies; water conservation; green building construction, design and architecture practices; waste management; policy development related to sustainability; and other similar green businesses.

S10.2 Provide incentives to employers that provide green-related jobs. Such incentives may include tax benefits, permitting priorities, reduced application fees and other similar incentives.

S10.3 Market Santa Monica as a green tourist destination by encouraging green retail and sustainable tourism industry practices.

S10.4 Form partnerships with businesses, non-profits and stakeholders to address the needs of emerging green businesses within the community.

S10.5 Engage in community education and outreach, such as continued maintenance of the City’s on-line Green Office Buying Guide.

ACTIONS:

Climate Action Plan
The City shall prepare a Climate Action Plan (CAP), with a goal of completion by the end of 2010. The CAP should lay out the City’s approach to reducing municipal GHG emissions to 30 percent below 1990 levels by 2015 and community GHG emissions to 15 percent below 1990 levels by 2015. The CAP is targeting to achieve the 15 percent community reductions in the following areas:

- Renewables - including actions such as the Solar Santa Monica program, the AB 811 program, minimum solar requirements for new construction, code streamlining to facilitate installations, permit and inspection streamlining, minimum solar requirements for municipal projects and a green power community trust.
- Energy Efficiency Improvements - including the net zero energy policy for new buildings and retrofits of existing buildings with weatherization, window insulation, water heater upgrades and retro commissioning.
- Transportation - including expanded rideshare programs, expanded public transit options, an increase in the use of non-vehicle transportation, an expanded use of alternative fuel vehicles and land use planning to promote non-vehicle mobility.
- Integrated resource management - including water efficiency measures, wastewater reduction, reduced solid water measures and water capture and reuse measures.
Other - including a variety of other programs and policies such as sustainable purchasing, bans on plastic, and advocating for state and regional policy changes.

**GHG Inventory.** The City shall prepare a revised GHG inventory for the year 2010.

**Zero Net Energy Strategic Plan.** The City shall prepare a zero net energy strategic plan, with a goal of completion by the end of 2011. The plan should analyze and document the strategy for achieving the City’s adopted energy policies.

**Zero Waste Strategic Plan.** The City shall prepare a zero waste strategic plan, with a goal of completion by 2010. The goal will be to achieve a 90 percent diversion rate by 2030. The Plan should explore measures such as increased commercial recycling and collection, expanded food waste collection and various types of conversion technology (from waste to energy).

**Sustainable City Plan.** The City shall update its Sustainable City Plan by the end of 2011 and at least every 10 years thereafter. The updated Sustainable City Plan should include revised targets for land use and transportation based on the policies in the LUCE.

**Urban Water Management Plan.** The City shall strive to update the Urban Water Management Plan, with a goal of completion by 2012. The Plan should include measures for water efficiency and strategies to reduce the energy impacts of water delivery in the City.

**Green Business Development Center.** The City shall seek to foster green industry by creating a green business development center to encourage green business leadership, incubate innovative businesses, encourage the exchange of green technology and information, and support green industry workforce training programs. The Green Business Development Center should be created within 5 years of the adoption of the LUCE.